

PLANNING BOARD

Tuesday, March 25, 2025 at 4:30 PM
Room 24 (Ground Level of City Hall) and
Zoom



MEMBERS

Brandon Mazer, Chair
David Silk, Vice Chair
Michael Fox
Nicholas Messina
Austin Smith
Joseph Zamboni

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AGENDA:

WORKSHOP - 4:30 PM

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATION AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON MARCH 11, 2025

Attendance will be added as soon as it is finalized.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON MARCH 11, 2025

i. Decisions will be added as soon as they are finalized.

5. NEW BUSINESS

i. Major Site Plan and Traffic Movement Permit; 385 Congress Street; Portland Music Holdings, LLC, Applicant. The Planning Board will hold a hybrid workshop to consider a major site plan and traffic movement permit application to facilitate the development of a 65,340 square foot entertainment venue with capacity for up to 3,310 patrons, which would also include food and beverage services, administrative offices, and indoor and outdoor lounge area, and back-of-house operations areas. The subject property is located downtown, and is within the B-3 Downtown Business 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-003179-2024.

To: Chair Brandon Mazer & Members of the Planning Board
From: Taylor Colbeth
Date: March 21, 2025
Re: 385 Congress Street – Live Nation Music Venue
Project ID: PL-003197-2024
CBL: 027 D003
Meeting Date: March 25, 2025

I. INTRODUCTION

Portland Music Holdings, LLC, a partnership between Portland Performance Ventures, LLC, and Live Nation Entertainment, submitted a Major Site Plan application to facilitate the construction of a 54.5-foot-tall, approximately 65,340-square-foot, 3,310-seat music venue on Lot 3 of the 385 Congress Street Subdivision, within the B-3 Downtown Business zone.

This application is being referred to the Planning Board for compliance with the City of Portland's Land Use Code Site Plan Standards, Section 13.6.

The Planning and Urban Development Department mailed 124 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the March 13, 2025 and March 14, 2025 editions of the Portland Press Herald.

Applicant: Portland Music Holdings, LLC
Applicant Representatives: Sebago Technics

II. BACKGROUND

In 2022, Reger Dasco Properties proposed the Herald Square Development, a comprehensive development spanning the entire block bounded by Congress Street, Myrtle Street, Cumberland Avenue, and Pearl Street. The proposal included subdividing the block into three lots and the creation of a City-approved Master Development Plan (MDP). The Master Development Plan outlined a multi-phase, mixed-use development including residential and commercial uses on Lots 2 and 3, a hotel with retail and nine condominiums on Lot 1, and structured parking across all three sites. The Planning Board approved the Master Development Plan on August 9, 2022 (PL-001970-2022), followed by approval of the subdivision application to create three lots on January 24, 2023 (PL-002332-2023). The contemplated hotel on Lot 1 received its subsequent Major Site Plan approval (PL-002156-2022) from the Planning Board on February 14, 2023.

In recent years, the property owner, Reger Dasco Properties, has explored various development alternatives for the Project Site (Lot 3). Previous proposals have considered residential units with structured parking, along with limited non-residential ground-floor and building amenity space. Building heights and densities have varied across different iterations, with the Master Development Plan conceptually envisioning two buildings: a 13-story, 180,050-square-foot building with parking and an 11-story, 89,200-square-foot building. At this time, Major Site Plan applications for Lots 2 and 3 under the approved Master Development Plan have not been submitted. Portland Music Holdings, LLC, has a

purchase and sale agreement with 385 Congress Street, LLC, the owner of Lot 3 to facilitate the development of the proposed Theater, further discussed in Section VI.

In a letter from the property owner dated March 20, 2025, Joseph Dasco formally requested that Lot 3, as indicated on the subdivision plan dated December 2, 2022, and approved by the Planning Board on January 24, 2023, be removed from the 385 Congress Master Development Plan. At this time, Lot 1 and 2 remain in the Master Development Plan. For documentation of this letter see Attachment S4.

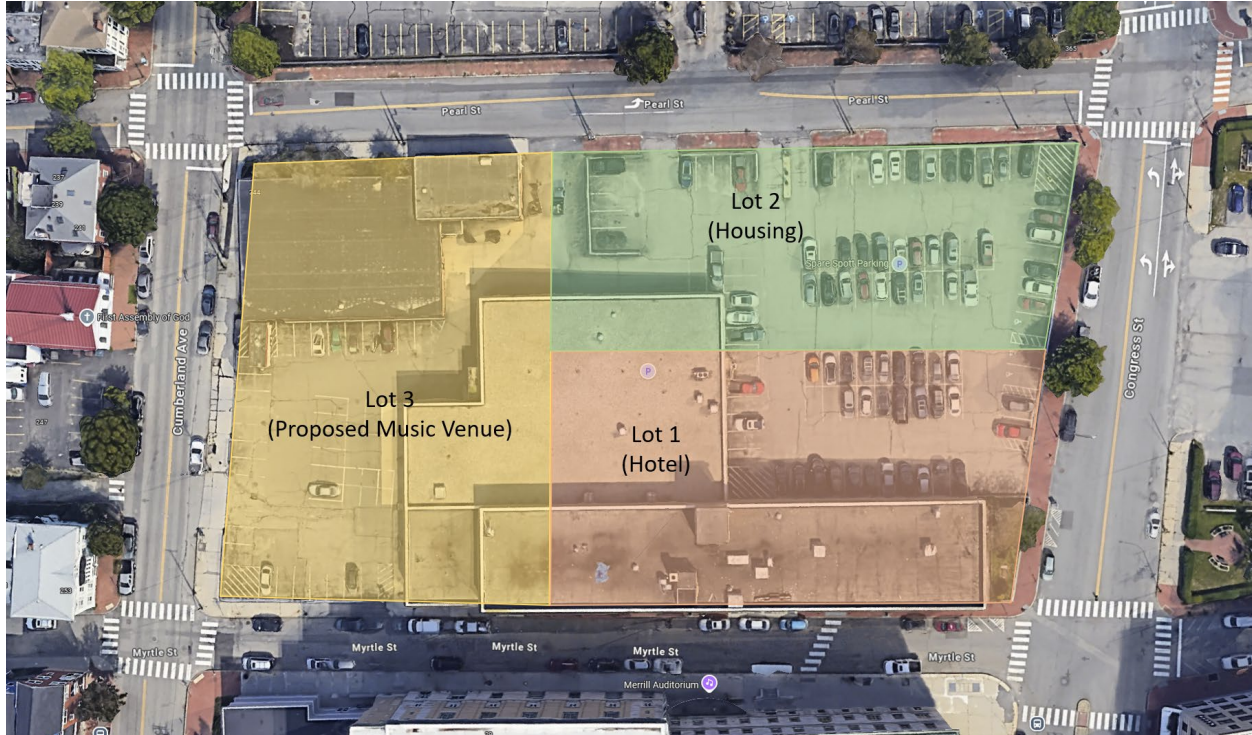


Figure 1. An aerial view of the existing site

III. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Section 13.6
B-3 Design Review Standards	Design Manual
Traffic Movement Permit	Technical Manual, Sec. 2

<i>Project Data</i>	
Existing Zoning	B-3 Downtown Business
Property Size	38,441 SF
Existing Use	Two single-story commercial buildings Surface Parking
Proposed Use	Music venue

IV. EXISTING CONDITIONS AND SURROUNDING AREA



Figure 2. Street view of existing conditions as seen from Cumberland Avenue and Myrtle Street

The subject property is located in Downtown and is bounded by Myrtle Street, Cumberland Avenue, Pearl Street, and Lots 1 and 2 of the 385 Congress Street commercial subdivision. The lot is zoned B-3 Downtown Business and comprises approximately 38,441 square feet. The site is currently occupied by two separate single-story commercial buildings used to store vehicles, and a public surface parking lot. The property is fully impervious.

The area surrounding the property is a mixture of residential and commercial uses. The property is adjacent to Portland's historic City Hall and Merrill Auditorium to the south, residential units to the north across Cumberland Avenue, and the Top of the Old Port surface parking lot to the east across Pearl Street. There are a variety of nonresidential uses within close proximity to the subject property, including restaurants, retail establishments, and open spaces, including 2-acre Lincoln Park.

The property is well served by public transportation, with Greater Portland METRO routes 1, 7, 9A, 9B, and the Husky Line operating within approximately 500-feet from the subject property. Additionally, METRO route 8 operates along Cumberland Avenue. There is also Biddeford Saco Old Orchard Transit route 60 operating approximately 340-feet from the site.

V. PROPOSED DEVELOPMENT

The proposed development involves the construction of a new 65,340 square foot, multi-level, approximately 3,310-person capacity music venue. The first floor would be comprised of a lobby, box office, bars, restrooms, loose seating or standing room area, stage, and a loading dock. The proposed loading dock accessible from Myrtle Street would have capacity for up to four buses. The loading dock accessible from Pearl Street would have capacity for up to two tractor-trailers. Level two would include premium seating, an indoor and outdoor lounge, bars, kitchen, dressing rooms, administrative offices, and restrooms. Level three would include fixed seating, bar, and restrooms. The primary entrance would be at the corner of Cumberland Avenue and Myrtle Street with additional staff entrances on Myrtle

Street, Pearl Street, and within the loading dock areas. Additionally, the box office and VIP entrance would be along Myrtle Street.

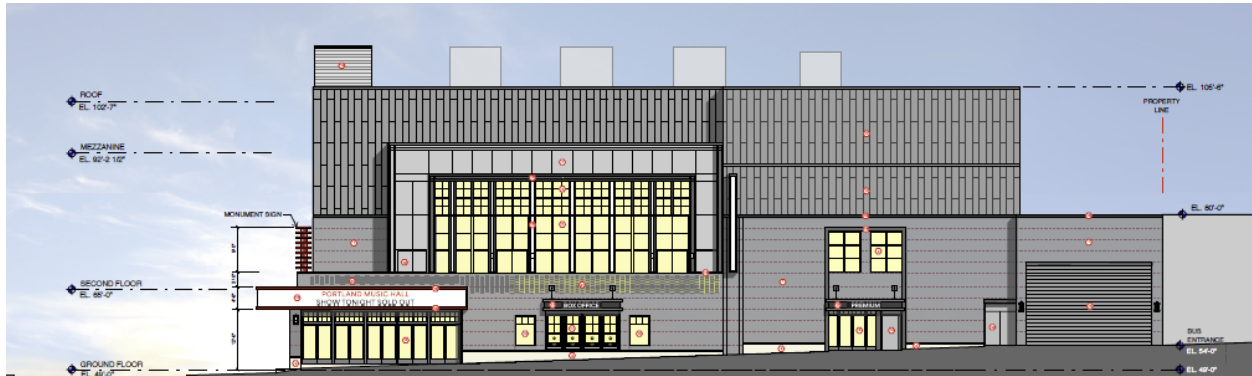


Figure 3. Architectural Elevation as seen from Myrtle Street

VI. RIGHT, TITLE, & INTEREST

The applicant has demonstrated sufficient right, title, and interest to the parcel involved in this application. Portland Music Holdings, LLC, has a purchase and sale agreement with 385 Congress Street, LLC, the owner of Lot 3, for the parcel recorded in the Cumberland County Registry of Deeds, Book 223, Page 32, and as identified as “Phase 2” in the Master Development Plan for 385 Congress Street approved by the City of Portland Planning Board on August 9, 2022. Full Right, Title, and Interest documentation is included as Attachment 3.

VII. FINANCIAL & TECHNICAL CAPACITY

The applicant has indicated that the project will be self-financed. Live Nation Entertainment is a publicly traded company with a market capitalization of \$32 billion as of December 1, 2024. As a publicly traded company financial statements and annual reports are available online at <https://investors.livenationentertainment.com/sec-filings/annual-reports>.

The applicant has compiled a highly qualified team for the proposed project. Architectural services are to be provided by D’Agostino Izzo Quirk Architects (DAIQ), a full-service architectural firm with over 30 years of experience. Civil engineering, surveying, and permitting services are being provided by Sebago Technics (STI), a multi-disciplined engineering firm with 40 years of experience, that offers a wide range of services specializing in land development, planning, permitting, and engineering design services. Full financial and technical capacity documentation is included a Attachments 9 and 10.

VIII. ZONING ANALYSIS

The subject property is located within the B-3 Downtown Business zone. The purpose of the B-3 zone is to maintain and enhance the role of the downtown as the business and commercial center of the region, and to enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city’s resident, working, and visitor populations. Development in the B-3 zone requires an excellent urban design to preserve and capitalize on the unique character and historic fabric of downtown, while reinforcing the role of downtown as a meeting place for community residents and visitors.

The proposed project is also subject to performance standards, as outlined in Article 6.8. Per Section 6.8.6, maximum sound level shall not exceed 60 dBA during daytime hours (7:00AM to 9:00PM) and 55 dBA during the nighttime hours (9:00PM to 7:00AM) as measured from the property boundaries. Further, per Section 6.8.16, vibration shall not be perceptible without instruments at lot boundaries. The applicant has provided a music sound propagation report from Metropolitan Acoustics. The findings of the report predict that sound level should not exceed 45 dBA as measured from any of the lot boundaries. Further, a separate report was provided for rooftop mechanical equipment, which predicts that sound should not exceed 53 dBA from any of the property boundaries.

Standard	Required	Proposed
Lot area (min)	None	38,441 SF
Street frontage	None	Myrtle – 155' Cumberland – 230' Pearl – 177'
Build-to zone	0-5 ft	*Myrtle – 11'-6" Cumberland – 0" Pearl – 0"
Build-to Percentage	100%	*67%
Building length as a percentage of street frontage (min)	60%	98%
Blank wall area (max)	20 ft	
Rear setback	None	13.86 ft
Yard Right	None	N/A
Yard Left	None	N/A
Structure height (max)	180'/250'	54'-6"

* The applicant has requested an exemption from the build-to zone requirement based upon exception 5 in Section 7.6.5.B of the *Land Use Code*, though has noted that exception 6 may also apply here. Exception 5 states that the Planning Board may require or approve an alternative build-to zone to comply with the design standards of Article 13 and the City of Portland *Design Manual*. Exception 6 states that a lot with three or more street frontages encompassing two or more corners, the two streets with the highest traffic volume shall meet the established standard, and built-to zone requirements shall not apply to any frontage beyond the two with the highest traffic volumes.

Waiver Request – Build to zone:

The applicant is requesting a waiver of Section 7.3, which requires that 100% of the building be located within the build-to percentage area. The applicant proposes locating 67% of the building within the build-to area to allow the theater entrance to be set further back from Myrtle Street and to create a more generous sidewalk and public plaza space. Staff is generally supportive of the waiver request based on exception 5 in Section 7.6.5.B, as the current building design aligns with the intent of the zone, which encourages buildings to be constructed close to the street line. The setback will create larger sidewalk areas and a more prominent frontage, particularly at the main entrance, where queuing and pedestrian gathering are expected.

IX. SITE PLAN STANDARDS (Section 13.6)

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 13.6. Staff comments are below.

1. Transportation Standards (Section 13.6.1)

A. Impact on surrounding street systems

The proposed project involves the construction of a 3,310-capacity music venue on Lot 3 of the 385 Congress Street Subdivision, which was previously contemplated to be a mixed-use commercial and residential development with 6,900 square feet of ground-level retail space, and 179 residential units. A Traffic Movement Permit for the 385 Congress Street MDP was issued on February 24, 2023. This approval was for the proposed buildout of 156-room hotel and 9 residential units (Lot 1), 110 residential units and 4,000 square feet of ground floor retail (Lot 2), and 179 residential units and 6,900 square feet of ground floor retail (Lot 3). The revised program on Lot 3 is anticipated to result in a decrease in the calculated AM Peak Hour trip generation and an increase in PM Peak Hour. The mitigation in the previously approved TMP related to Lot 3 included the installation of a new traffic signal system at the intersection of Cumberland Avenue and Pearl Street to meet the City's Traffic Signal Policy and Guidance Manual and construction of ADA compliant curb ramps. These mitigation strategies are included as part of this application, in order to satisfy these conditions of the TMP.

The applicant is not proposing any off-street parking as part of this application. Because of this, impact to the surrounding street system will be a result of primarily pedestrian traffic and trucks or buses entering/exiting the proposed loading areas on Myrtle Street and Pearl Street as well as visitors utilizing the City's existing parking system. The proposed project is anticipated to increase vehicle trips in the site's vicinity as patrons seek on-street parking, or within another facility.

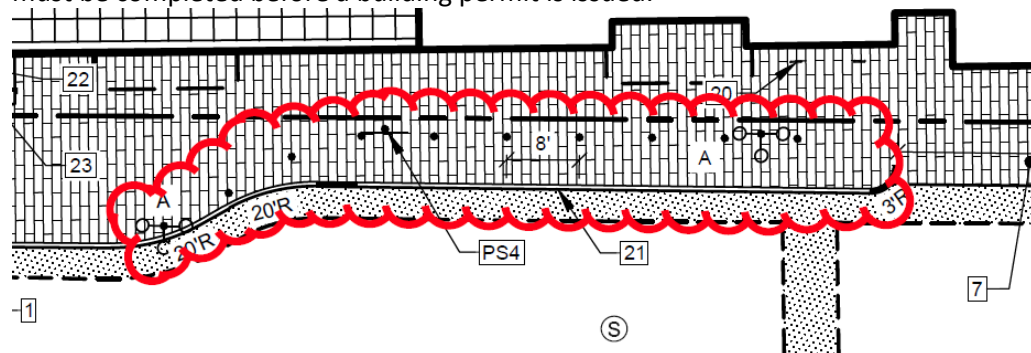
The proposed building is bounded by Myrtle Street, Cumberland Avenue, and Pearl Street. Myrtle Street between Congress Street and Cumberland Avenue serves as an important connection for the community, residents, city hall visitors, and events taking place at Merrill Auditorium. Myrtle Street is a one-way street and includes on-street metered parking on both sides. The applicant is proposing to incorporate an off-street, on-site parking area that can accommodate the storage of up to four tour buses accessed via a 34-foot wide curb cut on Myrtle Street. Off-street parking on-site for tour buses would reduce the need for tour buses to park on-street. Additionally, the applicant is proposing to designate a 63-foot long section of curb space as a loading area to accommodate overflow loading. The applicant has indicated that the areas will be managed by on-site personnel and with temporary traffic control measure as necessary to stop or shift traffic while a vehicle is actively entering/exiting the loading area. At staff's request, the applicant has provided turning templates illustrating the necessary movements to ensure tour buses can access the on-site parking area.

Staff Discussion

- Given the significance of Myrtle Street and its use by Merrill Auditorium, City staff from several departments including Planning & Urban Development, DPW, Parks, Recreation & Facilities (PR&F oversees Merrill Auditorium), Housing & Economic Development, and the Parking Division, as well as the City's third-party traffic engineer (TY Lin) have been involved in the review process from the outset and have discussed with the applicant opportunities and concerns as it relates to Myrtle Street. Ongoing coordination

throughout the review will be necessary to minimize impacts on Merrill's operations and ensure that both operators (Merrill and Live Nation) effectively coordinate on on-street operations.

- Due to the removal of Lot 3 of the 385 Congress Street Master Development Plan, the applicant will be required to submit a separate Traffic Movement Permit application. Upon receipt and approval of the TMP application, a traffic scoping meeting will be scheduled.
- Staff have requested that the applicant provide turning templates to demonstrate acceptable movements:
 1. From Myrtle Street onto Cumberland Avenue
 2. From Cumberland Avenue to Myrtle Street (to confirm that Merrill Auditorium can continue to pull buses in from this direction)
 3. From Pearl Street onto Cumberland Avenue and Congress Street
 4. A turning movement alternative that does not utilize mountable curb and the City sidewalk.
- Staff have requested the applicant provide a vehicle queuing detail plan with regards to the curb extension at the Myrtle/Cumberland intersection. At this time DPW supports a curb extension of up to six feet but does not support an extension above six feet.
- City staff recommends that the applicant remove the proposed bollards and mountable curb and revise the design to incorporate granite curbing that runs coterminous with where the bollards were proposed to accommodate an additional loading area. Additionally, an easement or license agreement for the sidewalk on private property must be completed before a building permit is issued.



B. Access and circulation

The main entrance to the music venue will be prominently placed at the corner of Myrtle Street and Cumberland Avenue. Access to the Box Office and VIP entrance is to be located along Myrtle Street just east of the main entrance. Egress after a performance will occur from the main entrance and side exits onto both Myrtle Street and Cumberland Avenue. There are existing sidewalks along Myrtle Street, Cumberland Avenue, and Pearl Street. The existing sidewalks will be improved as part of the project and will be required to be compliant with Americans with Disabilities Act (ADA) requirements. As part of the project the applicant is also proposing a sidewalk easement along Myrtle Street, which would grant the public, pedestrian access rights within the easement area. The applicant is also proposing to include enhancements at street crossing locations by incorporating curb extensions at the Myrtle Street and Cumberland Avenue intersection and Pearl Street and Cumberland Avenue intersection.

Additionally, the project includes an expanded plaza area and awning in front of the main entrance for patrons to gather comfortably and safely.

The applicant is proposing the removal of two existing curb cuts along Cumberland Avenue. The Project includes an off-street parking area on-site that can accommodate up to four tour buses that would be accessed via a 34-foot wide curb cut on Myrtle Avenue. The Project also includes an off-street parking area on-site that can accommodate up to two tractor-trailer trucks that would be accessed via a 47.6-foot curb cut from Pearl Street. These off-street parking areas will also serve as access for delivery vehicles servicing the site.

The project site is also roughly half-mile from the Bayside Trail. This multi-use trail paved trail connects residential and commercial neighborhoods in Bayside and East Bayside.

Staff Discussion

- Staff requests that the applicant provide additional details on the management of pedestrians and arriving guests, including how external queuing will be handled. If outdoor queuing is expected, please specify which streets (Cumberland or Myrtle) will be used, the estimated queuing capacity, and the anticipated impact on sidewalk width to accommodate both queuing and pedestrian traffic. The applicant will be required to ensure that the sidewalk remains sufficiently wide to accommodate pedestrian traffic and meet ADA accessibility requirements.
- Staff recommends that the applicant consider installing heated sidewalks along the building's main entry and the entire Myrtle Street façade, extending partially down Cumberland Avenue to align with the main entrance vestibule. This would help minimize snow storage impacts in an area expected to experience increased pedestrian activity.
- Staff recommends extending the main entry marquee to cover the full length of the stairs along Myrtle Street, providing protection during wet weather events.

C. Public transit access

The proposed development is located along an existing transit route with a transit shelter located on Congress Street between Temple Street and Elm Street, less than ¼ mile from the site. The applicant is proposing to provide no off-street parking as part of the proposal and therefore will rely on employees and patrons to use the city's existing parking network or alternative modes of travel, such as walking, biking, car-share/taxis, and public transit.

The project site is served by several METRO bus routes within a half-mile of the site, including routes 1, 7, 8, 9A, 9B, and the Husky Line as well as the Biddeford Saco Old Orchard Transit route 60 operating approximately 340-feet from the site. Given the applicant's reliance on employees and patrons using alternative modes of transportation, including public transit, they should collaborate with the City and METRO to explore ways to enhance bus stops and shelters as well as potential service improvements to improve the experience for transit riders and accommodate anticipated demand. Additionally, the applicant should identify necessary streetscape improvements to support safe and efficient public transit use, such as widened sidewalks near bus shelters, enhanced street lighting, and tree plantings.

D. Parking

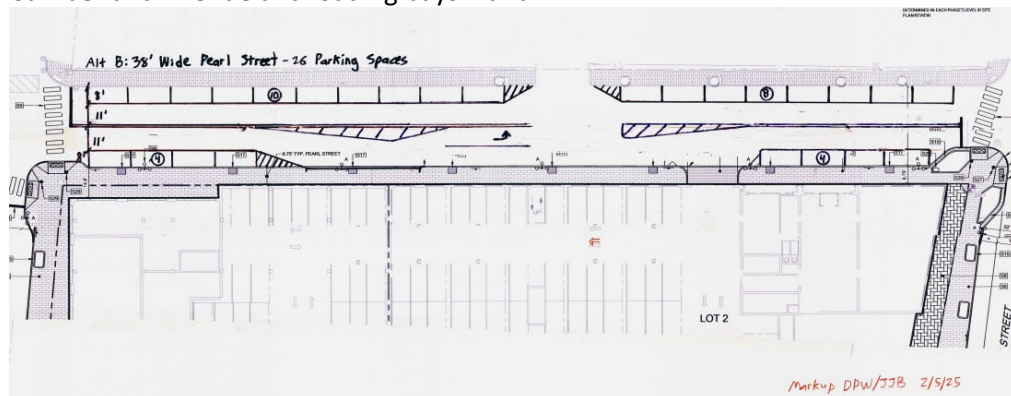
In accordance with Section 18.2.1, off-street vehicle parking is not required. The project will not provide for any on-site parking and will implement a transportation demand management (TDM) plan to encourage employees and patrons to use alternative modes of transportation.

The project is proposing an off-street parking area on-site to accommodate up to four tour buses accessed from Myrtle Street. Additionally, the project is proposing an off-street parking area on-site to accommodate up to two tractor-trailer trucks that would be accessed via Pearl Street. Providing on-site parking for tour buses and tractor-trailers servicing the venue will minimize the impact and demand for curb space on the surrounding street network. The project is also proposing a loading area with mountable curb along Myrtle Street for additional bus/loading parking.

Per Table 18-A of the City's Land Use Code, the applicant is required to provide 1 bicycle parking space per 2,500 square foot of floor area (26 bicycle spaces for the proposed project). The applicant is proposing to satisfy this requirement by providing 13 bike racks along Myrtle Street and Cumberland Avenue.

Staff Discussion

- Staff recommends that the applicant ensure bike racks along Myrtle Street and Cumberland Avenue do not reduce the sidewalk width when bikes are parked.
- Due to the loss of existing metered parking spaces on Myrtle Street, the applicant must provide an equivalent or greater number of on-street metered parking spaces along Cumberland Avenue. To compensate for the reduction of sidewalk space within the public right-of-way on Myrtle Street to accommodate an additional loading area, City staff recommend shifting the building's Pearl Street façade back by a minimum of approximately 5 feet from the property line. This adjustment to the building along Pearl Street would allow for the creation of an extended publicly accessible sidewalk as well as additional on-street parking spaces and/or a loading area along Pearl Street between Cumberland Avenue and loading bays 1 and 2.



E. Transportation demand management (TDM)

The proposed project is required to develop and implement a TDM plan in accordance with Section 13.6.1.E. The applicant has submitted a TDM Plan that aims to reduce drive-alone trips, or single occupancy vehicles, by encouraging employees and patrons to use alternative modes of transportation. The following TDM measures are being proposed by the applicant as part of this Project:

- Designate a Transportation Coordinator to oversee all transportation related operational matters.
- A transportation survey prior to the implementation and on an annual basis for the employees of the music venue.
- Sidewalk improvements on all sidewalks surrounding the property, including widening sidewalks at the main entrance.
- Providing bicycle parking in several areas surrounding the site.
- Promotion and coordination of ridesharing between employees through email and bulletin campaigns and providing information on the GOMAIN program.
- Discounted METRO passes for employees.
- Consideration of a METRO contribution to support future expanded operations.
- Providing detailed information on options for transportation to the area for event attendees.

Staff Discussion

- The current plan proposes no parking, which complies with the Land Use Code. To ensure a comprehensive approach to site access, the applicant should coordinate with the City and METRO to explore bus service options to and from the site, as well as additional improvements or partnerships to encourage patrons to use public transit.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

The proposed project area is a previously developed, impervious urban parcel with surface parking spaces and minimal vegetation or pervious areas. Per Section 3.1.2 of the Technical Manual, all development subject to site plan review shall be evaluated under the City's low-impact development standards and scoring tool.

Staff Discussion

- The City has requested that the applicant provide an updated narrative detailing the project's compliance with these standards, and a completed LID.

B. Site landscaping and buffers

The applicant has provided a landscape plan that proposes four street trees along Cumberland Ave and two along Pearl Street, for a total of six street trees. Per Standard 13.6.2.B.5, one street tree is required for every 25-35 feet of street frontage. The proposed development has frontage along Myrtle Street, Cumberland Avenue, and Pearl Street and is required to provide 4, 7, and 5 trees, respectively, for a total of 16 street trees.

Staff Discussion

- The applicant shall review Standard 13.6.2.B.5 and update site plan accordingly. If the applicant is unable to provide additional street trees along the building's frontage, the applicant will be required to contribute to the City's tree fund, per Technical Manual Section 4.1.3.
- The applicant is also encouraged to work with City staff to identify other areas within the neighborhood where street trees could be planted.

C. Water quality/storm water management/erosion control

Based on consultation with City staff, the applicant is proposing the site's runoff be directed to the existing combined sewer in Pearl Street in anticipation of a future City project to separate the combined sewer in this street. Department of Public Works held a meeting with the applicant team on February 7, 2025, to discuss the future separation. This meeting focused on making sure the design was configured in a way that would be compatible with the City's future storm drain plans. DPW's statement from the meeting can be found as Attachment S3.

The project is a redevelopment project resulting in less than 5,000 square feet of non-rooftop impervious area. Therefore, no stormwater quality treatment is required. The applicant is proposing a stormwater detention system that has been designed to reduce the rate of runoff from the project site to the extent practicable during a 1" combined sewer overflow storm event.

Staff Discussion

- The applicant should provide an erosion and sedimentation control plan. Notes and details for erosion control materials have been included in submitted materials, but not a plan that shows the locations of erosion and sedimentation control measures. For this site, some of the most critical erosion control will be protecting catch basins around the site.
- As part of this project, existing buildings are being demolished, and a portion of the site is going to be graded and left with gravel surface. This area slopes directly towards the new building, some existing and proposed catch basins on the site, and Pearl Street. Erosion control should be identified to remain in place around this area, pending how phasing of the rest of the site's development is timed. The applicant shall clearly identify this area on the plans included in this set, including the site and utility plans.
- The stormwater report includes an Inspection, Maintenance, and Housekeeping plan that is associated with construction and post-construction maintenance on the site. This plan shall be updated to address project-specific conditions including post-construction housekeeping of the gravel area that will be remaining on the site. The post-construction inspection plan should also include the proposed subsurface storage systems, and address any specific inspection requirements impacted by the installation of these systems within the building footprint.

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

A. Consistency with City Master Plans

There is no specific City Master Plans for this location. The proposed project is a permitted use within the B-3 Downtown Business zone, which is intended to maintain and strengthen downtown's role as the region's business and commercial center. The zone supports downtown as a gathering place for both residents and visitors, prioritizes access through multiple modes of transportation, and emphasizes the enhancement and protection of the pedestrian environment. Because the proposed project is a permitted use within the B-3 zone, this standard has been met.

B. Public safety and fire prevention

The project has been designed following public safety principles for Crime Prevention through Environmental Design and has been designed to provide adequate emergency vehicle access to

the site as outlined in the *Technical Manual*. The proposed project has incorporated public safety principles for Crime Prevention through Environmental Design by providing natural surveillance of public spaces and areas. The perimeter of the proposed building is well lit with an entrance that is visible along Cumberland Avenue. Public access to the site will be through the main entrance on the corner of Cumberland Avenue and Myrtle Street, with additional egress points along these streets. All dumpster and loading areas are proposed to be enclosed within the building with access controlled to these areas. The site has been designed with a variety of materials to provide visual identification of the fully public right-of-way and sidewalks.

C. Public Utilities

The applicant is proposing to underground the electric service from CMP's recently installed manhole in Pearl Street. The proposed development is not anticipated to overburden sanitary sewers and storm drains, water lines, or other public infrastructure and utilities. The applicant has provided a sewer capacity application and Stormwater Management Plan as part of the submitted materials. The applicant has submitted an ability to serve request to the Portland Water District.

Staff Discussion

- Staff have requested revisions to the utility plan and clarification on the electrical layout.
- The applicant shall submit an ability to serve confirmation from the Portland Water District once received.

4. Site Design Standards (Section 13.6.4)

A. Massing, ventilation, and wind impact

The height of the proposed building has been significantly reduced from what was originally contemplated under the 385 Congress Street Master Development Plan, with the building's height being reduced from over 140-feet to 54.5-feet in height, which complies with the permitted height in the zone. HVAC equipment is proposed to be on the roof of the building and has been designed in accordance with the City's Land Use Code.

Staff Discussion

- The applicant shall revise elevations to include average grade and the intervals and measurements taken to determine average grade.
- The applicant shall screen rooftop mechanicals/HVAC equipment.

B. Shadows

The proposed development is below the 65-foot height threshold that would trigger a shadow study. However, it is not expected to create adverse shadow impacts. Given the reduced building height, shadow impacts are anticipated to be less significant than those of the previously approved Lot 3 plans under the Master Development Plan (MDP). The applicant has submitted shadow studies, including the Lot 1 and Lot 2 buildings, to maintain consistency with previous analyses. Staff consider this standard to be met.

C. Snow and ice loading

The proposed development was designed with a flat roof to prevent snow and ice from falling onto adjacent properties or public ways. The applicant has indicated that the owner will comply

with City ordinance requirements for snow removal from public sidewalks and along the site frontage. Staff encourage the applicant to consider installing heated sidewalks along the buildings main entrance due to the expected increase in pedestrian use.

D. View corridors

Not applicable. The proposed project is not located within a designated view corridor.

E. Historic resources

The proposed project is not located within a designated historic district nor has any known historic or archeological resources. The subject property is located adjacent to a historically significant building – City Hall. The proposed development will be generally compatible with the major character-defining elements of the district in the immediate vicinity of the subject property. The applicant has proposed a design and materials that complements the surrounding modern and historic buildings.

F. Exterior lighting

Decorative lighting is proposed to be installed along the Cumberland Avenue, Myrtle Street, and Pearl Street frontages. The applicant has submitted a photometric plan for the proposed lighting.

Staff Discussion

- The *Technical Manual* lighting standards section reference has changed from Section 10 to Section 8. The applicant has referenced Section 10 in multiple locations. Staff have requested this be updated.

G. Noise and vibration

The HVAC units are proposed to be installed on the building rooftop to mitigate noise and ventilation impacts on abutting property. All other heating, ventilation, emergency generators, and similar equipment will meet applicable state and federal emission requirements and be located away from abutting residential properties.

As the proposed development is a music venue, the building has been designed for optimal acoustics during performances and will ensure that sound is contained within the building. A report on acoustics, vibration, and sound modeling has been provided by Metropolitan Acoustics. The findings of the report predict that the sound level should not exceed 53 dBA as measured from any of the property boundaries. These findings are in compliance with Section 6.8.6 of the *Land Use Code*, which states that noise in the B-3 zone shall not exceed 60 dBA during the daytime hours (7:00AM to 9:00PM) and 55 dBA during the nighttime hours (9:00PM to 7:00AM).

H. Signage and wayfinding

The site is fully occupied by the building footprint and entrances to the venue are clearly defined by architectural design, canopies, and lighting. No on-site wayfinding signage is proposed.

I. Zoning-related design standards

The proposed development is subject to B-3 design standards as outlined in Section b of the Development Design Manual. The proposed development would be constructed utilizing a

mixture of modern and traditional materials. The building entrance along Cumberland Avenue has been designed with differentiated materials, slightly recessed doors, and a canopy to promote prominence along the street, access to the street, and accessibility. The proposed development also includes an expanded brick sidewalk along Myrtle Street and bulb-out curb extensions to accommodate higher pedestrian volumes. A full design review is included as Attachment S2.

X. NEIGHBORHOOD MEETING & PUBLIC COMMENT

Public comments have expressed a range of opinions and concerns regarding the proposed project. Some commenters have raised concerns about the construction of a new music venue in the city, questioning its potential negative effects on other local arts organizations and its possible impact on Merrill Auditorium. Other commenters have expressed concerns about the lack of off-street parking for the project, highlighting the potential challenges this may present, as well as the need to consider the impact on the surrounding street network. Regarding concerns about Live Nation as the applicant and operator of the music venue, staff notes that the identity of the applicant, beyond confirming their sufficient Right, Title, and Interest, as well as Financial and Technical Capacity, is outside the scope of the Planning Board's or staff's review. Opposition to the applicant is not a matter for consideration in this process.

The applicant held a neighborhood meeting on January 27, 2025, from 6:00PM to 7:30PM at the Press Hotel. There were 33 members of the public in attendance. Public comment at the meetings centered around parking concerns, impact on local arts organizations and venues, Live Nation's mission and values, and programming along Pearl Street. A full sign-in sheet and meeting minutes are included as Attachment U.

ATTACHMENTS

Public Comment

PC1.

Report Attachments

- S1. 1st Round Staff Comments
- S2. Design Review Memo
- S3. Statement from DPW
- S4. Lot 3 Removal from MDP

Applicants Submittal

- A. cover letter
- B. Site Plan Checklist_(12-4-2024)
- C. RTI
- D. Evidence of Approvals
- E. Zoning Analysis Table
- F. Site Plan Standards Assessment
- G. Existing-Proposed Easements
- H. Waiver Table
- I. Financial Capability
- J. Technical Capability

K. Construction Management Plan
L. Transportation
M. Environmental
N. Public Infrastructure-Community Safety
O. Site Design
P. Building Massing Images
Q. Shadow Study Analysis
R. Stormwater Report - LOT 3 2024-12-20
S. Vehicle Turning Exhibits
T. View Corridor
U. Neighborhood Meeting Notes 2025-01-27

Plans

1 COVER SHEET
2 GENERAL NOTES LEGEND AND ABBREVIATIONS
3 DEMOLITION PLAN
4 OVERALL SITE PLAN
5 SITE PLAN - STREET LEVEL
6 OVERALL GRADING PLAN
7 GRADING PLAN - STREET LEVEL
7 UTILITY PLAN
8 PEARL STREET PLAN AND PROFILE
9 UTILITY SCHEDULES
10 LANDSCAPE PLAN
11 EROSION CONTROL NOTES
12 DETAILS1
13 DETAILS2
14 DETAILS3
15 DETAILS4
16 Building Elevations
16 DETAILS5
17 DETAILS6
18 EXISTING CONDITIONS-1of2
18 Floor Plans
19 EXISTING CONDITIONS-2of2
19 Photometrics
20 SUBDIVISION PLAN



Dear Chris Taylor,

We have completed our review of your application (PL-003179-2024) for the redevelopment of a surface parking lot into a 3,310 capacity music venue. This development triggers major site plan review, and is subject to the following regulations:

- Site Plan – Article 13.6
- Zoning Use Review – Article 6
- Zoning Dimensional Review – Article 7

An overview of the City’s review can be viewed in the attached project review worksheets and peer review comments.

Next Steps

Please review all feedback and reach out to the project review manager if you have any questions or would like to discuss this feedback in more detail. In order to proceed, the applicant shall prepare a written response to all feedback, and shall update plans, documents and other materials as necessary to address the above listed comments. The applicant shall notify the project review manager when a resubmission is uploaded to ProjectDox. Once received, the project review manager will notify the applicant of their scheduled review timeline for this resubmission.

This application is tentatively scheduled for a Planning Board workshop on Tuesday, March 25, 2025. Please confirm your availability for this meeting at your earliest convenience.

Sincerely,

Taylor Colbeth
 Planner

Attachments

1. Site Plan Worksheet
2. Zoning Worksheet
3. Design Memo

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 (DPW), 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 tcolbeth@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.

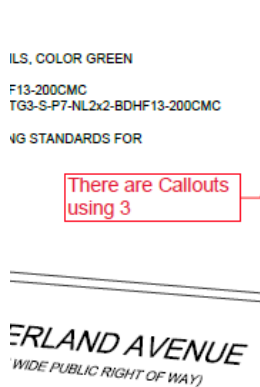
Green signifies the standard is being met; red signifies the standard is not being met; and blue indicates the standard is not applicable.

General Comments

- The applicant shall check Site Plan Key Notes. There are callouts using numbers that are not identified in key notes.

ILS, COLOR GREEN
F13-200CMC
TG3-S-P7-NL2x2-BDHF13-200CMC
WG STANDARDS FOR

There are Callouts using 3



ERLAND AVENUE
WIDE PUBLIC RIGHT OF WAY

SITE PLAN KEY NOTES

1	RESET SALVAGED GRANITE CURB	21	BEVELED GRANITE CURB
2	GRANITE CURB TIP DOWN	22	STEP
3	NOT USED	23	HANDRAIL
4	2' X 6' TRUNCATED DOME PLATES	24	CHEEK WALL
5	2' X 2' SOLID WHITE PAINT BARS, 2' APART, 8" WIDE	25	NOT USED
6	BRICK PAVERS	26	NOT USED
7	BRICK DRIVEWAY APRON	27	NOT USED
8	NEW TYPE 1 VERTICAL GRANITE CURB	28	NOT USED
9	LIGHT FIXTURE A - CITY STANDARD FIGURE X - 5F (COLOR GREEN)		
10	NOT USED		
11	ASPHALT PAVING		
12	NOT USED		
13	REGRADE WITH GRAVEL IN DEMOLISHED BUILDING AREAS		
14	12" SOLID WHITE PAINTED STOP BAR		
15	NOT USED		
16	MYRTLE STREET + ONE WAY SIGN		
17	TREE PLANTING PIT WITH STRUCTURAL SOIL		
18	CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-8B		
19	ALUMINUM BRICK EDGE RESTRAINT (TYP)		
20	BIKE RACK		

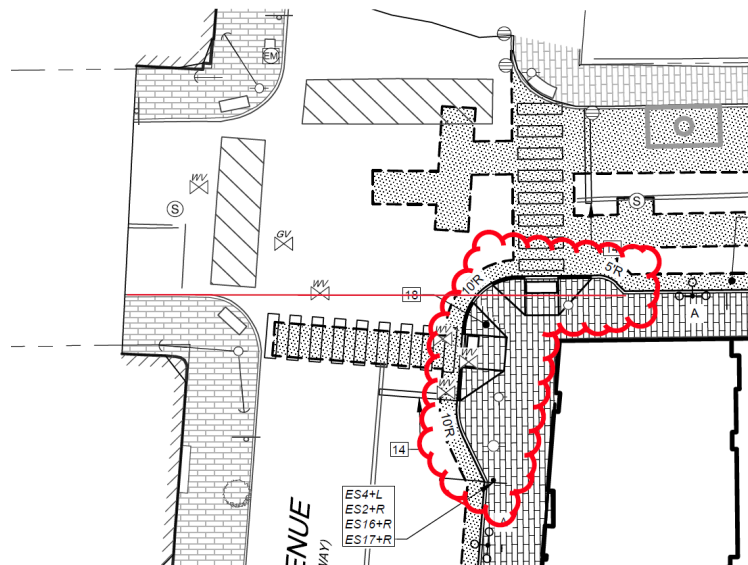
Site Plan Review Standards (Sec. 13.6)		
Transportation Standards (Sec. 13.6.1)		
Standard	Discussion	Finding
Impact on Surrounding Street Systems	Overview: The proposed project involves the construction of a 3,310-capacity music venue on Lot 3 of the 385 Congress Street Subdivision, which was previously proposed to be 179 residential units and a 6,900 square foot commercial space. A Traffic Movement Permit for the 385 Congress Street MDP was issued on February 24, 2023. The revised program on Lot 3 is anticipated to result in a decrease in the calculated AM Peak Hour trip generation and an increase in PM Peak Hour. The mitigation in the previously approved TMP related to Lot 3 includes the installation of a new traffic signal system at the intersection of Cumberland Avenue and Pearl Street to meet the City's Traffic Signal Policy and Guidance Manual and construction of ADA compliant curb ramps. These mitigation strategies are proposed to remain as part of the change in programming.	More Information Required

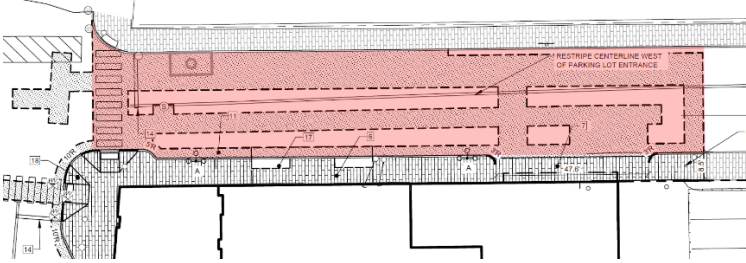
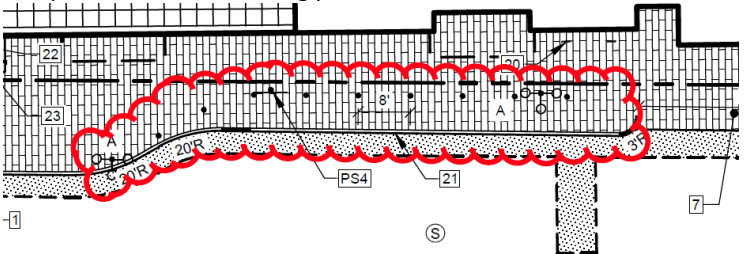
The applicant is not proposing any parking as part of this project. Because of this, impact to the surrounding street system will be a result of primarily pedestrian traffic and trucks or buses entering/exiting the proposed loading areas on Myrtle Street and Pearl Street. The proposed loading areas will be managed by on-site personnel and with temporary traffic control measure as necessary to stop or shift traffic while a vehicle is actively entering/exiting the loading area.

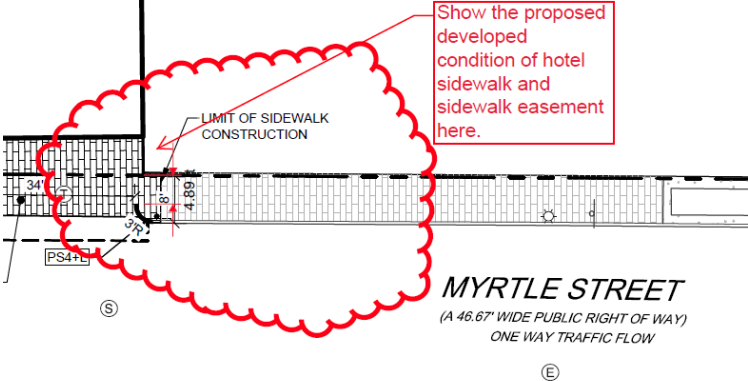
Updates Requested

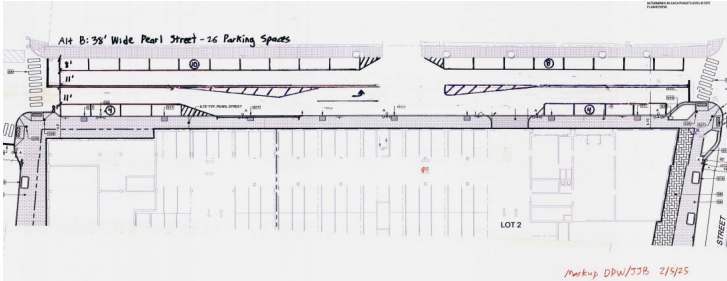
- Due to the significant change in programming from that assumed in the 2023 Traffic Movement Permit (TMP) for the 385 Congress Street MDP, and that the proposed project is anticipated to increase traffic levels by over 100 peak hour trips, the applicant shall be required to submit a new TMP Application. Upon receipt and approval of the TMP application, a traffic scoping meeting will be scheduled. Our traffic reviewer has provided feedback to the applicant for preparing the TMP Application, as outlined below:
 1. Provide backup information for the assumed 2.3 persons per vehicle assumption.
 2. The city will provide guidance on mode share for the project.
 3. It was assumed that the event venue opens for attendees 30 minutes from the start of an event. In reviewing existing music venues information, most events open one hour before the event begins.
 4. Will there be events that start prior to 7:30PM.
 5. Provide backup data for arrival distribution.
 6. TMP process will require an evaluation of pedestrian and bicycle facilities in the vicinity of the project.

The applicant shall provide turning templates and documentation demonstrating that the curb extension at the Cumberland/Pearl corner can accommodate vehicular maneuverability while enhancing pedestrian safety.



	- The applicant shall provide a vehicle queuing detail plan with regards to the curb extension at the Myrtle/Cumberland intersection. DPW supports a curb extension of up to 6 feet but does not support extensions exceeding this length.. - The applicant shall square off the proposed pavement repair in Pearl Street.  - City staff recommends that the applicant remove the proposed bollards and mountable curb and revise the design to incorporate granite curbing that runs coterminous with where the bollards were proposed to accommodate an additional loading area. Additionally, an easement or license agreement for the sidewalk on private property must be completed before a building permit is issued.  - The applicant shall provide the following turning templates to demonstrates acceptable movements: - From Myrtle Street onto Cumberland Avenue - From Cumberland Avenue to Myrtle Street (to confirm that Merrill Auditorium can continue to pull buses in from this direction) - From Pearl Street onto Cumberland Avenue and Congress Street - A turning movement alternative that does not utilize mountable curb and the City sidewalk. - The construction management plan shall be revised to include more information on closures on Cumberland and crane activity. Can crane be set up on Lot 2 and Cumberland remain open?	
Access and Circulation	Overview: Access to the proposed development will be primarily pedestrian traffic. The applicant is proposing the removal of two existing curb cuts along Cumberland Avenue and two internal parking areas for buses (accessible from Myrtle Street) and tractor-trailers (accessible from Pearl Street). These parking areas will also serve as access for delivery vehicles servicing the site. There are existing sidewalks along Myrtle Street, Cumberland Avenue, and Pearl Street. The existing sidewalks are proposed to be improved as part of this project, which will result in improved pedestrian circulation along Cumberland Avenue. The applicant is also proposing a sidewalk easement on	

	Myrtle Street to grant public pedestrian access in, on, and over the easement area. Updates Requested - Proposed improvements and existing conditions in the City ROW shall be identified and dimensioned on the plan view sheets. For example, ROW, street, lanes sidewalk, esplanade driveways, tip downs, and other improvements widths as well as when a width changes. - The site plan shall be revised to show proposed sidewalk easement. - Plans shall show sidewalk and sidewalk easement from proposed hotel site plan at property line along Myrtle Street.  MYRTLE STREET (A 46.67' WIDE PUBLIC RIGHT OF WAY) ONE WAY TRAFFIC FLOW - The applicant shall check sidewalk cross slopes. There appears to be several areas where proposed cross slopes exceed 2% on Cumberland Avenue. - Staff recommends that the applicant consider installing heated sidewalks along the building's main entry and the entire Myrtle Street façade, extending partially down Cumberland Avenue to align with the main entrance vestibule. This would help minimize snow storage impacts in an area expected to experience increased pedestrian activity. - Staff recommends extending the main entry marquee to cover the full length of the stairs along Myrtle Street, providing protection during wet weather events.	
Public Transit Access	Overview: The proposed development is located along an existing transit route with a transit shelter located on Congress Street between Temple Street and Elm Street, less than ¼ mile from the site. Updates Requested None	Met
Parking	Overview: The applicant is proposing an off-street parking area that can accommodate up to four buses on Myrtle Street and an off-street parking area that can accommodate up to two tractor-trailer trucks on Pearl Street. Additionally, the applicant is proposing a loading area with mountable curb along Myrtle Street for additional bus/loading parking. There is no pedestrian vehicular parking proposed as part of this project. Per Table 18-A of the City's <i>Land Use Code</i>, the applicant is required to provide 1 bicycle parking space per 2,500 square foot of floor area (26 bicycle	More Information Required

	spaces for the proposed project). The applicant is proposing to satisfy this condition with 13 bike racks along Myrtle Street and Cumberland Avenue. There are no snow storage areas proposed on site. Sidewalks will be cleared on snow in accordance with the City of Portland ordinance. Updates Requested: - The applicant shall update street level site plan to include the location of the proposed bike racks and include the proposed bike rack in the detail sheets. - Due to the loss of existing metered parking spaces on Myrtle Street, the applicant must provide an equivalent or greater number of on-street parking spaces along Cumberland Avenue. To compensate for the reduction of sidewalk space within the public right-of-way on Myrtle Street to accommodate an additional loading area, City staff recommend shifting the building's Pearl Street façade back by a minimum of approximately 5 feet from the property line. This adjustment to the building along Pearl Street would allow for the creation of an extended sidewalk as well as additional on-street parking spaces and/or a loading area along Pearl Street between Cumberland Avenue and loading bays 1 and 2. 	
Transportation Demand Management	Overview: The applicant has submitted a TDM Plan that complies with the transportation studies and plans as contained in the <i>Technical Manual</i>. The applicant has indicated that a full-time employee will be designated as their TDM coordinator. Because there is no parking proposed as part of this project, TDM targets and related strategies would focus on modal split and occupancy of vehicles of commuting staff. Updates Requested The current plan proposes no parking, which complies with the Land Use Code. To ensure a comprehensive approach to site access, the applicant should coordinate with the City and METRO to explore bus service options to and from the site, as well as potential improvements or partnerships to encourage patrons to use public transit.	More Information Required
Environmental Quality Standards (Sec. 13.6.2)		
Standard	Discussion	Finding
Preservation of Significant Natural Features	Overview: The proposed project area is a previously developed, urban parcel with surface parking spaces and minimal vegetation or pervious areas. Per Section 3.1.2 of the <i>Technical Manual</i>, all development subject to site plan review shall be evaluated using the low impact development scoring tool. Updates Requested The applicant shall review Section 3 of the <i>Technical Manual</i> and submit a completed LID scoring worksheet as part of their second	More Information Required

	submission. The LID scoring tool can be found in Appendix 3A of the <i>Technical Manual</i> .	
Site Landscaping and Buffers	Overview: The applicant has provided a landscape plan that proposes four street trees along Cumberland Ave and two along Pearl Street, for a total of six street trees. Per Standard 13.6.2.B.5, one street tree is required for every 25-35 feet of street frontage. The proposed development has frontage along Myrtle Street, Cumberland Avenue, and Pearl Street and is required to provide 4, 7, and 5 trees, respectively, for a total of 16 street trees. Updates Requested - The applicant shall review Standard 13.6.2.B.5 and update site plan accordingly. If the applicant is unable to provide additional street trees, the applicant will be required to contribute to the City's tree fund, per <i>Technical Manual</i> Section 4.1.3. - The applicant shall revise plans to include granite curb tree wells per the City's <i>Technical Manual</i> section 4, Figure 4-4C.	Not Met
Water Quality, Stormwater Management and Erosion Control	Overview: Based on consultation with City staff, the applicant is proposing the site's runoff be directed to the existing combined sewer in Pearl Street in anticipation of a future City project to separate the combined sewer in this street. The applicant does not propose any stormwater infiltration or other practices that would be expected to pose a risk of groundwater contamination either during or post-construction. Updates Requested - The applicant should provide an erosion and sedimentation control plan. Notes and details for erosion control materials have been included in submitted materials, but not a plan that shows the locations of erosion and sedimentation control measures. For this site, some of the most critical erosion control will be protecting catch basins around the site. - As part of this project, existing buildings are being demolished, and a portion of the site is going to be graded and left with gravel surface. This area slopes directly towards the new building, some existing and proposed catch basins on the site, and Pearl Street. Erosion control should be identified to remain in place around this area, pending how phasing of the rest of the site's development is timed. The applicant shall clearly identify this area on the plans included in this set, including the site and utility plans. - The stormwater report includes an Inspection, Maintenance, and Housekeeping plan that is associated with construction and post construction maintenance on the site. This plan shall be updated to address project-specific conditions including post-construction housekeeping of the gravel area that will be remaining on the site. The post-construction inspection plan should also include the proposed subsurface storage systems, and address any specific inspection requirements impacted by the installation of these systems within the building footprint.	More Information Required
Public Infrastructure and Community Safety Standards (Sec. 13.6.3)		
Standard	Discussion	Finding

Consistency with City Master Plans	Overview: The proposed project is in line with the City's goals of fostering a vibrant city. This infill development would encourage pedestrian activity along Myrtle Street and Cumberland Avenue in an area that is well served by public transportation, with Greater Portland METO running several routes within close proximity to the subject property, and is easily walkable to the rest of Downtown Portland. There are no specific City Master Plans for this location.	Met
	Updates Requested None	
Public Safety and Fire Prevention	Overview: The project has been designed following public safety principles for Crime Prevention through Environmental Design and has been designed to provide adequate emergency vehicle access to the site as outlined in the <i>Technical Manual</i> .	Met
	Updates Requested None	
Public Utilities	Overview: The applicant is proposing to underground the electric service from CMP's recently installed manhole in Pearl Street. The proposed development is not anticipated to overburden sanitary sewers and storm drains, water lines, or other public infrastructure and utilities.	More Information Required
	Updates Requested - The applicant shall update the utility plan to depict the covered parking structure's floor drain system connection into the proposed oil/water separator. - The applicant shall provide clarification on the electrical layout around the site. Some existing overhead electrical systems on Pearl Street and Cumberland Avenue that are not identified for demolition appear to conflict with project features including building corners, proposed trees, and grading associated with sidewalks and ramps. The applicant shall review site and overhead electrical for potential conflicts and ensure that utilities are located below grade.	
Site Design Standards (Sec. 13.6.4)		
Standard	Discussion	Finding
Massing, Ventilation, Wind, and Heat Impacts	Overview: The proposed development on Lot 3 of the previous approved Master Development Plan has reduced in size from over 140-feet to 54.5-feet in height, which complies with the permitted height in the zone. HVAC equipment is proposed to be on the roof of the building and has been designed to be in accordance with the City's Land Use Code.	More Information Required
	Updates Requested - The applicant shall revise elevations to include average grade and the intervals and measurements taken to determine average grade. - The applicant shall screen rooftop mechanicals/HVAC equipment.	
Shadow	Overview: The proposed development is not anticipated to have adverse shadow impacts. Based on the reduced building height, shadow impacts are anticipated to be less than those of the previously approved Lot 3 plans for the MDP. The applicant has submitted shadow studies which include the Lot 1 and 2 buildings for consistency with previous studies.	Met
	Updates Requested None	
Snow and Ice Loading	Overview: The proposed development was designed with a flat roof to prevent snow and ice from falling onto adjacent properties or public ways. The	Met

	applicant has indicated that the owner will comply with City ordinance requirements for snow removal from public sidewalks and along the site frontage. Updates Requested None	
<i>View Corridors</i>	Overview: The proposed project is not located within a proposed view corridor and this standard is, therefore, not applicable. Updates Requested None	Not Applicable
<i>Historic Resources</i>	Overview: The proposed project is not located within a designated historic district nor has any known historic or archeological resources. The subject property is located adjacent to a historically significant building – City Hall. The proposed development will be generally compatible with the major character-defining elements of the district in the immediate vicinity of the subject property. The applicant has proposed a design and materials that complements the surrounding modern and historic buildings. Updates Requested None	Met
<i>Exterior Lighting</i>	Overview: Decorative lighting is proposed to be installed along the Cumberland Avenue, Myrtle Street, and Pearl Street frontages. The applicant has submitted a photometric plan for the proposed lighting. Updates Requested Technical Manual Lighting Standard has changed from Section 10 to Section 8. Revise multiple locations. REFER TO CITY OF PORTLAND TECHNICAL STANDARDS SECTION 10, MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS Section 8	More Information Required
<i>Noise and Vibration</i>	Overview: The HVAC units are proposed to be installed on the building rooftop to mitigate radiation of noise off site. All other heating, ventilation, emergency generations, and similar equipment will meet applicable state and federal emission requirements and be located away from abutting residential properties. Because the proposed development is a music venue, the building has been designed for optimal acoustics during performances and will ensure that sound is contained within the building. A report on acoustics, vibration, and sound modeling has been provided by Metropolitan Acoustics. Updates Requested None	Met
<i>Signage and Wayfinding</i>	Overview: The site is fully occupied by the building footprint and entrances to the venue are clearly defined by architectural design, canopies, and lighting. No on-site wayfinding signage is proposed. The proposed development will have minimal signage identify the address of the building for deliveries and patrons. Updates Requested None	Met

Design Standards	Overview: The City has provided a design review memo. The project is not within a historic district or associated with a historic landmark, therefore will not required Historic Preservation review.	More Information Required
	Updates Requested • See Design Review Memo.	

Zoning Use Review (Article 6)			
Use Standards (Sec. 6.2)			
Proposed Use	Permitted, Conditional or Accessory Use	Zone	Use Std
Theater or Performance Hall	Permitted	B-3	
Zoning Dimensional Review (Article 7)			
Dimensional Standards (Sec. 7.3)			
Standard	Requirement 1	Proposed	Finding
Lot area (min)	-	68,441 SF	Met
Street frontage (min)	-	Myrtle – 155 Cumberland – 230 Pearl – 177	Met
Build-to zone	0-5 ft	*Myrtle – 11'-6" Cumberland – 0" Pearl – 0"	Not Met
Build-to Percentage	100%	*67%	Not Met
Building length as a percentage of street frontage (min)	60%	98%	Met
Blank wall area (max)	20 ft	Unknown	More Information Required
Rear setback (min)	-	13.86 ft	Met
Yard Right	-	N/A	Met
Yard Left	-	N/A	
Structure height (max)	180'/250'	54'-6"	Met
Landscaped open space ratio (min)	-	0%	Met

*Applicant plans to utilize exception for build-to zone as outlined in 7.6.5.B.6.

Design Review
Planning and Urban Development Department



Subject: 385 Congress Street (address subject to change) – Major Site Plan Review
Zone: B3
Date of February 21, 2025
Review: Design Review
Reviewer(s): Sean King (Urban Designer), Taylor Colbeth (Planner), Kevin Kraft (Deputy Director), Evan Schueckler (Historic Preservation Manager)
Project ID: PL-003179-2024

I. INTRODUCTION

The proposed music venue at 385 Congress Street (address subject to change) is reviewed according to the B-3 design standards from the City of Portland *Design Manual*, **Land Use Code Section 14.6.4.1 Design standards**.

II. DESIGN REVIEW COMMENTS: red text denotes standards not met and require resubmission.

§(b)(1)a.1. Relationship of pedestrian environment:

- *§(b)(1)a.1.i. General: The exterior design of portions of buildings within the first thirty-five (35) feet of height shall enhance the character, attractiveness, comfort, security, and usability of the street level pedestrian environment. Factors to be considered include the design, placement, character and quality of the following: Storefronts and building facades, Building entrances, Blank facades; and Special features*

Staff comment: Staff finds that the selection of exterior façade materials, placement of entrances along Myrtle Street, the inclusion of projecting awnings and marquee, and arrangement of storefront windows at the corner conveys the function and significance of the building. Primary entrances are located on Myrtle Street and provide appropriate activation at the corner.

Storefront windows, architectural lighting and pattern of fenestration is highlighted at the corner to create a visible destination for pedestrians. **Staff recommends an expansion of the storefront windows along the Cumberland Avenue façade to provide greater visibility into the ground floor use. Additionally, staff requests that the Applicant explore additional fenestration above the aluminum storefront / curtainwall along Cumberland Avenue for a more symmetrical arrangement. See Figure 1.**

In addition, Staff recommends additional fenestration along Myrtle and Pearl Street to reduce larger expanses of blank facades facing the street, see figure 2 and 3.



Figure 1: Staff diagram to illustrate design standard recommendations at North Elevation



Figure 3: Staff diagram to illustrate design standard recommendations at East Elevation



Figure 4: Staff diagram to illustrate design standard recommendations at West Elevation

- *§(b)(1)d. Sidewalk areas and open space: The design of publicly accessible sidewalk areas and open space shall complement the general pattern of the downtown pedestrian environment, conform to special City of Portland streetscape programs described in the Technical Manual, and enhance the attractiveness, comfort, security, and usability of the pedestrian environment. Factors to be considered include the design, placement, character, durability, and quality of the following:*

1. Sidewalk, crosswalk, and street paving materials; Landscaping, planters, irrigation, and tree guards and grates; Lighting; Pedestrian amenities such as benches and other seating, trash receptacles, kiosks, bus shelters, artwork, directional and informational signage, fountains, and other special features; and Sidewalk vendors and sidewalk cafes.

Staff comment: The proposed development includes an expanded brick sidewalk along Myrtle Street and bulb-out curb extensions to accommodate higher pedestrian volumes, which Staff finds appropriate. Additional pedestrian amenities include municipal light poles (Downtown Combo Figure X-5F from City's technical manual section 8), bicycle racks, trees and shrub vegetation within the public right-of-way. **Staff requests that the Applicant resubmit plans with granite curb treewells per the City's technical manual section 4, Figure 4-4C. Additionally, Staff request that the Applicant revise the submission to clearly label the location of proposed bicycle racks along Cumberland Avenue.**

- *§(b)(1)e. Relationship to existing development:*
 - 1. General: Proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1). Factors to be considered include the relationship to the following existing patterns: Street walls and building setbacks; Open space; Building form, scale and massing; Façade proportion and composition; Pedestrian circulation and building entrances; Parking*

Staff comment: The proposed building location generally follows the property line and maintains a consistent street wall found throughout Portland's downtown. The built context of the surrounding area contains a variety of building types, architectural styles and mix of uses that vary in height and pattern of development. Numerous locally designated historical landmarks are within 2-blocks of the proposed development, including Portland City Hall, Masonic Temple, First Parish Church, Central Fire Station, US Courthouse and Portland High School that exhibit a variety of architectural ornamentation, materiality and form specific to the period during which these structures were built.

The applicant proposes exterior materials that include face brick, precast concrete columns and foundation, painted steel channels, and an aluminum frame with spandrel glass or metal panels. Additionally, the base of the building will feature aluminum storefront/curtainwall windows, while the upper portions will be distinguished by a standing seam metal panel.

Staff finds these materials appropriate for the site's urban location and intended use. Brick and concrete are widely used throughout Portland, particularly in the Downtown and Old Port neighborhoods, while metal paneling is a common feature on many buildings, including

the adjacent Merrill Auditorium. The large windows are well-framed and aligned with vertical columns, and the inclusion of projecting awnings and marquee at the main entry, ticket box office, and premium seating entrances provides additional articulation and visual interest.

Staff recommends that the applicant enhance the distinction between the brick base of the building and the standing seam metal panel on the upper portion. This can be achieved by incorporating a brick or concrete band detail or the use of another architectural feature to create a clear visual separation between the building's lower and upper levels. See Figure 4 as an example of a successful break between the base of the building and the upper portions.



Figure 4: Example of clear delineation between base and upper portions. MGM Boston (source photo from Google Maps)

In addition, Staff recommends that the applicant eliminate the perforated brick parapet along the Myrtle Street frontage and instead continue the brick façade with a cornice detail. This would create a more prominent and cohesive edge that integrates seamlessly into the

overall building design. The perforated design introduces an element that disrupts the building's cohesive architectural expression. See Figure 5 for an example of a successful parapet integrated into the building's overall façade.



Figure 5: Example of solid brick parapet with decorative cornice. MGM Boston (source photo from Google Maps)

2. Standards for increasing setback beyond street build-to line: A proposed development may exceed maximum setbacks as required in Section 14-220(c) only where the applicant demonstrates to the Planning Board that the introduction of increased building setbacks at the street level:

- Staff comment:
- i. The increased setback beyond the street build-to line along Myrtle Street provides a wider publicly accessible sidewalk to accommodate for greater volume of pedestrians that Staff finds appropriate.
 - ii. The increased setback beyond the street build-to line along Myrtle Street aligns with the approved mix-use building location on Lot 1 to reinforce the prevailing street wall that Staff finds appropriate.
 - iii. No existing publicly accessible open spaces are within proximity to the proposed development. Staff finds the expanded sidewalk along Myrtle Street does not create an excessive amount of open space.

iv. The increased setback beyond the street build-to line along Myrtle Street provides programmed building use to activate the pedestrian experience along the west elevation along with architectural detailing at the corner of the building at Myrtle and Cumberland Avenue that Staff finds appropriate.

v. Staff requests that the applicant indicate all mechanical equipment with all elevations along the street facing facades. The Myrtle Street – west elevation indicates rooftop appurtenances as corrugated metal panels. Rooftop appurtenances shall be screened and located away from building edges.

- *§(b)(1)g. Wind impacts:* The location, massing, orientation and architectural design of a new building or a building addition shall be such that no significant adverse wind impacts are created.

Staff comment: Staff finds that the proposed building scale and height will not create significant adverse wind impacts.

- *§(b)(1)h. Setbacks for existing structures:* The location and design of proposed structures shall not create a detrimental impact on the structural integrity or the safety of adjacent structures or the occupants thereof;

Staff comment: The applicant is requested to describe the potential party wall condition at the adjacent hotel on Lot 1 at 385 Congress Street.

- *Applicable guidelines in Appendix 1:*
VIII. View Corridors, Visual Landmarks, and Gateways - Standard: "The placement and massing of proposed development shall not substantially obstruct public views to landmarks and natural features from those locations identified on the View Corridor Protection Plan."

Staff comment: The proposed building does not substantially obstruct public views along Cumberland Avenue to visual landmarks

Justin Pellerinto me, Lauren 

1:18 PM (1 hour ago)



Hi Taylor - Here is some additional information.

DPW met with the applicant's engineer and PWD on February 7th, 2025 to discuss the proposed municipal storm drain and water main upgrades in Pearl Street that will be completed by the developer as part of the development project . The meeting was productive and it's our understanding that STI is currently working on updating the plans to address what was discussed. DPW has long term plans to eventually separate the storm drainage from the combined sewer in this part of the City. The meeting focused on making sure the design was configured in a way that would be compatible with the City's future storm drain plans.

Thanks

Justin Pellerin, P.E.

Senior Water Resources Engineer

Department of Public Works

jrp@portlandmaine.gov

207-874-8881



385 Congress Street LLC
2730 Transit Road
West Seneca, NY 14223

March 20, 2025

City of Portland
Office of Planning and Urban Development
389 Congress Street
Portland, ME 04101

To whom it may concern:

In connection with the site plan application for the Portland Music Hall submitted by Mile Marker Investments, we are requesting that Lot 3 as indicated on the subdivision plan dated December 2, 2022 and approved by the Portland Planning Board on January 24, 2023 be removed from the Master Development Plan. The Master Development Plan was approved by the Portland Planning Board on August 9, 2022. It is our understanding that Lot 1 and Lot 2 will remain in the Master Development Plan at this time and that we retain our rights to amend the Master Development Plan in the future or abandon the plan in its entirety. We fully support the proposed project for the Portland Music Hall and feel that it will be a great addition to the city.

If you have any questions or concerns, feel free to contact me.

Sincerely,



Joseph Dasco
385 Congress LLC

December 19, 2024

Mr. Matt Grooms
City of Portland
Office of Planning and Urban Development
Congress Street
Portland, ME 04101

Major Site Plan Application – Portland Music Hall
Lot 3, 385 Congress Street Subdivision (244 Cumberland Avenue)

Dear Matt:

On behalf of Portland Music Holdings, LLC (Applicant), we are pleased to submit the enclosed Major Site Plan application for a proposed entertainment venue at Lot 3 of the 385 Congress Street Subdivision. A Master Plan of Development (MDP) was approved by the Planning Board on August 9, 2022 for the overall master planned site bounded by Congress Street, Myrtle Street, Cumberland Avenue, and Pearl Street. This attached application involves the development of Lot 3, land currently identified on the City's parcel mapping as Tax Map 27 Lot D003, with a street address of 244 Cumberland Avenue.

The Applicant is a partnership between Portland Performance Ventures, LLC and Live Nation Entertainment, Inc. Portland Performance Ventures is led by Howard Goldenfarb & Todd Goldenfarb. The applicant will self-finance the project. Live Nation Entertainment is a publicly traded company with FYE 2023 revenue of \$32 billion. Annual reports for the company are publicly available.

The Applicant has entered into a purchase and sale agreement to acquire Lot 3, an approximately 38,441 sf area of land between Myrtle and Pearl Streets on Cumberland Avenue, for the development of an entertainment venue. The subject site is fully developed with a surface parking lot and is used as a private parking facility. A portion of the site is occupied by the former Press Herald printing building. In February 2022, the Planning Board approved a Major Site Plan for a Hotel on Lot 1 of the subdivision, abutting the project site to the east. The current landowner of the project site and the abutting Lot 2 is 385 Congress Street, LLC.

The massing of the proposed project is consistent with the approved MDP for the site to create a cohesive design, scale, and massing with both the approved hotel project and the anticipated future residential condominiums to the east as they are envisioned in the MDP. The entertainment venue is proposed to be 3- story structure. The overall building height is reduced compared to the 13 stories envisioned in the MDP.

The proposed development program includes a multi-level, 3,310 capacity entertainment venue. The ground level (Level 1) will be comprised of the lobby, box office, bars, restrooms, loose seating or standing room, stage, and loading dock. Level 2 includes premium seating, an indoor and outdoor lounge area, bars, kitchen, dressing rooms, administrative offices, and restrooms. Level 3 includes fixed seating, bar, and restrooms.

Parking

The development has been designed with two (2) tractor trailer loading docks and space for up to four (4) tour buses enclosed within the building. No on-site passenger parking is required for this project and no on-site parking is proposed.

The 65,340 square foot (SF) venue triggers the need for a Transportation Demand Management Plan (TDM). A proposed TDM is provided with the application materials.

Traffic

A Traffic Movement Permit was issued for the Master Development Plan on February 24, 2023. The conditions of the TMP outlined certain traffic improvements to be constructed at various milestones in the phased build-out of the MDP.

Included in the application is a memorandum requesting language revisions to the TMP conditions reflecting a revised sequence of construction; anticipating that the proposed project may be constructed as the first phase of construction, rather than the third phase envisioned in the MDP. There is no request to alter or reduce the offsite improvements required by the TMP, simply to clarify the improvements that are to be constructed as part of the Lot 3 project phase.

Stormwater Management

Stormwater drainage from Lot 3 will be directed to the existing combined sewer in Pearl Street in anticipation of a future City project to separate the combined sewer in this street. This approach is consistent with the Stormwater Management Plan presented in the MDP and in the site plan for the abutting Lot 1 Hotel site plan approval.

The project is the redevelopment of a fully developed site, creating less than one acre of impervious area such that an MDEP Chapter 500 Stormwater permit is not required.

The redevelopment project, upon completion, will result in less than 5,000 sf of non-rooftop impervious area on the site. As such, the City's Stormwater Standards for redevelopment do not require stormwater quality treatment meeting the MDEP General Standards.

The project proposes a subsurface detention system below the tractor trailer parking to detain runoff meeting the flooding standards. The proposed system will direct the separated site drainage intersection of Pearl Street and Cumberland to facilitate the City's future combined sewer separation efforts. The proposed system will detain and reduce flows from the site to the maximum extent practicable during a smaller 1" rain event to advance the City's Combined Sewer Overflow (CSO) objectives for this area of the City. This approach is consistent with the Stormwater management approach approved in the MDP and the Lot 1 Hotel site plan approval and as required by the City in its sewer capacity review findings for those developments.

Utilities

The remaining building utility services will be taken from the site's frontage.

- Sanitary sewer service is proposed to be connected to the existing sewer in Myrtle Street.
- Domestic and Fire protection water will be taken from Pearl Street.

- Gas service will be provided from the existing main in Cumberland Avenue.
- Electrical service will be provided from a Central Main Power (CMP) manhole installed in Pearl Street in 2021.
- Telecommunications will be taken from existing manholes in Pearl Street.

Building Design

The building will be constructed utilizing a mixture of modern and traditional materials. The massing of the building relates to the surrounding neighborhood where the height of the brick cornice and façade elements are scaled to relate to the residences across Cumberland Avenue. The main entrance occurs on Myrtle Street down the street from Merrill Auditorium entrance. The use of brick and metal panel relate to the surrounding buildings. The marquee, signage and open terrace define the building as an entertainment venue.

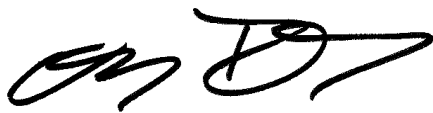
The proposed streetscape design along Cumberland Avenue incorporates street trees and perennial plantings in mulched beds parallel to the curb line. The proposed streetscape design along Pearl Street incorporates street trees, perennial plantings, and structural soils. Structural soils are proposed here to allow for the brick paver sidewalk to be constructed over the plant root systems. The streetscape planting design and proposed materials present a cohesive design for the space that aligns with the City of Portland's overall urban landscape objectives.

Conclusion

Thank you for your continued time and attention to this project. We look forward to continuing the design and review of the project with staff and the Planning Board.

Sincerely,

SEBAGO TECHNICS, INC.

A handwritten signature in black ink, appearing to read 'CPT', with a stylized flourish extending to the right.

Christopher P. Taylor, PE
Project Manager

CPT/RLG
Enc.

Planning & Urban Development Department

MAJOR AND MINOR SITE PLAN DOCUMENT CHECKLIST

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes in the left-hand column.

General Application Documents

Indicate Below	Required of All Applications
☒	Project Description Cover letter with detailed project description
☒	Completed Checklist (this document)
☒	Evidence of Right, Title, and Interest Deeds, leases, or purchase and sale agreements
☒	Financial Capacity Letter or evidence from a financial institution or third-party verifying financial capacity to undertake the project.
☒	Technical Capacity Evidence of technical capability of applicant and consultants – resume and/or examples of past projects.
☒	Site Plan Standards Summary of project compliance with site plan standards of the land use code.
☒	Zoning Assessment Summary of compliance with use and dimensional standards of the land use code.
Indicate Below Yes N/A	Only if Applicable
☒ ☐	Waiver Requests Written request for waiver describing request and compliance with applicable waiver standards.
☒ ☐	Summary of Existing or Proposed Easements or Covenants Evidence of existing easements and any proposed easements, covenants, public or private rights-of-way.
☐ ☒	Evidence of State or Federal Approvals Permits or letters of non-jurisdiction

Additional Documents

Indicate Below Yes N/A	Only if Applicable
☒ ☐	Construction Management Plan , including traffic control plan. Provide construction management narrative in accordance with the City's Construction Management Template.
☒ ☐	Traffic Study and/or other Transportation Plans Detailed in Sec. 2 of the Technical Manual
☒ ☐	Significant Natural Features Narrative

		Identify significant natural features, wildlife habitats, fisheries habitats, or archaeological sites as detailed Ch. 14, Article 13, located on or near the project site, and describe protection methods during and after construction.
☒	☐	Stormwater Management Report Detailed in Sec. 14 of the Technical Manual
☒	☐	City Master Plan Narrative Detail project's consistency with City adopted Master Plans.
☒	☐	Evidence of Utility Capacity Provide letter from all utility providers demonstrating capacity to service the project.
☒	☐	Solid Waste Narrative Detail the amount of solid waste and recyclable material anticipated to be generated by the development, and information on how waste will be collected and removed.
☒	☐	Life/Safety Code Analysis Narrative Detail how the project complies with NFPA 1 and other Fire Department technical standards.
☒	☐	Design Narrative Detail how the project complies with any applicable design standards contained within the Land Use Code or City of Portland Design Manual.
☒	☐	HVAC and Manufacturing Equipment Verification Provide verification from manufacturer that equipment meets applicable state and federal emissions requirements.
☐	☒	Low Impact Development (LID) Analysis Provide a narrative detailing how the subdivision complies with the low impact development requirements listed in Section 3 of the Technical Manual, along with a completed LID scorecard.
MAJOR AND MINOR SITE PLAN DRAWINGS CHECKLIST Please upload the following drawings with the listed details into ProjectDox as separate PDFs. All drawings must be submitted in a 24 x 36 inch sheet size.		
Boundary Survey (Stamped by a Licensed Surveyor in accordance with Sec. 14 of the Technical Manual)		
Site Plan(s) (Stamped by a Maine Licensed Professional Engineer)		
Indicate Below	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, including firm that produced plans.	
☒	North arrow	
☒	Date of preparation and revision history block.	
☒	Tax parcel (chart, block, and lot) number	
Indicate Below	Existing Conditions Plan	
Yes N/A		
☒	☐	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 locations of test pits and borings
☒	☐	Zoning boundary lines, including overlays
☒	☐	Location of all existing easements and rights-of-way.
Indicate Below Yes N/A		Proposed Site Plan
☒	☐	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 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
Indicate Below Yes N/A		Utility Plan
☒	☐	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 the site
Indicate Below Yes N/A		Grading and Drainage Plan
☒	☐	Proposed grades
☒	☐	Proposed stormwater management measures meeting Technical Manual standards
☐	☒	Any proposed alteration of a watercourse or wetlands
☒	☐	Any groundwater protection measures
☐	☒	Proposed buffers and preservation measures for wetlands or significant natural features
Indicate Below Yes N/A		Landscape Plan
☐	☒	Existing vegetation to be preserved and preservation measures

☒	☐	Proposed landscaping, screening, and street trees, including caliper widths for trees
☒	☐	Planting schedule, including street trees detailing species, quantity of plantings, and size at planting.
Indicate Below Yes N/A		Architectural Plans and Renderings
☒	☐	Exterior building elevations, color renderings, illustrations of all sides.
☐	☒	Axometric and street-level views for structures greater than three stories in height.
☒	☐	Context drawings
☒	☐	Floor plans
Indicate Below Yes N/A		Construction Management Plan
☒	☐	Specifics on traffic control, sidewalk sheds, and pedestrian rerouting
☒	☐	Construction management plan and narrative based upon site plan in accordance with the City's construction management template.
Indicate Below Yes N/A		Other
☒	☐	Details and cross-sections

Right, Title, Interest

The applicant Portland Music Holdings, LLC, has a purchase and sales agreement with 385 Congress Street, LLC, the owner of Lot 3.

Portland Music Holdings, LLC is a partnership between Portland Performance Ventures, LLC/Mile Marker Investments, LLC (Howard Goldenfarb, Todd Goldenfarb, Andrew Barowsky) and Live Nation New England, Inc. (NYSE:LYV). Donald Law is the Chairman of Live New England.

Please see the attached purchase and sales agreement for use as proof of right, title, interest.

ASSIGNMENT OF PURCHASE AND SALE AGREEMENT

THIS ASSIGNMENT OF PURCHASE AND SALE AGREEMENT (this "Assignment"), is made as of this 13th day of December, 2024 (the "Effective Date"), by and between MILE MARKER INVESTMENTS LLC, a Delaware limited liability company, with a mailing address of 200 US Route One, Suite 200, Scarborough, ME 04074 ("Assignor"), and PORTLAND MUSIC HOLDINGS, LLC, a Delaware limited liability company, with a mailing address of c/o Live Nation Worldwide, Inc., 325 N. Maple Drive, Beverly Hills, CA 90210 ("Assignee"). Assignor and Assignee are sometimes referred herein, collectively, as the "Parties". All initially capitalized terms used herein which are not otherwise defined herein shall have the meanings ascribed to them in the Purchase Agreement (as defined below).

RECITALS:

A. Assignor, as "Buyer", and 385 CONGRESS LLC, a Maine limited liability company, as "Seller", entered into that certain Purchase and Sale Agreement with an effective date of June 26, 2024 (the "Purchase Agreement") for the sale of that certain real property located on Cumberland Avenue, Portland, Maine (the "Property"), as more particularly described in the Purchase Agreement. A true and complete copy of the Purchase Agreement is attached hereto as Exhibit "A".

B. The Parties desire to enter into this Assignment to, among other things, assign the Assignor's rights, title and interests in and to the Purchase Agreement to Assignee and to evidence Assignee's assumption of Assignor's obligations under the Purchase Agreement.

ASSIGNMENT:

NOW, THEREFORE, for value received, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Recitals. The Recitals stated above are true and correct and incorporated into this Assignment with this reference.
2. Assignment of Purchase Agreement. Assignor hereby assigns its right, title and interest in and to the Purchase Agreement, the Property and all sums paid or deposited into escrow or to Seller by Assignor in connection with the Purchase Agreement.
3. Assumption of Purchase Agreement. Assignee hereby assumes and agrees to perform and observe all agreements, covenants and obligations to be performed and observed by Assignor under the Purchase Agreement, effective as of the Effective Date.
4. Indemnification. Assignee agrees to indemnify, defend and hold harmless Assignor from and against all claims against Assignor under the Purchase Agreement by Seller, except to the extent arising from or caused by the negligence or willful misconduct of Assignor or breach of the Purchase Agreement by Assignor (whereby such breach is the result of Assignor acting without or otherwise contravening the consent or approval of Assignee's affiliate, Live Nation Worldwide, Inc.). Assignor agrees to indemnify, defend and hold harmless Assignee from and against all claims against Assignee under the Purchase Agreement by Seller arising from the negligence or

willful misconduct of Assignor or breach of the Purchase Agreement by Assignor (whereby such breach is the result of Assignor acting without or otherwise contravening the consent or approval of Assignee's affiliate, Live Nation Worldwide, Inc.), except to the extent arising from or caused by the negligence or willful misconduct of Assignee or breach of the Purchase Agreement by Assignee.

5. Representations and Warranties. Assignor hereby represents and warrants to Assignee that: (a) Assignor has full power and authority to assign the Purchase Agreement to Assignee, (b) the Purchase Agreement is in full force and effect and has not been modified or amended in any manner whatsoever, (c) Assignor has neither sent nor received any notices of default under the Purchase Agreement, and (d) there are no sums due and owing by Assignor under the Purchase Agreement as of the Effective Date.

6. Counterparts. This Assignment may be executed in counterparts and/or by use of counterpart signature pages, which counterparts and counterpart signature pages may be delivered by electronic means, including by electronic mail of .pdf file or DocuSign, and counterpart and counterpart signature pages so delivered shall be deemed to be originals for all purposes.

7. Binding Effect. This Assignment shall be binding upon and inure to the benefit of Assignor, Assignee and their respective successors and assigns.

IN WITNESS WHEREOF, intending to be legally bound, Assignor and Assignee have caused this Assignment of Purchase and Sale Agreement to be executed under seal by their respective duly authorized representatives as of the Effective Date.

Assignor:
MILE MARKER INVESTMENTS LLC

DocuSigned by:
By: 
6031C1FA3B7C4DF...
Name: Howard A. Goldenfarb
Title: Manager

Assignee:
PORTLAND MUSIC HOLDINGS, LLC

DocuSigned by:
By: 
A14B6D1D2766F4B51...
Name: Jordan Zachary
Title: Co-President, US Concerts

Exhibit "A"

Purchase Agreement

EFFECTIVE DATE: June 26, 2024

PURCHASE AND SALE AGREEMENT

AGREEMENT made and entered into by and between **385 CONGRESS LLC**, a Maine limited liability company ("Seller") and **MILE MARKER INVESTMENTS, LLC**, a Delaware limited liability company, and/or assigns ("Buyer").

WITNESSETH AS FOLLOWS:

1. PURCHASE AND SALE. Seller agrees to sell and Buyer agrees to buy, on the terms and conditions hereinafter set forth, that certain parcel of land located on Cumberland Avenue, Portland, Cumberland County, Maine, comprised of approximately 38,441 square feet, shown as Lot 3 ("Lot 3") on that certain Subdivision Plan of 385 Congress Street prepared by Sebago Technics dated December 2, 2022, revised through January 11, 2023, approved by the City of Portland Planning Board on January 24, 2023, signed on February 1, 2023, and recorded at the Cumberland County Registry of Deeds in Plan Book 223, Page 32 (the "Subdivision Plan"), and identified as "Phase 2" in that certain Master Development Plan for 385 Congress Street approved by the City of Portland Planning Board on August 9, 2022 (the "Master Development Plan"), together with all rights, privileges, and easements appurtenant to said parcel, including without limitation, all air rights, rights-of-way or other interests in, on, under or to the public streets abutting or adjoining said parcel, and any and all real property and rights directly associated with said parcel, and only said parcel, as set forth in the Master Development Plan, said parcel being a portion of the property conveyed to Seller by deed from Metro Media Properties LLC dated October 20, 2017 and recorded at said Registry of Deeds in Book 34401, Page 214 (the "Premises").

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

(a) Option Payments. Commencing on the Effective Date and continuing monthly thereafter (on the same day of the month as the Effective Date) until the expiration of the Approvals Period (as defined below) or earlier termination of this Agreement, Buyer shall pay to Seller the sum of [REDACTED], which payment shall not be refundable except in the event of a Seller default as expressly provided in this Agreement or in the event of a taking (in accordance with Section 8 below), but shall be credited against the Purchase Price at Closing (the "Option Payments").

(b) At Closing. The balance of the Purchase Price, as adjusted for the Option Payments and the Demolition Deposit (if previously paid), pro-rations (prepared by Seller and reviewed by Buyer at least two (2) business days prior to Closing) and any other payments referenced herein, shall be paid to Seller at the closing by wired funds (in accordance with wiring instructions provided to Buyer in writing within a reasonable time prior to the time of Closing).

3. TITLE.

(a) Seller shall convey the Premises to Buyer at the Closing in fee simple, free and clear of Monetary Encumbrances (as defined below) and mortgages, and otherwise subject to all matters of record and Permitted Encumbrances (as defined below).

(b) Buyer will have until the expiration of the Approvals Period (as defined below) to examine title to the Premises, obtain a title commitment and survey with respect to the Premises, and to advise Seller in writing of any title or survey objections. Notwithstanding the foregoing, including the expiration of the Approvals Period, Buyer may update the effective date of its title examination and/or survey and give notice to Seller of objections to matters first appearing subsequent to the effective date of its previous title examination or survey, as the case may be. The encumbrances of record disclosed by Buyer's title examination or survey which are not objected to by Buyer, as well as: (i) all applicable land use/zoning laws, ordinances and regulations, including the Master Development Plan, as may be amended in accordance with Section 5 below, (ii) any public utilities serving the Premises, (iii) real estate taxes on the Premises that are not then due and payable as of the Closing, (iv) a limited restrictive covenant, to be imposed on the Premises by Seller at Closing, prohibiting the development of any apartment, condominium or cooperative residential units on the Premises which limited restrictive covenant shall be substantively identical to the limited restrictive covenant encumbering Lot 1 set forth in that certain Deed from Seller to Fathom Congress, LLC dated February 17, 2023 and recorded at the Cumberland County Registry of Deeds in Book 39992, Page 249 (the "Fathom Deed"), and (v) a building set-back covenant for the benefit of Lot 1 stating that no building shall be constructed or located on Lot 3 closer than twenty-three and eight hundredths (23.08) feet from the boundary line between Lot 3 and Lot 1 above elevation eighty (80) feet (NGVD 1929 datum), and a building set-back covenant for the benefit of Lot 2 stating that no building shall be constructed or located on Lot 3 closer than twenty-two (22) feet from the boundary line between Lot 3 and Lot 2 above elevation eighty (80) feet (NGVD 1929 datum), both as depicted on **Exhibit A** attached hereto, are together referred to as the "Permitted Exceptions," which definition may include additional items pursuant to subparagraph (c) below. Buyer acknowledges that the Premises currently are subject to that certain restrictive covenant set forth in the Fathom Deed prohibiting on the Premises the development, construction and operation of any hotel, inn, or other hospitality facilities providing over night or extended stay lodging accommodations.

(c) Seller will have ten (10) business days after receipt of Buyer's notice ("Seller Cure Period") to advise Buyer in writing of the objections Seller agrees to cure, with Seller having no obligation to cure any such objections; however, Seller agrees that Seller will remove all monetary encumbrances, other than mechanics' liens arising from Buyer's due diligence and liens for taxes not yet due and payable (collectively, "Monetary Encumbrances") at or prior to Closing. If Seller fails to respond to any objection within the Seller Cure Period, then Seller will be deemed to have declined to cure any of the objections in Buyer's notice, other than Monetary Encumbrances. If Seller declines to cure any objection, then Buyer may elect either (i) to terminate this Agreement by written notice to Seller, in which event all rights and obligations of the parties under this Agreement will be of no further force or effect, except for those obligations that are expressly stated to survive the termination of this Agreement, or (ii) to accept title subject to such objections (other than Monetary Encumbrances), which objections shall be deemed waived and the matters objected to also shall become "Permitted Exceptions" hereunder. If Seller expressly agrees in writing to cure a title or survey objection (or is obligated to) and fails to do so, Seller acknowledges that Buyer will have relied on Seller's agreement to do so and the failure will be a default by Seller if not cured within the cure period provided in this Agreement. In that event, (a) Buyer may declare Seller in default and pursue the remedies in Section 12 of this Agreement, (b) Buyer may attempt to cure the objection on Seller's behalf, in which event the Purchase Price will be reduced by the amount equal to the actual reasonable cost and expense incurred by Buyer in curing the defect or objection, (c) Buyer may accept title to the Premises subject to the objection, or (d) any combination of clauses (b) and (c). If Buyer elects to attempt to cure any objection pursuant to clause (b), Buyer may extend the Closing for a period not to exceed sixty (60) days. If Buyer is not successful in curing the objection, then Buyer may exercise its options under either clauses (a) or (c). Seller covenants and agrees that, during the pendency of this Agreement, Seller will not (i) materially change or alter the physical condition of the Premises except for the Demolition Work (as defined below), (ii) grant, create, consent to, or modify any encumbrance benefitting or burdening the Premises, including liens, mortgages, attachments, covenants, restrictions, easements, leases or otherwise, except in connection with amending the Master Development Plan in accordance with Section 5 below, provided, however, that Seller may modify the Middlesex Saving Bank mortgage encumbering the Premises or modify the UPP Lease (as defined below) so long as such modifications do not impair Seller's ability to have such encumbrances released from the Premises at Closing, or (iii) unless expressly provided in this Agreement, pursue or consent to any rezoning of the Premises.

4. DELIVERY OF DOCUMENTS / DUE DILIGENCE.

(a) Seller agrees to provide Buyer for Buyer's review and inspection within five (5) business days of the Effective Date digital copies of any of the following documents relating to the Premises in Seller's possession or under Seller's control: (i) title insurance policies; (ii) surveys; (iii) site plans; (iv) the Master Development Plan and all approvals and amendments thereof; (v) environmental studies or reports; (vi) geotechnical studies; (vii) traffic studies; (viii)

parking studies; (ix) the UPP Lease (as defined below); (x) and any non-recorded agreements or instruments impacting the Premises that survive Closing.

(b) Seller hereby grants Buyer and its agents the right, upon reasonable prior notice of at least 24 hours, to enter upon or in any part of the Premises at all reasonable times and from time to time prior to the Closing in order to inspect the Premises, conduct surveys, percolation tests, soil tests, feasibility studies, zoning analysis, traffic pattern studies, sound and lighting studies, investigation of availability, location and accessibility of utilities, engineering and environmental testing, and such other investigatory studies as may be necessary or appropriate, or required by planning authorities, or lenders, for determining the adequacy of the Premises for Buyer's intended development. Specifically, Buyer may conduct tests related to surface, subsurface, topographic, geotechnical, and environmental conditions of the Premises, including a Phase I Environmental Site Assessment and any Phase II Environmental Site Assessments or other studies or analyses as may be required based upon the Phase I Environmental Site Assessment (expressly including boring, drilling sampling, and other subsurface exploration as Buyer may reasonably deem appropriate). Prior to such entry onto the Premises, Buyer shall furnish Seller with a certificate of commercial general liability insurance maintained by the contractor or consultant entering the Premises (which may be part of an umbrella policy) with combined limit single insurance coverage of at least One Million and 00/100 Dollars (\$1,000,000.00) and naming Seller as an additional insured. Seller shall have the right to have a representative present for all of Buyer's on-site activities. Buyer will promptly restore any area of the Premises disturbed by Buyer to as near its original condition as reasonably possible. Except for the negligence or willful acts or omissions of Seller or Seller's agents, contractors or employees, Buyer will indemnify, defend and hold Seller harmless against any claims, expense, cause of action, penalty, fine, or damages incurred by Seller as a result of persons or firms entering the Premises on Buyer's behalf to complete the inspection of the Premises, including mechanics liens and reasonable attorneys' and paralegals' fees.

(c) Buyer shall have the right to contact and communicate directly with representatives of the tenant under the UPP Lease and any governmental officials regarding the Premises and/or Buyer's intended development thereof as Buyer may deem appropriate.

(d) Buyer's obligation to close under this Agreement is conditioned on Buyer's determination in its sole discretion that the Premises are satisfactory for the use and development intended by Buyer, including that such development is economically feasible. Buyer has the right to terminate this Agreement on written notice to Seller given at any time and for any reason prior to the expiration of the Approvals Period, in which event the all rights and obligations of the parties under this Agreement will be of no further force or effect, except for obligations that are expressly stated to survive the termination of this Agreement. Buyer's inspection of the Premises and review of documents, records and other items inspected or reviewed by Buyer in connection with its due diligence, shall not be deemed a waiver of any of the

representations and warranties made by Seller hereunder, unless such items or due diligence gave rise to actual knowledge of Buyer of an inaccuracy contained within Seller's representations and warranties, in which case Buyer shall be deemed to have waived a claim for misrepresentation or breach of warranty against Seller with respect to such fact.

5. APPROVALS AND MASTER DEVELOPMENT PLAN AMENDMENT.

(a) Notwithstanding any other provisions of this Agreement to the contrary, Buyer shall be entitled to apply for and obtain all necessary federal, state and local governmental land-use permits, licenses and approvals of any type or nature required, including historic preservation review, as may be necessary for the development on the Premises of a performing arts, music and live entertainment venue (the "Project"), including without limiting the generality of the foregoing, all necessary site plan, and other governmental land-use permits, licenses, and approvals, of any type and from any necessary public or governmental authority or other party, for Buyer's development of the Project at the Premises (excluding building permits and other construction related permits and approvals and operating permits and licenses) (collectively, the "Approvals"). Buyer shall endeavor to apply for Level III Site Plan approval for the Project from the City of Portland ("Site Plan Application") prior to or concurrently with Seller's submission of the MP Amendment Application (as defined below).

(b) If for any reason whatsoever all Approvals have not been obtained on a final, non-appealable basis (subject only to such terms and conditions as may be approved by Buyer, in its sole discretion) on or before the expiration of thirteen (13) months from the Effective Date (the "Approvals Period") (as the same may be extended as provided below), then Buyer may, in its sole discretion, terminate this Agreement by giving Seller written notice thereof, in which event this Agreement shall terminate and the parties shall have no further obligations of any nature whatsoever hereunder except those that expressly survive termination. If Buyer fails to give Seller a notice of termination on or before the expiration of the Approvals Period, then Buyer shall be deemed to have waived this condition and Buyer's right to terminate this Agreement for failure to satisfy this condition. Buyer shall have the right to extend the Approvals Period for up to six (6) periods of one (1) month each, provided the Buyer is diligently pursuing the Approvals in good faith. Buyer shall notify the Seller of its exercise of each such one (1) month extension by written notice to Seller provided on or before the expiration of the Approvals Period, each of which exercise notice must include payment of an extension fee in the amount of [REDACTED] which extension fee payments shall be deemed Option Payments and shall not be refundable except in the event of a Seller default hereunder or in the event of a taking (in accordance with Section 8 below), but shall be credited against the Purchase Price at Closing.

(c) Buyer shall have the right to apply for and pursue the Approvals on a stand-alone basis, separate from the [REDACTED] and [REDACTED]

[REDACTED] so long as such Approvals do not materially adversely interfere with the existing Master Development Plan and [REDACTED]
[REDACTED]

[REDACTED]

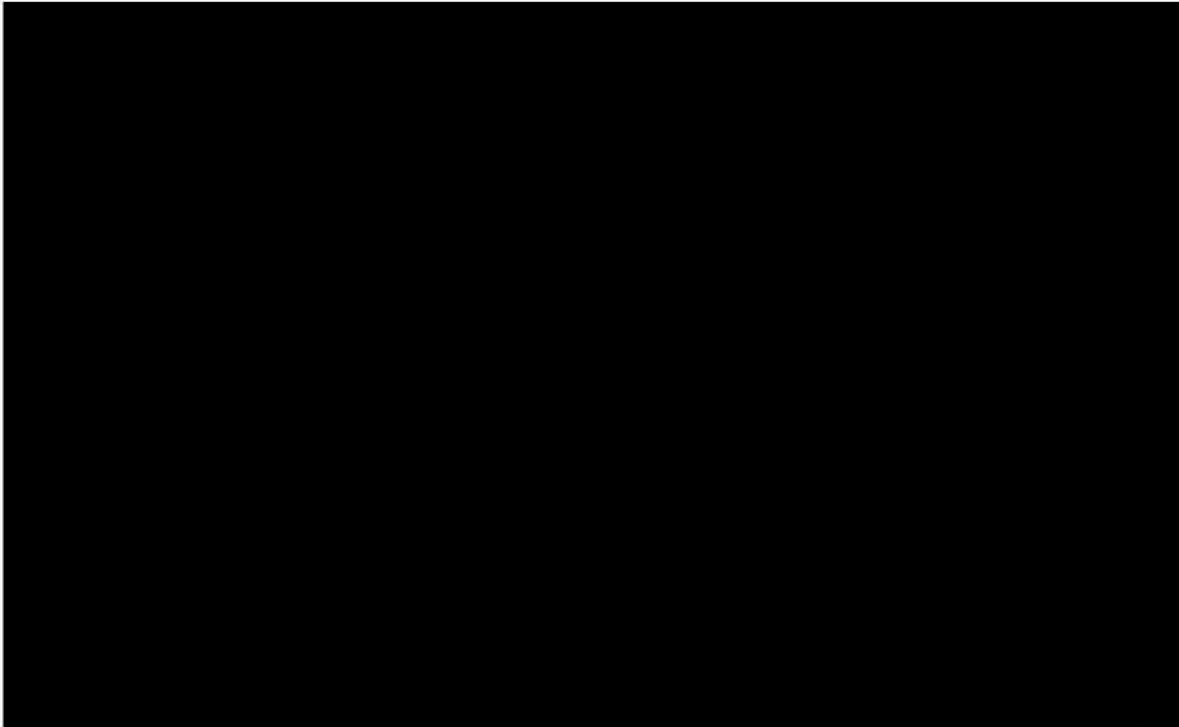
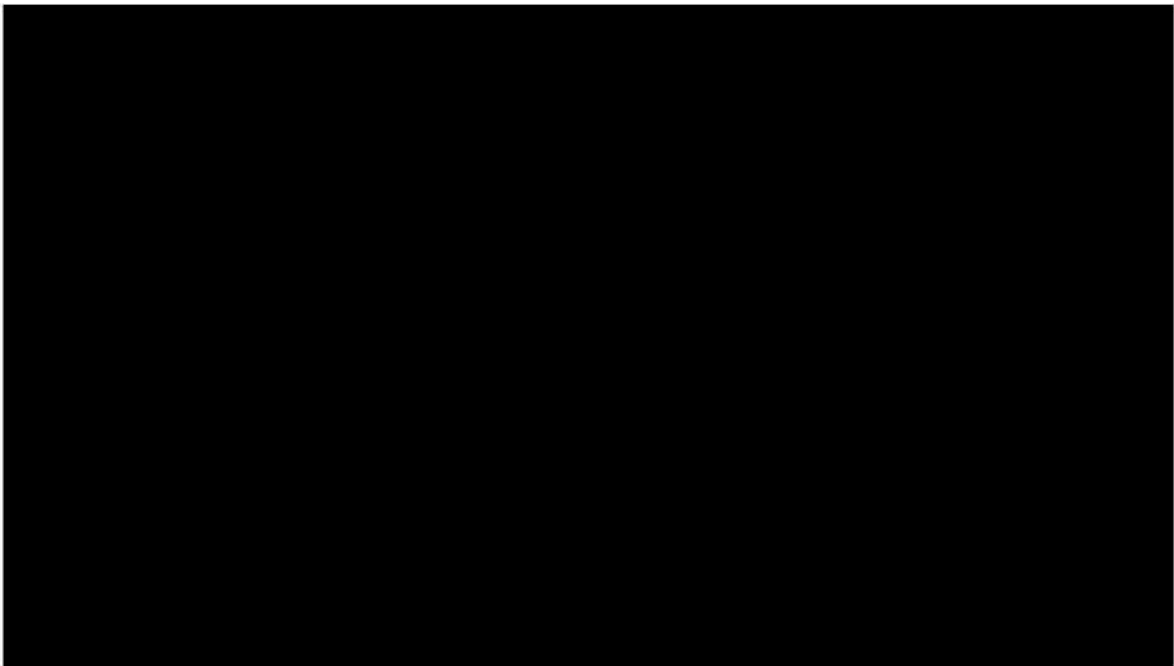
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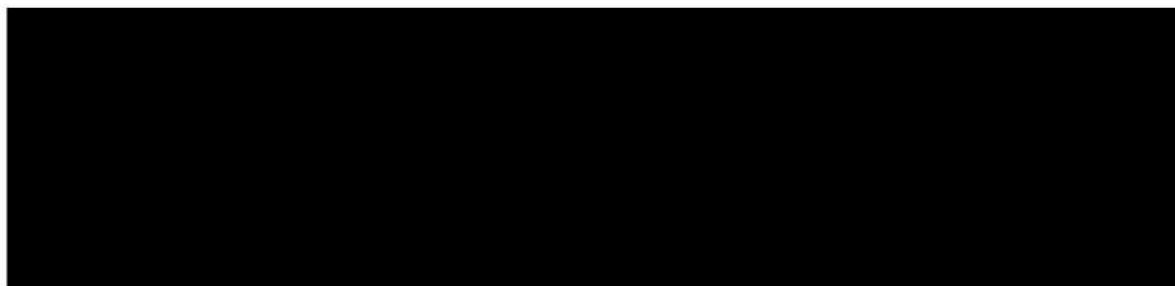
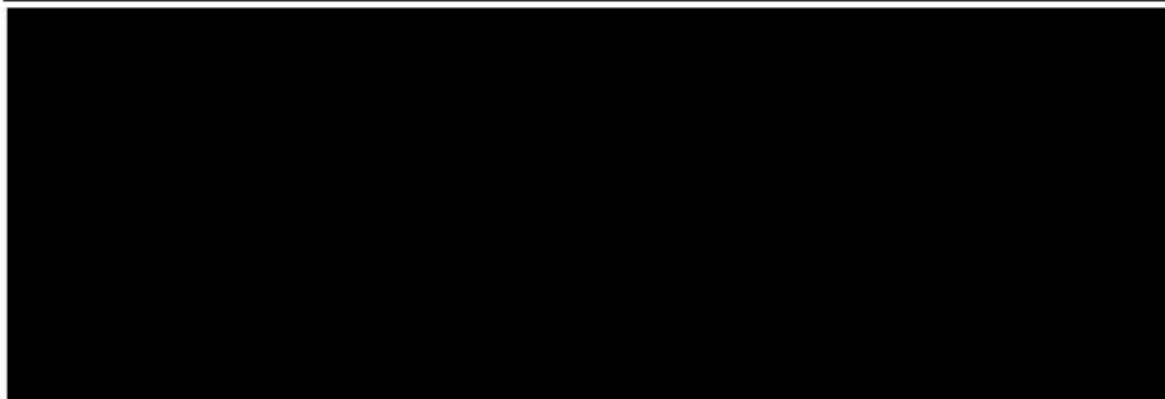
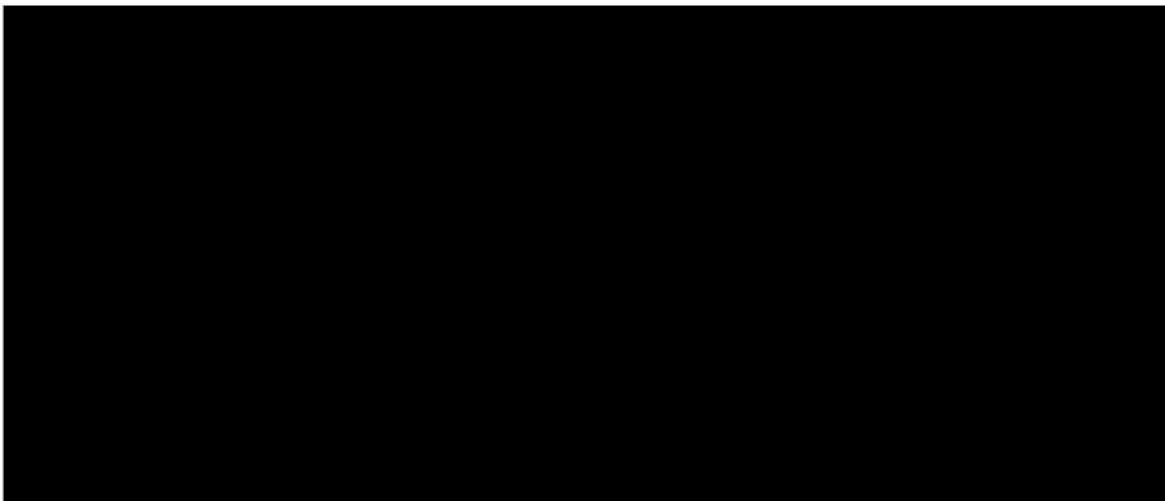
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6. DEMOLITION. Seller shall, at its expense, either prior to Closing as provided below or following Closing (at Buyer's election), perform the "Demolition Work" as it pertains to the Premises, as Demolition Work is defined in that certain Demolition Agreement by and between Seller and Fathom Congress LLC dated February 17, 2023, a copy of which is attached hereto as **Exhibit B** (the "Demolition Agreement"); provided, however, that the Demolition

Work also shall include for the benefit of Buyer the removal of the garage building located on the Premises near Pearl Street and removal of asphalt and concrete paving from the Premises. Upon completion of the Demolition Work, and provided that the Closing has occurred, Buyer shall assume and be responsible for the rental cost of all rented construction fencing located on the Premises.

In the event that Buyer desires the Demolition Work be completed prior to Closing, Buyer shall provide written notice thereof (the "Demolition Notice") to Seller no later than one hundred fifty (150) days prior to Closing, and thereupon completion of the Demolition Work shall become a condition to Closing for the benefit of Buyer. As a condition of the obligation of Seller to perform the Demolition Work prior to Closing, Buyer shall pay to Seller a deposit of [REDACTED] (the "Demolition Deposit"), which funds shall be credited towards the Purchase Price at Closing, but which otherwise shall be held in trust by Seller, in a segregated escrow account, to be used and applied by Seller to pay the costs and expenses of the Demolition Work, as and when due. In the event that Seller does not timely receive the Demolition Deposit together with the Demolition Notice, Seller shall be relieved of an obligation to commence or complete the Demolition Work prior to Closing and such building demolition obligations shall not be a condition of Closing. The Demolition Deposit shall be refunded to Buyer in full in the event that the Closing does not occur as a result of any default by Seller hereunder. In the event that the Demolition Work is not completed prior to Closing, Seller shall have thirty (30) days to cure such default and complete the Demolition Work as specified herein and the Closing shall be extended up to thirty (30) days to accommodate the completion of the Demolition Work. In the event that the Demolition Work is not complete at the end of the 30-day cure period, and Seller has proceeded in good faith in pursuing the Demolition Work, then the parties shall proceed to Closing and a reasonable estimate of the cost of completing the Demolition Work shall be escrowed from the Purchase Price and held by Buyer, in a segregated escrow account, to be used and applied as follows: (i) in the event the Seller does not complete the Demolition Work within sixty (60) days of Closing, then to pay the costs and expenses of Buyer's arranging for and proceeding with completion of Demolition Work, as and when such costs become due, and (ii) the balance, after payment of all such costs of substitute performance, to be paid to Seller, less any out-of-pocket delay damages incurred by Buyer as a result of Seller's failure to complete Demolition Work as of Closing. The provisions of this section shall survive Closing.

In the event that Seller does not timely receive the Demolition Notice prior to Closing, the Demolition Work shall be performed by Seller following Closing pursuant to the terms and conditions of the Demolition Agreement (including the expansion of the Demolition Work as provided above), including the time frames therefor, upon written notice from Buyer to Seller requesting that the Demolition Work be performed, except that if the Demolition Notice is provided to Seller later than the aforesaid 150 day period, but prior to Closing, notwithstanding anything to the contrary in the Demolition Agreement, Seller shall be obligated to complete the

Demolition Work within the shorter of 150 days from receipt of the Demolition Notice or the time period set forth in the Demolition Agreement; to accommodate the performance of the Demolition Work following Closing, Buyer shall grant Seller a temporary license to enter the Premises to perform the Demolition Work.

The provisions of this Section 6 shall expressly survive Closing.

7. CLOSING. The closing (the "Closing") shall take place at the offices of Bernstein, Shur, Sawyer and Nelson, 100 Middle Street, Portland, Maine or at Buyer's election, the offices of Buyer's lender's attorney, thirty (30) days after the expiration of the Approvals Period or at such earlier date designated by Buyer upon five (5) days prior notice to Seller (the "Closing Date"), or if Buyer and Seller shall mutually agree in advance and in writing, at another time and place. Buyer's attorney or Buyer's lender's attorney shall act as closing agent, with control over receipt and delivery of closing documents and receipt and disbursement of closing funds pursuant to customary and reasonable escrowed closing practices. At the Closing, against payment of the Purchase Price, Seller shall execute and deliver to Buyer a Quitclaim Deed with Covenant to the Premises in accordance with the Short Form Deeds Act, 33 M.R.S.A. § 761 et seq. (the "Deed"), together with such documents, affidavits and certificates as are otherwise required by this Agreement, required by law and/or reasonably necessary for Buyer's acquisition, development and financing of the Premises, including without limitation, a Maine State Real Estate Transfer Tax Declaration, a Nonresidential Real Property Road Disclosure Statement pursuant to 33 M.R.S. §193, a bring-down Certificate of Seller's representations and warranties, a Certificate of Non-Foreign Status (as required by Internal Revenue Service regulations), an affidavit regarding underground storage tanks (as required by Maine Law), a surface/subsurface waste disposal system certificate (if applicable), a "Seller's Affidavit" regarding mechanics liens and persons in possession in form and substance reasonably acceptable to Buyer and Buyer's title insurance company, applicable Maine State REW forms, IRS Form W-9, the information required for Buyer to file IRS Form 1099-S, evidence of Seller's existence, authority to convey the Premises, and good standing in form and substance reasonably satisfactory to Buyer and Buyer's title insurance company, and any other usual and customary documents deemed reasonably necessary by Buyer or Buyer's title insurance company.

8. RISK OF LOSS, CONDEMNATION.

(a) All risk of loss to the improvements at the Premises prior to Closing shall be borne by Seller. Seller shall keep the Premises fully insured against fire and other extended coverage risks until the Closing and shall name Buyer as an additional insured as Buyer's interest may appear.

(b) If all or any material portion of the Premises, or any material portion of any land on which off-site access, parking, utility service or stormwater detention is located (and

which is required for Buyer's contemplated the use and development of the Premises), is taken or condemned by any entity with the power of eminent domain prior to the date of the Closing, or if Buyer receives notice of a proposed taking prior to the date of the Closing, then Buyer will have the option of either (i) terminating this Agreement by giving written notice to Seller, in which event all previously paid Option Payments and the Demolition Deposit (if previously paid) will be immediately refunded to Buyer and this Agreement and all rights and obligations of the parties hereunder will be of no further force or effect, except for obligations that are expressly stated to survive the termination of this Agreement, or (ii) requiring Seller to convey the remaining portion of the Premises to Buyer pursuant to the terms and provisions of this Agreement and to transfer and assign to Buyer at the Closing all of Seller's right, title and interest in and to any award made or to be made for the Premises. Seller acknowledges and agrees that Buyer shall have the right to participate in all negotiations relating to such condemnation, including the amount of compensation to be paid for any portion or portions of the Premises to be condemned.

9. POSSESSION OF THE PREMISES. The Premises shall be delivered to the Buyer at the time of the Closing free and clear of all tenancies or occupancies by any person or entity, including without limitation, the UPP Lease.

10. REPRESENTATIONS AND WARRANTIES OF SELLER. Seller represents and warrants to Buyer that the following are true as of the date of this Agreement and will be true as of the Closing:

(a) Seller is a limited liability company duly organized and in good standing under the laws of the State of Maine, with full capacity, power and authority to enter into and fully perform the obligations and transactions contemplated by this Agreement;

(b) This Agreement constitutes the valid and binding obligation of Seller, enforceable against Seller in accordance with its respective terms, except to the extent that enforcement may be limited by applicable bankruptcy, insolvency, moratorium and other principles relating to or limiting the rights of contracting parties generally;

(c) The execution and delivery of this Agreement and the performance by Seller of its obligations hereunder are within the lawful power of Seller, have been duly authorized and approved by all necessary actions on behalf of Seller, and will not conflict with, or result in a breach of any of the terms, covenants and provisions of: (i) Seller's Certificate of Formation and Limited Liability Company Agreement; (ii) any judgment, writ, injunction, regulation, ruling, directive or decree of any court of governmental authority; or (iii) any agreement or instrument to which Seller is a party or by which Seller is bound;

(d) The person executing this Agreement on behalf of Seller is duly authorized to do so and to bind Seller to enter into and fully perform the obligations and transactions contemplated by this Agreement;

(e) No consent, approval, order or authorization of any court or other governmental entity is required to be obtained by Seller in connection with the execution and delivery of this Agreement or the performance hereof by Seller;

(f) There are no litigation, liens (other than for taxes and assessments not due and payable and the mortgage to Middlesex Savings Bank), judgments, violations, or proceedings pending, or to Seller's actual knowledge, threatened against or relating to the Premises, nor does Seller actually know of any governmental investigation relating to the Premises;

(g) Seller has received no written notice of any outstanding violation of any federal, state, county, or municipal laws, ordinances, orders, codes, rules, regulations, or requirements affecting all or any portion of the Premises;

(h) There is no pending or to the Seller's actual knowledge, threatened action or proceeding (including, but not limited to, any condemnation or eminent domain action or proceeding) before any court, governmental agency or arbitrator relating to or arising out of Seller's ownership of the Premises or any portion thereof, or which may adversely affect Seller's ability to perform its obligations under this Agreement, or which may affect the Premises or any portion thereof;

(i) Seller is not a "foreign person" within the meaning of § 1445 of the Internal Revenue Code;

(j) There are no leases, tenancy agreements, tenancies at will, parking space agreements or other contracts, agreements or occupancy arrangements to which Seller is a party in effect with respect to any portion of the Premises, except for that certain Commercial Lease (Net Lease) by and between Seller, as landlord, and Unified Parking Partners Maine and New Hampshire LLC, as tenant, dated February 17, 2023, and any derivative parking subleases and licenses (the "UPP Lease");

(k) There are no management, service, equipment, supply, maintenance or concession agreements to which Seller is a party with respect to or affecting all or any portion of the Premises that are not terminable by Seller by the Closing;

(l) To Seller's actual knowledge, no work has been performed or is in progress at, and no materials have been furnished to the Premises or any portion thereof which

may give rise to mechanic's, materialmen's or other liens against the Premises or any portion thereof, except for any work performed for Buyer by Buyer's consultants;

(m) Seller has not used, operated or knowingly permitted the use of the Premises in any manner for the storage, use, treatment, manufacture or disposal of any Hazardous Materials (as defined below) other than in compliance with applicable law or regulation. The term "Hazardous Materials" means and refers to any "hazardous waste" or "hazardous substance," as such terms are set forth in, under or pursuant to the Environmental Laws and Regulations, oil or petroleum products or their derivatives, polychlorinated biphenyls, asbestos, radioactive materials or waste, and any other toxic, ignitable, reactive, corrosive, explosive, contaminating or polluting materials which are now or in the future subject to governmental regulation. "Environmental Laws and Regulations" means any federal, state or local laws now or hereafter in effect relating to pollution or protection of the environment or emissions, discharges, spills, releases or threatened releases of any Hazardous Substance into the environment (including without limitation indoor air, ambient air, surface water, ground water or land), including without limitation, the Resource Conservation and Recovery Act, 42 U.S.C. §§ 6901 *et seq.*, as amended, the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. §§ 9601 *et seq.*, as amended, the Hazardous Materials Transportation Act, 49 U.S.C. §§ 1801 *et seq.*, as amended, the Clean Water Act, 33 U.S.C. §§ 1251 *et seq.*, as amended, the Clean Air Act, 42 U.S.C. §§ 7401 *et seq.*, as amended, the Toxic Substance Control Act, 15 U.S.C. §§ 2601 *et seq.*, as amended, and any rules and regulations now or hereafter promulgated under any of such acts;

(n) There are no outstanding pending or to Seller's actual knowledge, threatened, claims, options, rights of first refusal, boundary disputes, or encumbrances against or encroachments by, any portion of the Premises, except as may appear in the public record;

(o) Neither Seller nor any of its affiliates, nor any of their respective partners, members, shareholders or other equity owners, and none of their respective employees, officers, directors, representatives or agents is, nor will they become, a person or entity with whom United States persons or entities are restricted from doing business under regulations of the Office of Foreign Asset Control ("OFAC") of the Department of the Treasury (including those named on OFAC's Specially Designated Nationals and Blocked Persons List) or under any statute, executive order (including the September 24, 2001, Executive Order Blocking Property and Prohibiting Transactions with Persons Who Commit, Threaten to Commit, or Support Terrorism), or other governmental action and is not and will not engage in any dealings or transactions or be otherwise associated with such persons or entities; and

(p) Pursuant to 33 MRSA Section 193, the Premises abuts the following public streets: Pearl Street, Cumberland Avenue, and Myrtle Street, with current access to the Premises from Cumberland Avenue.

Seller will take, or cause to be taken, all action necessary to cause its warranties and representations to remain true and correct, in all material respects, through the date of the Closing. Buyer's obligation to acquire the Premises is conditioned upon the above representations and warranties remaining true and correct, in all material respects, as of the date of the Closing. If any of the representations and warranties become untrue or misleading in any material respect prior to the Closing, Seller will give prompt written notice to Buyer; and in such event (i) if the change is due to the fault of Seller, and is not cured within forty-five (45) days of written notice thereof from Buyer, the event will constitute a default by Seller under this Agreement and Buyer will have the remedies set forth in Section 12 below, and (ii) if the change is not due to the fault of Seller, Buyer may either waive such condition, in writing, or terminate this Agreement, in which event all rights and obligations of the parties under this Agreement will be of no further force or effect, except for those obligations that are expressly stated to survive the termination of this Agreement. All of the above representations and warranties will be reaffirmed by Seller as true and correct in all material respects as of the date of the Closing and will survive the Closing for a period of one (1) year. Buyer shall not have any claim against Seller for misrepresentation or breach of warranty with respect to any fact actually known to Buyer prior to Closing. Representations of Seller which are made to Seller's actual knowledge shall be deemed to be made to the actual knowledge of Joseph Dasco.

11. REPRESENTATIONS AND WARRANTIES OF BUYER. Buyer represents and warrants to Seller that the following are true as of the date of this Agreement and will be true as of the Closing:

(a) Buyer is a limited liability company duly organized and in good standing under the laws of the State of Delaware, with full capacity, power and authority to enter into and fully perform the obligations and transactions contemplated by this Agreement;

(b) This Agreement constitutes the valid and binding obligation of Buyer, enforceable against Buyer in accordance with its respective terms, except to the extent that enforcement may be limited by applicable bankruptcy, insolvency, moratorium and other principles relating to or limiting the rights of contracting parties generally;

(c) The execution and delivery of this Agreement and the performance by Buyer of its obligations hereunder are within the lawful power of Buyer, have been duly authorized and approved by all necessary actions on behalf of Buyer, and will not conflict with, or result in a breach of any of the terms, covenants and provisions of: (i) Buyer's Certificate of Formation; (ii) any judgment, writ, injunction, regulation, ruling, directive or decree of any court of governmental authority; or (iii) any agreement or instrument to which Buyer is a party or by which Buyer is bound;

(d) The person executing this Agreement on behalf of Buyer is duly authorized to do so and to bind Buyer to enter into and fully perform the obligations and transactions contemplated by this Agreement;

(e) No consent, approval, order or authorization of any court or other governmental entity is required to be obtained by Buyer in connection with the execution and delivery of this Agreement or the performance hereof by Buyer; and

(f) Neither Buyer nor any of its affiliates, nor any of their respective partners, members, shareholders or other equity owners, and none of their respective employees, officers, directors, representatives or agents is, nor will they become, a person or entity with whom United States persons or entities are restricted from doing business under regulations of the Office of Foreign Asset Control ("OFAC") of the Department of the Treasury (including those named on OFAC's Specially Designated Nationals and Blocked Persons List) or under any statute, executive order (including the September 24, 2001, Executive Order Blocking Property and Prohibiting Transactions with Persons Who Commit, Threaten to Commit, or Support Terrorism), or other governmental action and is not and will not engage in any dealings or transactions or be otherwise associated with such persons or entities.

Buyer will take, or cause to be taken, all action necessary to cause its warranties and representations to remain true and correct, in all material respects, through the date of the Closing. Seller's obligation to sell the Premises is conditioned upon the above representations and warranties remaining true and correct, in all material respects, as of the date of the Closing. If any of the representations and warranties become untrue or misleading in any material respect prior to the Closing, Buyer will give prompt written notice to Seller; and in such event (i) if the change is due to the fault of Buyer, and is not cured within forty-five (45) days of written notice thereof from Seller, the event will constitute a default by Buyer under this Agreement and Seller will have the remedies set forth in Section 12 below, and (ii) if the change is not due to the fault of Buyer, Seller may either waive such condition, in writing, or terminate this Agreement and retain all previously paid Option Payments, in which event all rights and obligations of the parties under this Agreement will be of no further force or effect, except for those obligations that are expressly stated to survive the termination of this Agreement. All of the above representations and warranties will be reaffirmed by Buyer as true and correct in all material respects as of the date of the Closing and will survive the Closing for a period of one (1) year.

12. DEFAULT AND REMEDIES.

(a) Seller Default. In the event that Seller defaults in the performance of its obligations hereunder or if any of Seller's representations and warranties set forth in this Agreement are untrue or misleading in any material respect due to Seller's fault, and such default or misrepresentation or breach of warranty is not cured by Seller within forty-five (45) days of

written notice thereof from Buyer, then Buyer may elect at its option: (i) to terminate this Agreement by written notice to Seller, in which event all previously paid Option Payments and the Demolition Deposit (if previously paid) will be immediately refunded to Buyer and all rights and obligations of the parties under this Agreement will be of no further force or effect, except for obligations that are expressly stated to survive the termination of this Agreement, and except that Seller shall immediately reimburse Buyer for its reasonable, actual, out-of-pocket, third-party expenses incurred in connection with this Agreement and the transaction contemplated hereby including the Site Plan Application and Buyer's intended development of the Project (including reasonable attorney's fees) in an amount not to exceed [REDACTED] or (ii) to seek specific performance of this Agreement and if successful, shall be reimbursed by Seller for its out-of-pocket expenses, including court costs and reasonable attorneys' fees incurred in connection with such action.

(b) Buyer Default. In the event that Buyer defaults in its obligation to close hereunder, then Seller's sole and exclusive remedy for the default will be to terminate this Agreement by written notice to Buyer, in which event all previously paid Option Payments and the Demo Deposit (if paid) shall be retained by Seller, together [REDACTED] reimbursement as provided below when paid by Buyer, as full and complete liquidated damages for Buyer's default in lieu of any other legal or equitable remedy, and thereafter all rights and obligations of the parties under this Agreement will be of no further force or effect, except for those obligations that are expressly stated to survive the termination of this Agreement. Buyer shall within ten (10) business days of presentation of invoices to Buyer for the reasonable, actual, out-of-pocket, third-party expenses incurred by Seller in connection with this Agreement and the transaction contemplated hereby including [REDACTED] reimburse Seller for such costs in an amount not to exceed [REDACTED] which obligation and payment by Buyer shall be an additional component of liquidated damages to Seller for Buyer's default. Seller and Buyer acknowledge and agree that Seller's damages due of Buyer's default hereunder are difficult or impossible to ascertain and that the amount of all previously paid Option Payments, the Demo Deposit, and expense reimbursement as provided above represent a reasonable estimate by both parties of Seller's damages.

13. BUYER'S CONDITIONS PRECEDENT. In addition to other conditions set forth in this Agreement, the obligation of Buyer to close is subject to the satisfaction at or before the Closing of all of the following conditions:

- (a) All representations and warranties of Seller contained in this Agreement shall be true and correct in all material respects as of the Closing;
- (b) Seller shall have materially and timely performed all of its obligations and commitments hereunder;

(c) Seller shall have terminated the UPP Lease with respect to the Premises.

(d) Seller shall have completed the Demolition Work if timely notified by Buyer as provided above, otherwise there shall have been no material adverse change in the Premises, from the conclusion of the Approvals Period through the date of Closing that would cause the Premises to be unsuitable for Buyer's intended use and development.

In the event that at the time of Closing any of the foregoing conditions is not satisfied, Buyer shall have the option of terminating this Agreement by written notice to Seller, in which event all rights and obligations of the parties under this Agreement will be of no further force or effect, except for those obligations that are expressly stated to survive the termination of this Agreement, provided however if such unsatisfied condition is due to the fault of Seller, and is not cured by Seller within forty-five (45) days of written notice from Buyer thereof, the event will constitute a default by Seller under this Agreement and Buyer will have the remedies set forth in Section 12 above. Buyer may, however, elect to close notwithstanding such unsatisfied conditions as may exist. It is acknowledged by the parties that the foregoing conditions and any other conditions on Buyer's obligation to close contained in this Agreement are not intended to condition Seller's obligations and are solely for Buyer's benefit.

14. OFF MARKET. So long as this Agreement remains in effect, Seller shall not list or offer the Premises for sale and shall not seek, accept, solicit or negotiate any third party offers, nor engage in any discussions concerning the sale or lease of the Premises or any portion thereof with potential third-party purchasers or tenants, other than in connection with the transaction contemplated by this Agreement.

15. BROKERAGE. Seller and Buyer respectively represent and warrant to each other that they have not had any dealings with any person or entity other than Malone Commercial Brokers, as agent for Seller ("Seller's Broker") and The Dunham Group, as agent for Buyer ("Buyer's Broker") and collectively with Seller's Broker, the "Brokers") which may entitle such person or entity to a fee or commission in connection with the transaction contemplated by this Agreement. Seller agrees to be responsible for the payment of all fees and commissions due to the Brokers with respect to this transaction. Seller and Buyer hereby agree to indemnify, defend, and hold the other harmless from and against any losses, costs or expenses (including reasonable attorney's fees) arising out of any and all liabilities, claims, demands, costs, expenses (including reasonable attorneys' fees and disbursements) and judgments relating to any fee, commission or other compensation asserted by any broker, finder or intermediary, other than the Brokers, in connection with this Agreement or the transaction contemplated hereby, arising out of Seller's or Buyer's (as applicable) acts.

16. ADJUSTMENTS, PRORATIONS AND CLOSING COSTS.

(a) Real estate taxes for the Premises will be prorated as of the Closing Date based upon the most recently available tax bills for the Premises and the proportionate land area of the Premises and Seller's Retained Land. If the amount of the real estate taxes is not known on the Closing Date, such taxes shall be prorated on the basis of taxes assessed for the preceding fiscal period, subject to reapportionment as soon as the new tax rate and valuation can be ascertained. In the event of any abatement of such taxes subsequent to the apportionment thereof, the amount of such abatement, less the reasonable cost of obtaining the same, shall be prorated as of the Closing Date. If any special assessment affects the Premises as of the Closing Date, all unpaid installments of the assessment (including those which will become due and payable after the Closing) will be paid by Seller. Seller will cooperate with Buyer and share the reasonable, out-of-pocket cost (if any) equally to obtain a separate tax parcel identification number for the Premises after the Closing if the Premises is not separately assessed. If the Premises is not separately assessed, (i) Seller will pay all real estate taxes on the tax parcel for the entire tax year of Closing, subject to Buyer's payment of its share of the tax bill, and (ii) Buyer's share shall be based on the relative acreage of the Premises and the remaining land included in the tax parcel, applied to the value of the land (excluding improvements) contained in the tax parcel.

(b) The Maine real estate transfer tax shall be paid by Seller and Buyer in accordance with 36 M.R.S.A. § 4641-A.

(c) The recording fee for the Deed and all title examination fees and premiums for the policy insuring Buyer and its lender will be paid by Buyer.

(d) The recording fees for any title clearance items will be paid by Seller.

(e) A portion of the Purchase Price shall be withheld at Closing by Buyer if required by 36 M.R.S.A. § 5250-A unless Seller furnishes Buyer with an affidavit stating, under penalty of perjury, that Seller is a resident of Maine or that the transfer is otherwise exempt from withholding tax.

The obligations of Seller and Buyer in this Section 16 will survive the Closing.

17. MISCELLANEOUS.

(a) Time. Time is of the essence of this Agreement.

(b) Notices. Notices given pursuant to this Agreement will be effective only if in writing and delivered (i) by reputable overnight courier guaranteeing next business day delivery, (ii) if sent on a business day during the business hours of 9:00 a.m. until 5:00 p.m.,

eastern time, via email, with either an acknowledgement of receipt or a copy to follow by reputable overnight courier guaranteeing next business day delivery, or (iii) by United States certified mail, return receipt requested. All notices will be directed to the other party at its address provided below or such other address as either party may designate by notice given in accordance with this Section. Notices will be effective (i) if by overnight courier, one (1) business day after deposit with all delivery charges prepaid, (ii) if by email, on the date of delivery, provided receipt is acknowledged or a copy of such notice is sent as required above, and (iii) in the case of certified mail, the earlier of the date receipt is acknowledged on the return receipt for such notice or five (5) business days after the date of posting by the United States Post Office. The notice addresses for Seller and Buyer are as follows:

TO SELLER: 385 Congress LLC
2730 Transit Road
West Seneca, New York 14224
Attn: Joseph Dasco
Tel: 413-244-9092
Email: joedasco@comcast.net

WITH A COPY TO: Bernstein Shur
PO Box 9729
100 Middle Street
Portland, ME 04104-5029
Attn: Tom Hanson, Esq.
Tel: (207) 228-7335
Email: thanson@bernsteinshur.com

TO BUYER: Mile Marker Investments, LLC
200 US Route One, Suite 200
Scarborough, ME 04074
Attn: Howard A. Goldenfarb, Manager
Tel: (207) 885-4200
Email: HG@ramcompaniesusa.com

WITH A COPY TO: Bernstein Shur
PO Box 9729
100 Middle Street
Portland, ME 04104-5029
Attn: William M. Welch, Esq.
Tel: (207) 228-7339
Email: wwelch@bernsteinshur.com

and

Live Nation
325 N. Maple Drive
Beverly Hills, CA 90210

Attn: Fred Kim

Email: fredkim@livenation.com

(Notices to Live Nation must be delivered by email, in addition to any other notice delivery methods permitted hereunder)

(c) Business Day. As used herein, the term "business day" shall mean any day other than a Saturday, Sunday, or any Federal or State of Maine holiday. If any period expires on a day which is not a business day or any event or condition is required by the terms of this Agreement to occur or be fulfilled on a day which is not a business day, such period shall expire or such event or condition shall occur or be fulfilled, as the case may be, on the next succeeding business day.

(d) Binding Effect/Assignment. This Agreement shall not become a binding contract until signed by both parties and that fact has been communicated to all parties or their agents. This Agreement will inure to the benefit of and bind the respective heirs, successors, personal representatives and assigns of the parties hereto and may be cancelled, modified or amended only by a writing executed by the parties hereto or their legal representatives. Buyer shall have the right to assign its interest and obligations hereunder to its nominee or an entity formed by Buyer prior to Closing, including to a joint venture entity directly or indirectly owned by Buyer or its affiliate and Live Nation Worldwide, Inc. or its affiliate, but the originally-named Buyer shall remain liable jointly and severally with such assignee under this Agreement notwithstanding such assignment.

(e) Construction. This Agreement sets forth the entire agreement between the parties, and there are no other agreements or understandings between them related to the subject matter hereof, and therefore supersedes and replaces in its entirety that certain Letter of Intent/Offer to Purchase dated April 11, 2024, which shall be of no further force and effect. As used in this Agreement, the singular number shall include the plural, the plural the singular, and the use of one gender shall be deemed applicable to all genders. This Agreement shall be governed by and construed in accordance with the laws of Maine. If any provision of this Agreement is determined to be invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

(f) Further Assurances. Whenever reasonably requested to do so by the other party, Seller and Buyer shall take such further actions and execute, acknowledge, and deliver any

and all such further reasonable instruments as may be necessary in order to carry out the intent and purpose of this Agreement.

(g) Execution. This Agreement and any documents executed or initialed in connection herewith may be executed in multiple counterparts, which together shall be construed to be a single document. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with the U.S. federal ESIGN Act of 2000, e.g., www.docusign.com) or other transmission method and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

(h) Non-Disclosure. Each of Seller and Buyer agrees to keep all discussions and negotiations with the other, which shall include, without limitation, the existence and terms of this Agreement, and all information obtained by or provided to either Seller or Buyer regarding the Premises or the transaction contemplated by this Agreement, in strict confidence and shall not disclose the same except to Seller's or Buyer's respective attorneys, brokers, consultants, lenders, potential joint venture partners, investors, or professional advisors who are actively and directly participating in the transaction, each of whom will be informed by Seller or Buyer (as applicable) of the confidential nature of this transaction. At or after Closing, Buyer will have the right, at its sole discretion, to publicize the transaction (other than the specific economics thereof) in whatever manner it deems appropriate. Seller agrees that Seller will not, at any time, prepare, circulate or contribute to any press release concerning the transaction contemplated by this Agreement without Buyer's prior written consent (to be granted or withheld in Buyer's sole discretion). The provisions of this paragraph will survive the Closing or any termination of this Agreement. None of the foregoing shall be applicable to any information regarding the transaction contemplated by this Agreement that must or reasonably should be disclosed in connection with [REDACTED] the Site Plan Application, which information may become public.

(i) Attorney's Fees. If any legal action (including without limitation mediation and arbitration) is brought or compelled by either party to enforce any provisions of this Agreement, the prevailing party shall be entitled to recover from the other party its reasonable attorneys' and paralegals' fees and court costs.

(j) Effective Date. The Effective Date of this Agreement shall be deemed to be the date first set forth above in this Agreement, provided that if no date is filled in, the Effective Date shall be the last date of the signature of either Buyer or Seller.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, Seller and Buyer have caused this Agreement to be executed under seal by their respective duly authorized representatives as of the dates indicated below.

WITNESS:

Michelle Cole
Name: Michelle Cole

SELLER:

385 CONGRESS LLC

By: [Signature] / 6/26/24
Name: Gordon Reges Date
Title: Manager

BUYER:

MILE MARKER INVESTMENTS, LLC

Name:

By: _____ / _____
Howard A. Goldenfarb Date:
Its Manager

IN WITNESS WHEREOF, Seller and Buyer have caused this Agreement to be executed under seal by their respective duly authorized representatives as of the dates indicated below.

WITNESS:

SELLER:

385 CONGRESS LLC

Name:

By: _____ / _____
Name: _____ Date
Title:

BUYER:

MILE MARKER INVESTMENTS, LLC

Name:

By:  / 6/26/2024
DocuSigned by:
6031C4FA3B7C48F...
Howard A. Goldenfarb
Its Manager
Date:

EXHIBIT A

Annotated Subdivision Plan
(see attached)



EXHIBIT B

Demolition Agreement
(see attached)

DEMOLITION AGREEMENT

This Demolition Agreement (this "Agreement") made as of 17th day of February, 2023, is by and between **385 CONGRESS LLC**, a Maine limited liability company with a mailing address c/o 2730 Transit Road, West Seneca, New York 14224 ("385 Congress"), and **FATHOM CONGRESS, LLC**, a Delaware limited liability company with a mailing address of 80 Exchange Street, Suite 400, Portland, Maine 04101 ("Fathom");

WITNESSETH:

WHEREAS, as of the date hereof, 385 Congress is the owner of certain parcels of real estate known as Lot 2 and Lot 3 as shown on the plan entitled "Subdivision Plan of: 385 Congress Street" prepared by Sebago Technics dated December 2, 2022, revised through January 11, 2023, and approved by the City of Portland Planning Board on January 24, 2023, and recorded in the Cumberland County Registry of Deeds in Plan Book 223, Page 32 (the "Subdivision Plan"); and

WHEREAS, on or about the date hereof, 385 Congress has conveyed Lot 1 as shown on the Subdivision Plan to Fathom; and

WHEREAS, 385 Congress has agreed, in part for the benefit of Fathom, to perform the demolition of the existing building that is located on Lots 1, 2, and 3 (collectively, the "Property"), subject to the terms and conditions in this Agreement, which Agreement is intended to survive the closing of the conveyance of Lot 1 to Fathom.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration paid by Licensee, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

1. Demolition Work. 385 Congress shall, at its expense, commence the demolition and removal of the so-called "printing press building" from the Property within sixty (60) days after (i) receipt of notice from Fathom requesting the commencement of such demolition or (ii) delivery to Fathom of notice from 385 Congress that 385 Congress intends to commence demolition and removal of the so-called "printing press building" from the Property (the "Demolition Notice"), which demolition and removal work shall be performed in accordance with all of the following (the "Demolition Work"):

(a) The removal of the "printing press building," excluding (i) the foundation wall along Myrtle Street (which 385 Congress may leave as a retaining wall) and (ii), the foundation wall along Congress Street (which 385 Congress may leave as a retaining wall), provided,

however, that if Fathom notifies 385 Congress in the Demolition Notice that Fathom elects to have the Congress Street foundation wall removed (which shall not include any portion of the tunnel structure), 385 Congress shall remove the Congress Street foundation wall as part of the Demolition Work;

(b) Proper handling, removal and disposal of any Hazardous Materials identified in the ESA and located within the building or its structure, or encountered in the building or its structure in the process of building demolition (but not the soils around or under the building structure) in accordance with applicable laws, rules and regulations;

(c) The Demolition Work shall include only the removal of all foundation walls, slab and related infrastructure (except the foundation wall along Myrtle Street and, unless otherwise elected by Fathom, the foundation wall along Congress Street), systems and other man-made materials associated with the buildings and improvements on the Property

(d) Utilities to be cut and capped in place or capped at the Property boundary, as reasonably determined by 385 Congress according to site conditions;

(e) Installation of construction fencing around the excavation created by the Demolition Work;

(f) Temporary bracing of any foundation walls that are excluded from Demolition Work (including through leaving slab in place as necessary); and

(g) Demolition Work shall not require any soils remediation by 385 Congress or any demolition or other work to the tunnel under Congress Street.

As a condition for the foregoing obligations of 385 Congress to undertake and complete the Demolition Work, Fathom has deposited with Pierce Atwood ("Escrow Agent") a deposit of [REDACTED] (the "Demolition Deposit"), which funds may be used by 385 Congress to pay for costs and expenses of the Demolition Work, as and when due, and shall be promptly released by Escrow Agent to 385 Congress upon presentation of invoices for Demolition Work. In the event that 385 Congress has not completed Demolition Work with one hundred and twenty (120) days following receipt of the Demolition Notice (the "Demolition Period"), 385 Congress shall have an additional thirty (30) days to cure such default and complete the Demolition Work as specified herein. In the event that the Demolition Work is not completed at the end of the 30-day cure period, 385 Congress shall be required to pay over to Fathom, to be held by Fathom in a segregated escrow account, a reasonable estimate of any additional amounts needed to complete the Demolition Work (in addition to the Demolition Deposit), which amounts, together with the Demolition Deposit shall be released to Fathom and applied as follows: (i) to pay the costs and expenses of Fathom's arranging for and proceeding with completion of Demolition Work, as and when such costs become due, and (ii) the balance, if any, after payment of all such costs of substitute performance, to be paid to 385 Congress, less any out-of-pocket delay damages incurred by Fathom as a result of 385 Congress's failure to complete Demolition Work by the expiration of the Demolition Period.

If Lot 1 is subject to any lease at the time of delivery of a Demolition Notice in accordance with this Agreement, Fathom shall terminate any such lease encumbering Lot 1 and shall render the

portions of the "printing press building" located on Lot 1 vacant and unoccupied (a) on or before delivery of a Demolition Notice by Fathom to 385 Congress, or (b) as soon as possible following receipt of Demolition Notice from 385 Congress, but in no event later than thirty-five (35) days from receipt of said Demolition Notice; provided, however that the Demolition Period shall be extended by the number of days in excess of five (5) days following Fathom's receipt of Demolition Notice from 385 Congress that Lot 1 is not rendered vacant and unoccupied as required under this paragraph.

385 Congress covenants and agrees with Fathom that it shall not convey or transfer all or any portion of either Lot 2 or Lot 3 or both Lots, or otherwise encumber all or any portion of Lot 2 and Lot 3 if such encumbrance would result in any limitation or material impact on the ability of 385 Congress to undertake and complete the Demolition Work as contemplated hereunder, until 385 Congress shall have completed the Demolition Work on the Property, and any such conveyance, transfer or encumbrance in violation of the foregoing shall be void; provided, however that 385 Congress may grant a mortgage on either Lot 2 or Lot 3 or both Lots so long as any such mortgage grant is made expressly subject to this Agreement and the obligations of 385 Congress as the owner of Lots 2 and 3 hereunder. Upon the completion of the Demolition Work in accordance with the terms of this Agreement, the foregoing prohibition on the sale or transfer of Lot 2 or Lot 3 or both Lots automatically shall terminate and be of no further force and effect. Within five (5) business days written request of 385 Congress to Fathom, Fathom shall execute and deliver to 385 Congress in recordable form an acknowledgment of completion of the Demolition Work on Lot 1 and a release of the foregoing prohibition on conveyance. The foregoing covenant touches and concerns Lot 2 and Lot 3 and shall run with Lot 2 and Lot 3.

2. Insurance; Release. 385 Congress shall obtain and maintain commercial general liability coverage during the duration of the performance of the Demolition Work, with reputable and financially sound insurance companies licensed to provide insurance in Maine, in an amount of not less than Three Million Dollars (\$3,000,000.00) combined single limit with deductibles of not more than Ten Thousand Dollars (\$10,000.00) per occurrence. 385 Congress shall name Fathom as an additional insured on the commercial general liability insurance policy. 385 Congress shall provide Fathom with evidence of the aforementioned insurance coverage, in the form of insurance certificates or copies of the insurance policies if requested by Fathom, prior to 385 Congress's or its employees', agents' or contractors' entry upon Lot 1 to perform the Demolition Work. 385 Congress acknowledges and agrees that Fathom shall in no way be responsible for the security, safety or condition of Lot 1 (other than the termination of any leases encumbering Lot 1 and the vacating of the building as aforesaid), for the oversight of 385 Congress's employees, agents, or contractors operating in or around Lot 1 during the performance of the Demolition Work, all of which shall be at 385 Congress's sole risk.

3. Subordination. This Agreement automatically shall be subject and subordinate to the lien of any mortgage now affecting, or that may in the future affect, Lot 1 or any portion thereof, and to the lien of any extension, modification or refinancing of said mortgage (such existing or future mortgage, as the same may be extended, modified or refinanced, the "Mortgage"), on the condition that, in the event of a foreclosure or other action taken under the Mortgage by the holder thereof, this Agreement shall not be disturbed but shall continue in full force and effect until the Demolition Work on Lot 1 is complete and that 385 Congress shall not be named to the foreclosure proceedings unless required by law. The foregoing subordination shall be self-

operative and no further instrument of subordination shall be required. 385 Congress shall, however, at the request of either Fathom or a mortgage holder promptly execute, acknowledge and deliver an agreement confirming such subordination on the form of subordination agreement customarily used by the mortgage holder.

4. Release; Indemnity. Without limitation of any other provision herein, Fathom or its employees, contractors, principals, officers, managers and agents (collectively, the "Fathom Parties") shall be not be liable for, and 385 Congress hereby releases the Fathom Parties from and against, any and all claims for injury or death to any person, or damage to or theft of property or damage to business (including without limitation consequential damages) sustained by 385 Congress or any person claiming by, through or under 385 Congress in connection with the Demolition Work or any part thereof, or due to the happening of any accident in or about the Property or any part thereof in connection with the Demolition Work, or due to any act or omission of 385 Congress or of any employee, contractor, agent, or visitor of 385 Congress. Except to the extent caused by the negligence, willful misconduct or violation of law by any of the Fathom Parties, 385 Congress shall indemnify, defend and hold harmless the Fathom Parties from and against any and all claims, causes of action, demands, penalties, fines, damages (but expressly excluding consequential or punitive damages), and costs, including without limitation reasonable attorneys' and paralegals' fees, incurred or suffered by Fathom or such other related parties related to or arising in connection with the Demolition Work and access to Lot in connection therewith. 385 Congress hereby waives any immunity arising under workers' compensation laws with respect to the enforcement of the foregoing indemnity. The foregoing indemnity shall survive termination or expiration of this Agreement.

5. License for Access to Lot 1. Fathom hereby grants a license to 385 Congress, and its employees, agents and contractors, to enter upon Lot 1 for purposes of performing the Demolition Work, and only for the purpose of the Demolition Work. Upon the completion of the Demolition Work, the foregoing license automatically shall terminate.

6. Contract Only. This Agreement shall be deemed to create only the relationship of contractual counterparties, and shall not be deemed to create any other relationship, including, without limitation, grantor-grantee, landlord-tenant, principal-agent, master-servant, employer-employee or partner-joint venturer.

7. Compliance with Law. 385 Congress shall, at its sole cost and expense, materially comply, and shall cause all of its employees, agents and contractors to comply, with all applicable laws, rules, regulations, ordinances, orders or codes with respect to the Demolition Work and with respect to access to Lot 1 by 385 Congress, its employees, agents and contractors in connection therewith.

8. Entire Agreement. This Agreement constitutes the entire agreement between the parties hereto with respect to the specific subject matter of this Agreement and supersedes all prior written and oral agreements and understanding relating to the specific subject matter hereof.

9. Modification. This Agreement may not be modified or amended except by an instrument in writing signed by the parties hereto. No waiver or consent may be enforced unless such waiver or consent shall be in writing and signed by the party against whom enforcement thereof is sought.

10. Applicable Law. This Agreement shall be governed by the laws of the State of Maine.

11. Successors and Assigns. This Agreement shall be binding upon, and inure to the benefit of the parties hereto and their respective beneficiaries, representatives, administrators, successors and permitted assigns, the covenants and agreements set forth herein touch and concern the land and shall run with Lot 1, Lot 2 and Lot 3. This Agreement shall be recorded in the Registry of Deeds.

12. Notices; Contact Information. Any notice, demand or other communication that any party hereto may wish or is required to send to the other party hereto under or pursuant to the provisions of this Agreement shall be in writing and sent by certified mail, return receipt requested, Fedex or other reliable national overnight courier, or by email (provided that a copy of the emailed communication shall be sent by one of the other means above within One (1) business day of the emailed communication), addressed to the party for which such notice, demand or other communication is intended at such party's address as set forth below:

If to Licensor:

385 Congress LLC
Attn: Joseph Dasco
2730 Transit Road
West Seneca, New York 14224
413-244-9092
joedasco@comcast.net

With Copy to:

Bernstein Shur Sawyer & Nelson, PA
Attn. Tom Hanson, Esq.
100 Middle Street
P.O. Box 9729
Portland, ME 04104-5029
207-228-7335
thanson@bernsteinshur.com

If to Licensee:

Fathom Congress, LLC
Attn: Marieke Thormann
80 Exchange Street, Suite 400
Portland, Maine 04101
mthormann@fathomcompanies.com

With Copy to:

Pierce Atwood LLP
Attn. Rebecca Greenfield, Esq.

254 Commercial Street
Portland, ME 04101
rgreenfield@pierceatwood.com

Any address, telephone number or email address may be changed by the applicable party by notice given to other party in the manner set forth above. Notices and communication shall be deemed received on the date shown on the return receipt or the courier confirmation of delivery or the email time stamp (provided that copy is sent by other means as provided above).

13. *Counterparts.* This Agreement may be signed in any number of identical counterparts, including without limitation electronic copy, with the same binding effect as if the signatures were on one instrument.

14. *Defined Terms.*

(a) “Hazardous Materials” as used herein shall mean any pollutants, contaminants or hazardous substances (as such terms are defined under CERCLA), pesticides (as such term is defined under the Federal Insecticide, Fungicide and Rodenticide Act, 7 U.S.C. §§ 136 et seq.), solid wastes and hazardous wastes (as such terms are defined under the Resource Conservation and Recovery Act, 42 U.S.C. §§ 6901 et seq.), chemicals, other hazardous, radioactive or toxic materials, oil, petroleum and petroleum products (and fractions thereof), asbestos and asbestos-containing materials, polychlorinated biphenels (“PCBs”) or PCB-containing materials, or any other material (or article containing such material) listed or subject to regulation under any law, statute, rule, regulation, order, permit, or directive due to its potential, directly or indirectly, to harm the environment or the health of humans or other living beings.

(b) “ESA” as used herein shall mean

- i. That certain Phase I Environmental Site Assessment prepared by St. Germain for Fathom Congress, LLC and Reger Dasco Properties for Commercial Property located at 385 Congress Street, Portland, Maine, dated November 29, 2022 (St. Germain File No.: 4635-0001);
- ii. That certain letter regarding No Action Assurance Letter – Voluntary Response Action Program for 386 Congress Street, Portland, Maine, from the State of Maine, Department of Environmental Protection, dated March 30, 2022;
- iii. That certain letter regarding Soil Vapor Testing Results prepared by St. Germain for Maine Department of Environmental Protection for 385 Congress Street, Portland, Maine, dated as of February 23, 2022;
- iv. That certain Environmental Assessment Report prepared by MAI Environmental for Reger Holdings for 385 Congress Street, Portland, Maine, dated September 21, 2017; and

- v. That certain Phase I Environmental Site Assessment prepared by MAI Environmental for Reger Holdings, LLC for 385 Congress Street, Portland, Maine, dated July 2017.

[Signature Page Follows]

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be signed by their duly-authorized agents under seal as of the day and year first above written.

WITNESS:

385 CONGRESS LLC

Carol Ann Pagano
Name: Carol Ann Pagano

By: Gordon Reger
Gordon Reger
Its duly-authorized Manager

STATE OF NEW YORK
COUNTY OF ERIE

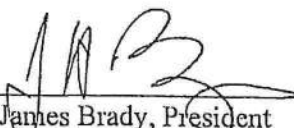
On the 13th day of February, 2023, before me personally came Gordon Reger, to me known, who, being by me duly sworn, did depose and say that he resides in East Aurora, New York; that he is the Manager of 385 Congress LLC, the limited liability company described in and which executed the above instrument; and that he signed his name thereto by proper authority of said limited liability company.

Michelle Cole
Notary Public State of New York
Qualified in Erie County
Lic.# 01CO6405363
My Commission Expires 03/09/2024

Michelle Cole
Notary Public
Print Name: Michelle Cole
Commission Expiration Date: 3/9/2024

FATHOM CONGRESS, LLC

Name:

By: 

James Brady, President

STATE OF MAINE
COUNTY OF CUMBERLAND

February 17, 2023

Then personally appeared before me the above named James Brady, President of Fathom Congress, LLC, and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said limited liability company.



Attorney at Law/Notary Public

Printed Name: PETER H. KENAN

Evidence of State or Federal Approvals

Not Applicable. No State or Federal approvals are required for this project at this time.

The project is a phase of development identified in the approved Master Plan of Development for 385 Congress Street approved by the Planning Board on August 9, 2020 (reference City of Portland Planning Department Project Number PL-001970-2022); and a subdivision approval by the Planning Board on January 24, 2023 (reference City of Portland Planning Department Project Number PL-2332-2023).

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B3

All Projects:

	Required	Proposed
Lot Size	none	38,441 sf
Area Per Dwelling Unit	none	N/A
Minimum Street Frontage	none	155/230/177ft
Front Yard Minimum	none	N/A
Front Yard Maximum Build-to-zone	0 - 5 ft	11'-6" (Myrtle), 0' (Cumberland and Pearl)*
Rear Yard	none	0'
Yard Right	none	N/A
Yard Left	none	N/A
Side Street Setback	none	-
Step Back	none	none
Maximum Lot Coverage	none	100%
Minimum Lot Coverage	none	none
Maximum Height	180'/250'	54 ft 6 in
Open Space	none	none
Maximum Impervious Area	none	100%
Pavement Setback	none	N/A
Floor Area Ratio	none	N/A
Off Street Parking Spaces	none	0
Loading Bays	none	2
Building Length % (min)	60%	98%
Build-to Percentage (min)	100%	67%*
Other 3		

* see exception table

Site Plan Standards Assessment

The Proposed project has been designed in compliance with the site plan standards as outlined in 13.6 of the land use code. Please see the submittal materials for how each of the specific standards are met.

Existing and Proposed Easements or Covenants

Existing Easements

The First Amended Subdivision Plan attached to this application shows "Setback Covenants" created over portions of Lots 1, 2 and 3 in the deed conveying Lot 1 from 385 Congress, LLC to Fathom Congress, LLC and recorded in the Cumberland County Registry of Deeds in book 39992 pages 249-253. The Setback Covenants restrict construction of buildings, above elevation 80'. The language of the covenants taken from the above referenced deed are as follows:

Grantor and Grantee hereby further agree and covenant as follows (the "Setback Covenants"):

1. Grantor, its successors and assigns, covenants and agrees with Grantee, its successors and assigns, with respect to Lot 2, and for the benefit of Lot 1, that no building shall be constructed or located on Lot 2 closer than twenty-seven and one-half (27.5) feet from the boundary between Lot 2 and Lot 1 above elevation eighty (80) feet (NVGD 1929 datum).
2. Grantor, its successors and assigns, covenants and agrees with Grantee, its successors and assigns, with respect to Lot 3, and for the benefit of Lot 1 on the Subdivision Plan, that no building shall be constructed or located on Lot 3 closer than twenty-three and eight one hundredths (23.08) feet from the boundary between Lot 3 and Lot 1 above elevation eighty (80) feet (NVGD 1929 datum).
3. Grantee, its successors and assigns, covenants and agrees with Grantor, its successors and assigns, with respect to Lot 1, that:
 - a. no building shall be constructed or located on Lot 1 closer than twenty-seven and one-half (27.5) feet from the boundary between Lot 1 and Lot 2 above elevation eighty (80) feet (NGVD 1929 datum); provided, however that notwithstanding the

foregoing any building constructed on Lot 1 may extend by up to six (6) feet for a total width of eighty (80) feet into the 27.5 foot set back area from Lot 2 referenced above up to elevation 100 feet (NGVD 1929 datum); and

b. no building shall be constructed or located in Lot 1 closer than twenty-six and ninety-two one hundredths (26.92) feet from the boundary between Lot 1 and Lot 3 above elevation eighty (80) feet (NGVD 1929 datum); provided, however, that notwithstanding the foregoing any building constructed in Lot 1 may extend by up to twelve (12) feet into the 26.92 foot set back area from Lot 3 referenced above up to elevation 100 feet (NGVD 1929 datum).

The foregoing Setback Covenants touch and concern Lot 1, Lot 2, and Lot 3 and shall run with the land comprising Lot 1, Lot 2 and Lot 3.

The Elevations depicted are NGVD29 per City Standards as verified by a United States Coast & Geodetic Survey brass disk located in a granite block of the City Hall building having a published elevation of 69.99' (NAVD88 68.95').

Proposed Easements

Proposed Easements

The following items provide draft language for proposed easements shown on the Lot 3 Easement Plan anticipating that final language and easements will be coordinate and submitted to the City of Portland prior to Certificate of Occupancy based on the final construction of the Lot 3 Portland Music Hall Project

Sidewalk Easement (Myrtle Street)

The purpose of the easement granted herein by the Owner (Grantor) is to grant public pedestrian access in, on, and over the easement area which shall function as an ADA-compliant sidewalk for pedestrian, bicycle and similar non-motorized pedestrian uses subject, however, to such rules or ordinances that the Grantee may adopt from time to time in the interests of public safety. Notwithstanding the foregoing, wheelchair and emergency vehicles as well as snow removal equipment shall be permitted in accordance with applicable federal and/or state laws regulating accessibility for such devices, vehicles, or equipment. The City of Portland (Grantee) shall have the right, but not the obligation, to install, maintain, replace and repair the sidewalk for public use and enjoyment on and over Easement Area. Maintenance and repair responsibilities within the Easement Area shall belong solely to the Grantor, its successors and assigns. It shall be the responsibility of the Grantor to remove snow and ice from said Easement Area and to otherwise comply with all laws, rules, regulations, and ordinances governing the removal of snow and ice therefrom. Grantee shall have the right but not the obligation to repair or maintain the Easement Area when Grantee, in its sole discretion, deems such repairs or maintenance necessary to ensure public safety.

The Easement Area shall, as provided and permitted herein, be maintained as a sidewalk for the uses set forth and described herein and the Grantor shall not use or permit any use, condition, or state of disrepair that would be contrary to or otherwise inhibit such uses.

Item	Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver/Exception Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver/Exception: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
1	Land Use Ordinance Section 7.3 Table 7-C Build-to-zone	Build-to Zone (BTZ). The area on a lot, measured perpendicular to the front and/or corner side lot line, where all or a portion of the applicable façade of a structure must be located, measured as minimum and maximum range from the lot line. Placement of a building at a build-to zone must not violate corner clearance requirements. Build-to Zone (BTZ) in this district is 0'-5'	The applicant requests an exception to the Build-to-zone distance that will allow for increased space between the building and street at the corner of Cumberland Avenue and Myrtle Street.	The proposed project has frontage on three streets. Per Section 7.6.5.B.6. Where build-to zone requirements apply to a lot with multiple street frontages, the two streets with the highest traffic volume shall meet the established standard. In the case of a lot with two street frontages and a corner, buildings shall be sited at the street corner and both frontages shall meet the required build-to zone. In the case of a lot with three or more street frontages encompassing two or more corners, buildings shall be sited at the corners, and the two streets with the highest traffic volume shall meet the established standard. Build-to zone requirements shall not apply to any frontage beyond the two with the highest traffic volumes. The building is located within the Build-to Zone on Cumberland Ave. and Pearl St. Per Section 7.6.5.B.5: In the B-3 zone, the Planning Board may require or approve an alternative build-to zone to comply with the design standards of Article 13 and the City of Portland Design Manual. The setback and building design on the Myrtle Street side are necessary to accommodate pedestrian and vehicle circulation.
2				

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Financial Capability

The Applicant (Portland Music Holdings, LLC) is a partnership between Portland Performance Ventures, LLC and Live Nation Entertainment, Inc. The Project will be self-financed.

Live Nation Entertainment is a publicly traded company with a market capitalization of \$32 billion as of December 1, 2024. As a publicly traded company financial statements and annual reports are available online at <https://investors.livenationentertainment.com/sec-filings/annual-reports>.

Technical Capability

The developer has compiled a highly qualified team for the proposed project.

The proposed music venue is to be developed by Portland Music Holdings, LLC. Please see the additional information included as part of this exhibit.

Architect

Architectural services for the proposed development are to be provided by D'Agostino Izzo Quirk Architects.

D'Agostino Izzo Quirk Architects (DAIQ) is a full-service architectural firm with over 30 years of experience. They have extensive experience in architecture, master-planning, construction detailing and project management with a focus on urban design and the making of public places. They integrate the aspirations of their clients with the public purpose of creating places for people that enhance the life of cities. DAIQ recently completed the MGM Music Hall, a 5,000 capacity theater adjacent to Fenway Park and part of the Lansdowne Entertainment District in Boston, MA. A majority of the consultants who worked on the MGM Music Hall will be participating in the Portland Music Hall development.

Civil/Survey/Permitting

Civil engineering, surveying, and permitting services are being provided by Sebago Technics.

Sebago Technics, Inc. (STI) is a multi-disciplined engineering firm with 40 years of experience, that offers a wide range of services specializing in land development, planning, permitting, and engineering design services. We maintain a staff of multi-disciplinary professionals to provide services in the areas of general civil engineering, road and utility infrastructure design, construction management, permitting, landscape architecture, soil science, wetlands science, land surveying, and environmental services.

Please see the attached resumes.

Live Nation Entertainment

We believe that we are the largest live entertainment company in the world, connecting over 765 million fans across all of our concerts and ticketing platforms in 49 countries during 2023. We believe we are the largest producer of live music concerts in the world, based on total fans that attend Live Nation events as compared to events of other promoters, connecting over 145 million fans to more than 6,800 artists at over 50,000 events in 2023. Live Nation owns, operates, has exclusive booking rights for or has an equity interest for which we have a significant influence in 373 venues globally, including *House of Blues*® music venues and prestigious locations such as *The Fillmore*® in San Francisco, *Brooklyn Bowl*® in New York City, the Hollywood Palladium in Los Angeles, the Moody Center® arena in Austin, the Ziggo Dome in Amsterdam, 3Arena in Dublin, Royal Arena in Copenhagen and Spark Arena in Auckland. We believe we are one of the world's leading artist management companies based on the number of artists represented. Our artist management companies manage music artists and acts across all music genres.

We believe we are the world's leading live entertainment ticketing sales and marketing company, based on the number of tickets we sell. Ticketmaster provides ticket sales, ticket resale services and marketing and distribution globally through www.ticketmaster.com and www.livenation.com and our mobile apps, other websites and numerous retail outlets, distributing over 620 million tickets through our systems in 2023. Ticketmaster serves approximately 10,000 clients worldwide across multiple event categories, providing ticketing services for leading arenas, stadiums, festival and concert promoters, professional sports franchises and leagues, college sports teams, performing arts venues, museums and theaters.

We believe our global footprint is one of the world's largest music advertising networks for corporate brands and includes one of the world's leading ecommerce websites based on a comparison of gross sales of top internet retailers.

Our principal executive offices are located at 9348 Civic Center Drive, Beverly Hills, California 90210 (telephone: 310-867-7000). Our principal website is www.livenationentertainment.com. Live Nation is listed on the New York Stock Exchange, trading under the symbol "LYV."

Portland Performance Partners (RAM / Mile Marker Investments)

Representative Projects

OFFICE

Citicorp Park, South Portland, ME
100 Arboretum Drive, Newington, NH
121 Middle Street, Portland, ME
One Union Street, Portland, ME
415 Congress Street, Portland, ME
50 Monument Square, Portland, ME
57 Exchange Street, Portland, ME
36 Exchange Street, Portland, ME
53 Exchange Street, Portland, ME
97A Exchange Street, Portland, ME
Centervale Farm, Scarborough, ME
100 Research Drive, Wilmington, MA
Audubon Commerce Center, Wakefield, MA
Atlantic Place Commerce Center, South Portland, ME
24 City Center, Portland, ME
44 Exchange Street, Portland, ME
472 Forest Avenue, Portland, ME
468 Forest Avenue, Portland, ME
178 Middle Street, Portland, ME
45 Exchange Street, Portland, ME
49 Exchange Street, Portland, ME

INDUSTRIAL

234 Ballardvale St., Wilmington, MA
10 Industrial Drive, Chelmsford, MA
33 Upton Drive, Wilmington, MA
900 Middlesex Turnpike, Billerica, MA
267 Lowell Road, Hudson, NH
900 Middlesex Turnpike Building 6, Billerica, MA
3/5 Carlisle Road, Westford, MA
Saco Self Storage, Saco, ME
Southeast Salem Business Park, Salem, NH
Bartlett St. Commerce Center, Marlborough, MA
40 Industrial Way, Canton, MA
445 Simarano Drive, Marlborough, MA

INDUSTRIAL, CONTD.

Leominster Commerce Center, Leominster, MA

96 High Street, N. Billerica, MA
9475 NW 13th Street, Miami, FL
9800 NW 17th Street, Miami, FL
25 Industrial Way, Chelmsford, MA
North Andover Commerce Center, North Andover, MA
Portland Commerce Center, Portland, ME
734 Forest Street, Marlborough, MA
267 Boston Road, Billerica, MA
16 Elizabeth Drive, Chelmsford, MA

RESIDENTIAL

5815 N. Bay Road, Miami Beach, FL
5334 La Gorce Drive, Miami Beach, FL
5951 Alton Road, Miami Beach, FL
700 River, Austin, TX
RiverPlace, South Portland, ME
Forside Common, Falmouth, ME
Wildwood on the Cape, Cape Elizabeth, ME
The Atlantic House on Scarborough Beach, Scarborough, ME

RETAIL & HOSPITALITY

The Maine Outlet, Kittery, ME
Freeport Village, Freeport, ME
The Yorkshire Outlet, Doncaster, England
Netto Outlets, Givat Brenner, Israel
Factory Outlets, Verviers, Belgium
The Longfellow, Portland, ME



David C. Sliwinski, Principal AIA



Mr. Sliwinski has over forty-two years of professional experience. Since joining D'AIAQ in 1992, he has played a major role in the design of many of the firm's sports facilities, specialty retail, entertainment and master planning projects - these include the Rose Bowl, Fenway Theater & Park Expansion, various ballparks, and the Broadway District Masterplan at Yale University. David has experience working on several green projects including The Rose Bowl and Fenway Music Hall. He provides direct oversight of the project to implement its goals and objectives. His relevant technical experience on the below projects is with the design and construction of large assembly building types from conception thru construction and close out.

Education

Harvard University, Master of Architecture in Urban Design, 1995

University of Minnesota, Bachelor of Architecture, 1981

Professional Registration

Registered Architect in Massachusetts

Honors & Awards

- Los Angeles Conservancy Preservation Award 2018 – Rose Bowl, California Preservation Foundation Award 2018 – Rose Bowl
- Boston Preservation Alliance Award for Excellence Fenway Park
- Urban Land Institute & American Planning Association Award 1991 & ASLA Planning Award 1990 – Grand Central District Masterplan
- Regional Award, Royal Institute of Architects of Ireland 1990, IFSC

Oracle Park, San Francisco, CA

Clifton Heights Urban Renewal Study, Cincinnati, Ohio
Broadway District Masterplan, Yale University, New Haven, CT

New York Univ. Law School Library, New York, NY
Newton Country Day School, Newton, MA

Fenway Park Expansion/Improvements and Fenway MGM Music Hall, Boston, MA. - LEED Gold

Principal in Charge: Design and construction for new theater and expansion to Fenway Park: Project includes new 5,100 seat theater and expansion of Fenway Park with overlook bar area, new commissary/kitchens and 500-person function space. Oversaw design and construction of the 2008 and 2009 projects which included right and left field pavilion level expansion and upgrades, new day of game suites, right field party deck, bowl repairs and Jeano building Coke deck & terrace level with herb garden.

Citizen Bank Park, Philadelphia, PA

Principal in Charge: Masterplan, design and construction of renovations to the Citizen Bank Park Stadium: Project includes new premium seating areas and amenities, concourse and seating bowl improvements, and life safety and infrastructure upgrades.

Rose Bowl, Pasadena, CA - CAL Green

Principal: Master Plan for expansion and renovations to the Rose Bowl Stadium: Project include new Pavilion, premium seating areas, field level access and improvements. Upgrades to concourse concessions, restrooms and amenities. Additional improvements include new entry gates, entry plaza, perimeter fence, life safety and infrastructure upgrades.

PNC Park, Pittsburgh, PA

Design Principal: Masterplan, design and construction of renovations to the PNC Park Stadium: Project includes new concourse food/beverage, seating/amenities. Future improvements include premium seating areas, specialty food/beverage, suite improvements and infrastructure upgrades.

The Block at Orange, Los Angeles, CA

Madrid Xanadu, Madrid, Spain

Custom House Docks Development, Dublin, Ireland
Assembly Row, Somerville, MA

Spitalfield Masterplan, London, England

Grand Central District Masterplan, New York, NY

CHRISTOPHER P. TAYLOR, PE

Project Manager



Mr. Taylor joined Sebago Technics in 2020 as a Senior Project Engineer. Mr. Taylor has over 10 years of experience in the civil engineering consulting and site development industry, including municipal engineering, site design, project management, and construction oversight. He has been involved with projects beginning at the planning phase through construction completion and has prepared construction contract documents and bidding oversight for several projects. He has coordinated projects administered by municipal officials in different departments including engineering, water resource protection, public works, planning, and parks and recreation departments.

Chris Taylor has been managing projects since he joined the Sebago Team in 2020. Chris was promoted from Project Manager/Senior Project Engineer to full-time Project Manager in 2023. Chris is responsible for the overall development, budget, schedule, and approval of projects while maintaining strong relationships and communications with clients and regulators.

EXPERIENCE



Maine Community Bank – Westbrook, ME: Lead engineer for the redevelopment of a bank in an existing strip mall. Prepared construction documents for the demolition of the existing development and construction of a bank with a covered drive through. Responsibilities included layout, grading, and utility design, and construction administration.

Meetinghouse Hill Road and Utility Improvements – South Portland, ME: Design engineer and construction administration for a project involving combined sewer separation, water line and storm drainage replacement, road and intersection reconstruction, and signalized intersection modifications. Responsibilities include roadway layout, grading, water and storm drain design, bidding assistance, and construction administration.

Gorham Outpost – Gorham, ME: Engineer of record for a mixed used development with multiple buildings consisting of restaurant, retail, and residential components.

Portland Volvo – Scarborough, ME: Design of a parking expansion for a car dealership. Design included porous pavement to treat stormwater within the parking area to maximize the parking lot expansion.

Abbott Laboratories Expansion – South Portland, ME: Engineer of record for a 18,000 s.f. building expansion and site amenities. Developed a balanced solution to provide emergency fire access to the back of the building while avoiding impacts to nearby wetlands of special significance.

Comfort Inn – South Portland, ME: Site design of a new lobby entrance to accommodate a drop off loop with porte-cochere and ADA compliant parking spaces and access route.

Kennebec Water District Operation and Administration Facility – Waterville, ME: Design and construction administration for a new operation facility. Responsibilities include grading, stormwater management, water and sewer service design, bidding assistance, and construction administration.

Summit Terrance Condominiums – South Portland, ME: Design engineer for a twenty-unit condominium development. Developed a cost-effective solution to improve existing drainage issues for abutting properties at the request of the city.

Kettle Cove Road Reconstruction and Drainage Improvements – Cape Elizabeth, ME: Design engineer for a road reconstruction project including full-depth road reconstruction and mill and overlay sections. Utility improvements include water main replacement, extending the storm drainage systems through the project site, and improvements to the storm drainage outfall on Crescent Beach.

EDUCATION



University of New Hampshire
Durham, NH

B.S., Civil Engineering, 2011

REGISTRATIONS

Professional Engineer: Maine,
Connecticut, Massachusetts

CERTIFICATIONS

Northeast Transportation Training
Certification Program (NETTCP) –
Concrete Inspector and HMA
Paving Inspector

MEMBERSHIPS

Tau Beta Pi - National Engineering
Honor Society



THARYN S. NEIN-LARGE, RLA

Maine Licensed Landscape Architect



Tharyn joined Sebago Technics in 2023 as a Landscape Architect. A graduate of the University of Massachusetts with a Master's Degree in Landscape Architecture, Tharyn has an impressive professional background spanning both Massachusetts and Maine. Proficient in 3D renderings, permitting processes, and construction oversight, he is a valuable asset to our multi-disciplinary team.

Tharyn is a licensed landscape architect in both Maine and Vermont, showcasing his commitment to maintaining the highest standards in his field. He is an active member of the Portland-South Portland Waterfront Alliance, further illustrating his dedication to community engagement and professional collaboration. Tharyn's passion for creating sustainable and aesthetically pleasing landscapes aligns seamlessly with Sebago Technics' vision.

EXPERIENCE



Prior to his employment at Sebago Technics, Tharyn's professional experience includes:

Minuteman Regional Vocational Technical High School, Lexington/Concord, MA: Advanced conceptual site design and layout plans into construction documents. Performed Construction Administration.

Attleboro High School – Attleboro, MA: Worked with team to create conceptual site design and layout plans. Advance project construction documents.

UNE IIPE-COM Building – Portland, ME: Led conceptual site design and layout plans. Developed construction documents. Advanced project through permitting and on through to construction administration.

Frank J. Wood Bridge – Topsham/Brunswick, ME: With TYLin Engineers. Advanced design and construction documents of riverside parks on each side of the Androscoggin River for Maine DOT.

NMMC (Northern Maine Medical Center) Assisted Living Facility – Fort Kent, ME: Led conceptual site design and layout plans. Developed construction documents and facilitated construction administration.

Tyler Technologies, Orono Campus – Orono, ME: Developed conceptual Site design and layout plans. Advanced plans into construction documents. Facilitated construction administration for landscape design.

Hannaford Cooperate Headquarters - Scarborough, ME: Led conceptual site design and layout plans. Developed construction documents. Advanced project through permitting and construction administration.

Harold Alfond Center for Cancer Care – (Augusta) Belgrade, ME: Facilitated site design of hospital addition. Renovating existing and developing conceptual site and layout plans to match the existing design language. Advanced design into construction documents and construction administration.

Sandwich Public Safety Complex – Sandwich MA: Led conceptual site design and layout for a new 5 apparatus bay fire station with police station. Advanced project through Town permitting and on through to construction phase.

EDUCATION



University of Massachusetts, Amherst
Master's Degree, Landscape Architecture, 2015

Graduate Certificate in
Cultural Landscape Management, 2015

A.S. in Turfgrass Management, 2001

University of Southern Maine, Portland
Bachelor of Arts, History, 1998

REGISTRATIONS

Landscape Architect
ME: LAR5267; VT: 125.0133779

CERTIFICATIONS

Waterfront Edge Design Guidelines
Professionals Course

MEMBERSHIPS

Waterfront Alliance Portland & South Portland
Maine - Portland, ME (2023)

Waterfront Edge Design Guidelines Associate
(WEDG) - New York, NY (2022)

Town of Palmer Conservation Commission,
Chair - Palmer, MA (2015-16)





CONSTRUCTION MANAGEMENT PLAN 11/06/24 PORTLAND MUSIC HALL PORTLAND, MAINE

PROJECT DESCRIPTION

The following construction management plan, combined for the Portland Music Hall, has been prepared by Consigli Construction Co., inc who will be the construction manager for this project and will be responsible for the implementation and management of this plan.

The new ground up music facility located on Myrtle Street will focus on entertainment. The building will include a performance hall, as well as all the required support spaces.

While it is likely that small details of this plan will be updated over the course of construction, it is expected that the overall logistics, controls, and general requirements will remain the same. Modifications/updates to this plan will be submitted to the City for review and approval prior to beginning work affected by the changes.

CONSTRUCTION MANAGEMENT PRINCIPALS AND INTENT

The intent of the construction management plan is to minimize impacts to neighboring properties and buildings, maintain safe pedestrian and vehicular access around the project site, and maintain a safe and secure construction site. Tantamount to this is maintaining open lines of communication between the Consigli Construction, Consultants, Portland Music Holdings, the City, and the Public to ensure that any concerns/problems that may arise during the construction period can be adequately addressed.

DEVELOPMENT REVIEW OF CONSTRUCTION MANAGEMENT PLAN

The construction management plan is intended to be a living document that will be continually maintained and updated by Consigli Construction as necessary to achieve the objectives of the plan and maintain safety/security. Continuous updates will allow Consigli Construction to be proactive in addressing concerns associated with the construction project.

PERFORMANCE GUARANTEES, INSPECTION FEES, PRECON MTGS AND PERMITS

Prior to scheduling a preconstruction meeting for the projects or obtaining City-required permits, Portland Music Holdings, and Consigli will meet the requirements in Section 14.11, "Post-Approval Procedures," and Article 16, "Impact Fees," of the City's Land Use Code.

Anticipated permits for the project include the following:

- **Street Opening, Street Occupancy, and Utility Connections:** Construction activity in the public right-of-way will conform to the City's Rules and Regulations for Excavation Activity in the Public Right-Of-Way. Water connections will comply with the Portland Water District's written requirements, Natural gas connections will comply with Unutil's written requirements, and sewer/stormwater connections will comply with the City's written requirements.
- **Blasting:** Blasting is not anticipated on these projects. Should it be required, it will comply with Article 22, "Regulation of Explosives" in the City's Land Use Code and Section 3.7, "Standards for Blasting and Regulation of Explosives" in the City's Technical Manual.
- **Building Permit:** The project will require a building permit, which will conform to the applicable sections of the Maine Uniform Building and Energy Code (MUBEC) and the written requirements of the City's Permitting and Inspections Department.

CONSTRUCTION ADMINISTRATION AND COMMUNICATION

Similar to the projects currently under construction on the campus, Portland Misic Holdings and Consigli will develop a communication plan for the projects to make sure that construction operations are performed in accordance with the City's requirements. Consigli will coordinate with abutters and users of adjacent buildings to keep them informed of their schedule, particularly for activities that may cause a significant disruption such as significant noise, vibrations, or dust. Consigli's construction management plan includes:

- Construction signage posted around the project site that includes the appropriate contact information for Consigli. These signs will be updated and moved, if necessary, as construction progresses.
- Provide the City with contact information for the appropriate Portland Misic Holdings personnel and Consigli personnel that can be contacted at any time if necessary.

CONSTRUCTION SCHEDULE

Construction for the project is anticipated to start in the Fall of 2025 and is anticipated to be substantially complete by the Summer of 2027.

Work hours and material deliveries will be in accordance with the City's requirements as listed in Section 17-18, "Construction Activities for Building Permit" and Section 25-129, "Noise, Dust and Debris" of the City's Code of Ordinances. Anticipated laydown area/material storage area is indicated on the construction management plan included in this application package.

SECURITY AND PUBLIC SAFETY

Prior to soil disturbance associated with the project, the site will be enclosed by a temporary chain-link and jersey barrier construction fence (see limits shown on the Logistics Plan). To

reduce traffic disruption, primary access will be via one way entrance from Myrtle Street into the jersey barrier off loading zone while construction traffic will exit onto Cumberland Ave through the project site (right turn only as much as possible). The temporary fence is only expected to be modified as needed to accommodate utility tie in work.

Gated access from each of these entrances will be provided, which will be locked outside of construction hours (a Knox box will be provided for off-hours emergency vehicle access). The site itself will follow applicable IBC and NFPA sections related to site safety and security. If requested, a fire safety and access plan can be developed by Consigli and submitted for review by the City prior to the start of the project.

PERMITTING AND TRAFFIC CONTROL

Construction activity in public streets will be limited to utility tie ins. This work will occur in accordance with Chapters 24, 25 and 32 of the City's Code of ordinances. Permits required for these connections will be obtained by the Consigli and the sitework subcontractor prior to starting the work.

Traffic Control Plan: Consigli and the sitework contractor will take care to minimize the impact to the flow of traffic on the adjacent streets. Where necessary, traffic will be controlled to protect the safety of contractors, pedestrians, and vehicles. The traffic controls include temporary signage and barriers where necessary, as well as flaggers if/when traffic is temporarily reduced to one lane during excavation, backfill and paving operations. ADA compliance for sidewalks will be maintained at all times.

SITE MANAGEMENT AND CONTROLS

Consigli will be responsible for maintaining jobsite safety at all times. This includes regular trash/debris removal, recycling of and cleaning/maintaining dumpsters, and the area around them. If necessary, Consigli will provide rodent control conforming to Chapter 22 of the City's Code of Ordinances. Furthermore, Consigli will ensure that applicable IBC and NFPA requirements for maintaining jobsite safety and security are met at all times.

Noise and Dust controls, including (where applicable) street sweeping, truck pads, and watering bare soils shall conform to the City's requirements as listed in Section 17-18, "Construction Activities for Building Permit" and section 25-129, "Noise, Dust and Debris" of the City's Code of Ordinances.

Snow removal within the project site will be the responsibility of Consigli in accordance with section 25-173 of the City's Code of Ordinances. Snow removal activities may occur outside of normal working hours to ensure that these requirements are met and safe means of travel are provided at all times.

EROSION CONTROL AND TREE PROTECTION

Prior to soil disturbance, Consigli will implement erosion control measures conforming to Maine Department of Environmental requirements. Details and placement of erosion control measures are generally shown on the drawings included with this application package.

CONTRACTOR STAGING AND MATERIAL STORAGE

Anticipated laydown area/material storage area is indicated on the construction management plan included in this application package. Deliveries will be coordinated by Consigli to minimize disturbance to abutters and traffic and spaced out as much as possible to avoid queuing of vehicles onto roadways.

CONTRACTOR PARKING

Minimal parking will be available on site for parking during the project and on-street parking will not be available for construction workers. Coordination of, and transportation to, off-site parking areas will be the responsibility of Consigli and the subcontractors.

CONSTRUCTION DE-WATERING

Construction dewatering may be necessary on the project, particularly during foundation excavation. It is anticipated that sumping and pumping will be adequate to control groundwater on the project.

72 Sumner Street
Milford, MA 01757

Portland Music Hall

385 Congress St

Keyplan:

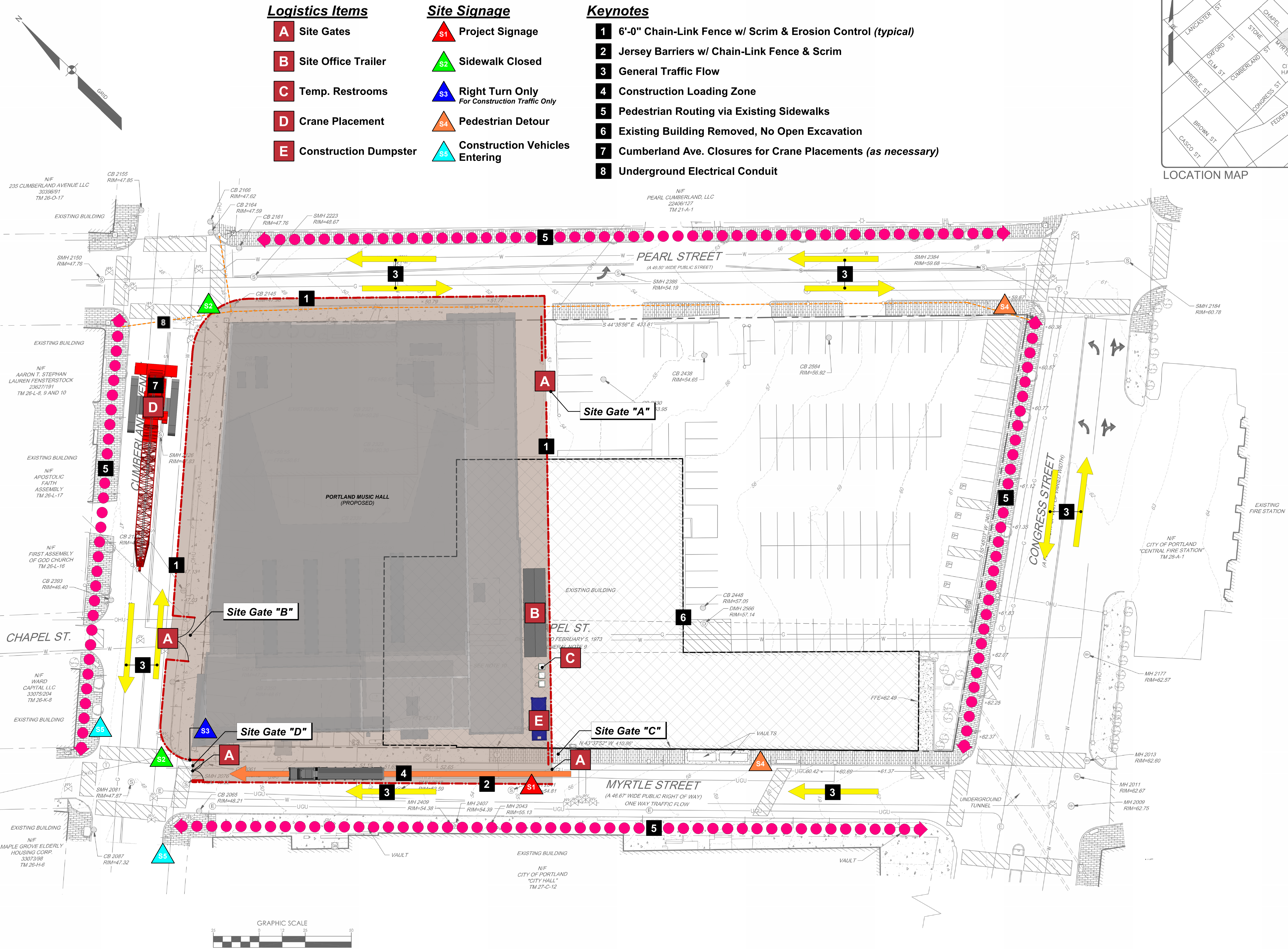
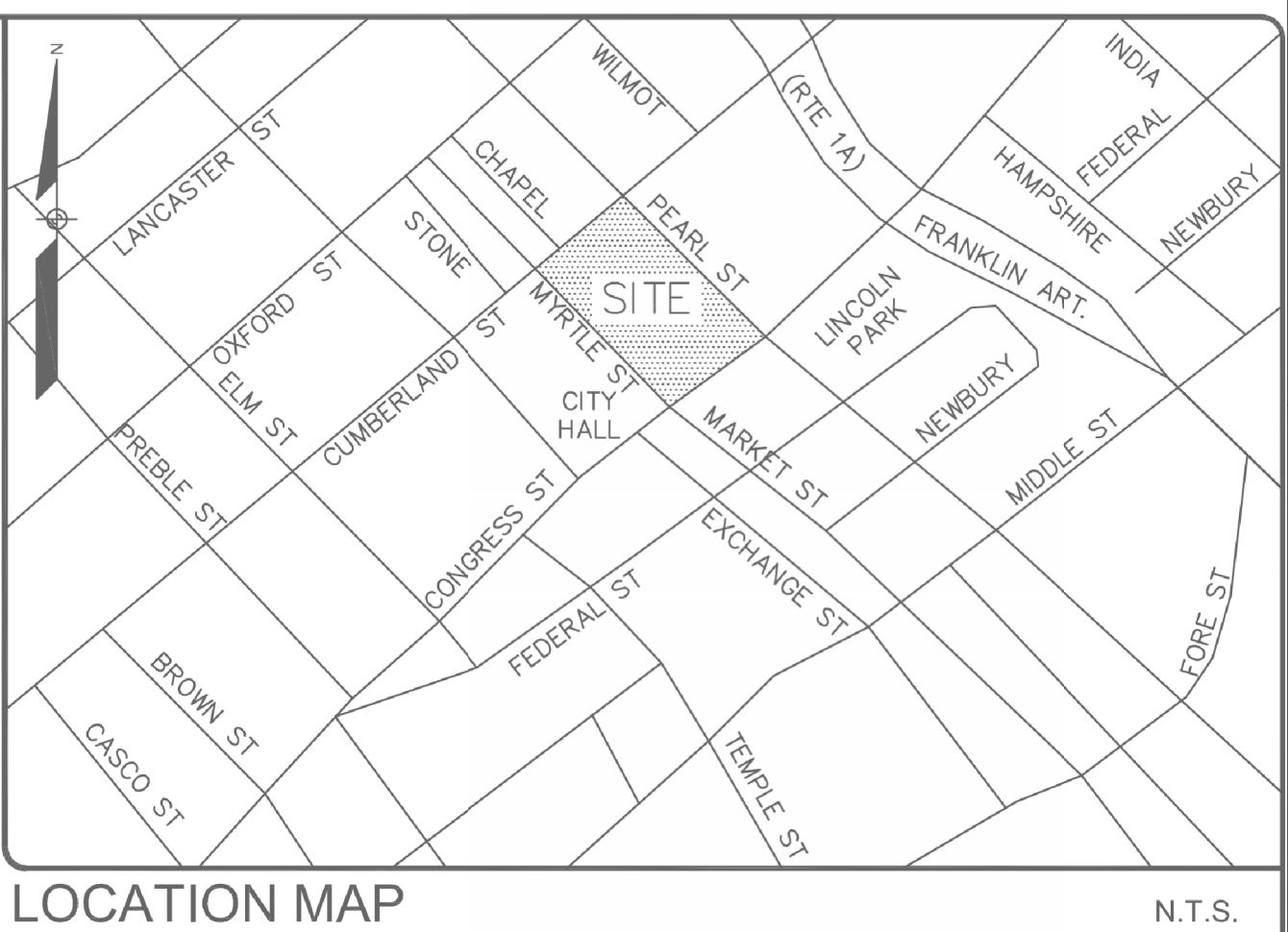
Issue No.	Issue Date	Description

Construction Management Plan

Drawing Scale: As indicated

Job No. #3388

001



PROJECT BENCHMARK
USC&G BRASS DISK SET IN
GRANITE STEP
DESIGNATION: TIDAL 38 STA 84
STAMPED "1919/38"
NAVD 88 ELEVATION = 68.95'
NGVD29 ELEVATION = 69.66'

Impact on Surrounding Street Systems 13-13.6.1 (A)

The proposed project involves the construction of a 65,340 square foot music venue with a capacity of 3,310 attendees on Lot 3 of the 385 Congress Street Subdivision. A Traffic Movement Permit for the 385 Congress Street Master Development Plan was issued on February 24, 2023. Enclosed within this current Lot 3 application is a memorandum documenting the trip generation comparison of the proposed program compared to the TMP allocated trips.

The current approved Master Plan and TMP Lot 3 buildout proposed to include a market rate condominium development with associated commercial space. The proposed Music Hall would replace the previously proposed 179 residential units and 6,900 square feet of commercial space. This revised Lot 3 program results in a decrease in the calculated AM Peak Hour trip generation and an increase in the PM Peak Hour. However, this increase is represented based on an assumed arrival schedule of venue employees and event attendees overlapping with the PM Peak Hour of the surrounding roadway network (between 4-6 PM). The previous analysis identified all generated trips to be destined to and from the site entrances. Since no parking is to be provided on site, the estimated trips would naturally be destined for parking areas in the general area of the site. Since events occur in the evening hours it is expected that an adequate parking supply in public or private parking lots/garages as well as on-street parking would be available and divert traffic throughout the downtown area. This would be similar to how traffic is presently generated (proportional to capacity) by other venues in the Downtown area which do not have dedicated off-street parking such as Merrill Auditorium, the State Theater, Portland House of Music or Aura.

Therefore, the analysis which focused on projected vehicle operations directly entering and exiting the site in the AM and PM Peak hours and resultant off-site mitigation required as part of the previously approved TMP would still be valid for this revised development program. The introduction of the music venue in place of previously identified residential units and commercial retail space would not be expected to result in alternative conclusions to those presented in the completed traffic studies during the critical hours.

The mitigation in the TMP related to Lot 3, referred to in the approval as *Phase 3 (Condo B)* includes the installation of a new traffic signal system at the intersection of Cumberland Avenue & Pearl Street to meet the City's Traffic Signal Policy and Guidance Manual and construction of ADA compliant curb ramps. With a new traffic signal in place, there would be the potential to implement phasing and timing strategies related to events. Proposed improvements also include reconstruction of all sidewalks adjacent to the site.

Impacts to Myrtle Street or Pearl Street resulting from a truck or bus entering/exiting the proposed loading areas will be managed by on-site personnel and with temporary traffic control measures as necessary. Any disruptions will occur only to stop or shift traffic while a vehicle is actively entering/exiting the loading area providing safe operations for both the travelling public and venue-related vehicles. The venue will arrange for off-site parking for all vehicles that will not fit inside the loading docks.

Access and Circulation 13-13.6.1 (B)

1. *In general*

- a. The proposed project involves the re-development of a fully developed property currently used for parking. Access to the site will be primarily pedestrian. The existing curb cuts on Cumberland are to be removed. There will be two internal parking areas for buses and tractor-trailers that will be utilized during events. No other internal vehicular circulation will occur on site. The bus parking area will be accessed from Myrtle Street and the tractor-trailer parking area will be accessed from Pearl Street.
- b. The proposed development site is comprised of a portion of a developed City block with sidewalks. The proposed project will result in improvements to the existing sidewalk and provide for better pedestrian circulation along Cumberland Avenue. The proposed development will maintain the existing public sidewalk that is located along Cumberland Avenue, Pearl Street, and Myrtle Street. The main entrance to the building will be at the corner of Cumberland Avenue and Myrtle Street.
- c. All points of access and egress to the site have been located to avoid conflicts with existing turning movements and traffic flows.

2. *Loading and servicing*

The proposed project has been designed to provide safe access for delivery vehicles servicing the site. Consistent with developments in similar settings in Portland, loading and service vehicle access is proposed internally to the building, accessed from Myrtle and Pearl Street.

Loading and servicing access will not impede vehicle circulation, bicycle or pedestrian movement, or parking. Reference the plan set for loading area placement.

3. *Curb and sidewalks*

The proposed project site has existing city sidewalks on its street frontages. These sidewalks will be improved as part of the project. All proposed public sidewalk improvements will be designed based on the standards of the City Technical Manual.

All street curbing will consist of new or reset existing granite curb installed in accordance with the details found in the City Technical Manual.

Public Transit 13-13.6.1(C)

1. A transit shelter is not required.

The site is located along an existing public transit route with a transit shelter located on Congress Street between Temple Street and Elm Street, less than ¼ mile from the site.

The site is near to a number of public transit bus lines. The project is located on Cumberland Avenue with direct access to METRO Bus route 8. Congress Street has direct access to METRO Bus routes 1, 2, 4, 5, 7, 8, 9a & 9b and South Portland Bus Service routes 21, 24a & 24b. The nearest METRO Bus stop on Cumberland is located between Myrtle and Stone Street and on Congress Street at City Hall.

2. Not applicable

Off-Street Parking 13-13.6.1 (D)

1. *Vehicular Parking:* Not applicable. There is no parking requirement for the proposed project.
2. *Bicycle Parking:* Bicycle parking for the venue will be provided along Cumberland Avenue and Myrtle Street (13 racks). Please see the plan set for the proposed locations for bicycle parking.
3. *Snow Storage:* There are no snow storage areas on site for the proposed project. Sidewalks will be cleared of snow in accordance with the City of Portland ordinance.

Transportation Demand Management Plan
Portland Music Hall
Lot 3, 385 Congress Street Subdivision (244 Cumberland Avenue)
Portland, Maine

Introduction

This Transportation Demand Management (TDM) is prepared for the proposed Portland Music Hall to be located at 244 Cumberland Avenue, which is being developed as Lot 3 of the 385 Congress Street Subdivision. Lot 3 is the northerly portion of the site bounded by Cumberland Avenue, Myrtle Street and Pearl Street. The Portland Music Hall is proposed to consist of a 65,340 square foot (SF) venue with a capacity for 3,310 guests.

This plan is based on the standards outlined in the City of Portland Technical Manual – Section 17.3 and other guidance provided on the City of Portland TDM & Parking Management website.

Transportation Narrative

Two limited access driveways are provided for the site. First, there is a proposed drive on the easterly side of Myrtle Street that will be for authorized event related bus traffic only. The second driveway is located on the westerly side of Pearl Street serving a loading dock for tractor-trailers for event staging. If additional space is needed for event busses or trucks, off-site parking will be coordinated for any vehicle that does not fit inside the loading docks. No other vehicular parking is to be developed on the site.

The music hall's location, on the east side of the Downtown District and just north of the Old Port District, will promote public transit, ridesharing, walking, and biking as a significant mode of transportation for event staff and attendees. The site is within walking distance of numerous hotels, restaurants and other hospitality-based businesses that would cater to event attendees.

The site is also located near several public parking facilities including the Top of the Old Port Lot, Elm Street Garage, Cumberland County Parking Garage, and Temple Street Garage as well as on-street parking in the surrounding area. With no vehicular parking provided on-site, attendees and event staff who do arrive via personal vehicle would utilize these numerous options, similar as to how those visiting venues and businesses in the Downtown area do today. Since the venue will host events in the evening hours, it is expected that ample parking at these locations and others will be available.

The subject block and immediate area are well-served by public transit. Approximately two blocks to the southwest is the METRO PULSE at Elm Street (Downtown Transportation Center), the hub for METRO where bus routes, #2, #4, #5, and the Husky Line are serviced. METRO bus routes #1, #7, #8, #9A, #9B and the Biddeford Saco Old Orchard Beach (BSOOB) Transit 60 Green line can be accessed along Congress Street within one block of the site. The BSOOB Turnpike Zoom Express bus can also be accessed at Monument Square, approximately 1,000 feet from the site. The former South Portland Bus (now operated

by Metro) routes 21, 24A, and 24B can be accessed along Congress Street roughly two blocks southwest of the site.

TDM Coordinator

The music hall will designate a full-time employee as their Transportation Demand Management (TDM) coordinator. This employee will be responsible for actively promoting and educating on alternative forms of transportation for both employees and event attendees. The coordinator will be responsible for both monitoring and updating the TDM Plan as necessary and completing the City's annual TDM Reporting Form.

Employee Survey & Baseline TDM Data

The music hall's TDM Plan will include a transportation survey prior to implementation and on an annual basis for the employees of the musical hall. The survey will consist of questions to gain an understanding of travelers to the site commuting means and the effectiveness of the TDM strategies. The survey will include questions such as:

- Mode of transportation (car, bus, walking, taxi/rideshare, bicycle, etc.) for commute
- Participation in carpooling if commuting by car
- Variation in travel by season or day
- Vehicle ownership/vehicle availability for commute
- Parking location and cost
- Bus commute barriers
- Bicycle-walking barriers
- Incentive impacts

This survey will be conducted annually among employees and will be electronically tabulated. This information will be used to document baseline TDM data, with a focus on estimated modal split and typical vehicular occupancy to develop specific strategies and adjust the TDM plan as needed.

TDM Targets

Because of the discussed Downtown location of the venue and no proposed on-site parking, TDM targets and related strategies would focus on modal split and occupancy of vehicles of commuting staff. Trip generation for the music hall, detailed in the trip generation estimation submitted with the project site plan review application, was estimated using the expected number of employees and attendees during a full capacity event as provided by the proposed music hall operators. The total vehicular trip volumes were established based upon the assumed number of employees and attendees, a car modal split of 82%, and an occupancy rate of 2.3 persons per vehicle for event attendees and 1.0 persons per vehicle for employees.

As discussed in the narrative section, because no on-site parking is provided, all personal vehicle trips to the site would be traveling to the surrounding area parking areas.

To set an appropriate reduction target, it is necessary to first complete the initial survey period and observe baseline employee commuting patterns to determine if the base assumptions are accurate. With this information, a reduction of 10% in the use of personal vehicles would be targeted, or a modal split of 72% if compared to the estimated 82%. The baseline modal split would be established through the initial TDM employee surveys. Typical occupancy can also be established through the survey and would be realized through increased carpooling of employees.

Transportation Demand Management Strategies

TDM strategies will be aimed at both music hall employees and attendees to reduce individual vehicular trips to the area and promote a mix of transportation options. Employee strategies will seek to reduce employee vehicle trips to the surrounding area, especially during typical peak traffic hours.

Strategies may include:

- All sidewalks surrounding the site will be improved including areas of wider sidewalk around the venue entry points to manage large volumes of pedestrians and minimize overflow into adjacent streets. In combination with the other proposed developments within the 385 Congress Street subdivision, all new pedestrian facilities would be provided on the surrounding City block, including locations that presently lack accessible accommodations.
- Bicycle parking will be provided in several areas surrounding the site.
- The TDM Coordinator will actively promote and coordinate ridesharing among employees. This can be done through employee area bulletin boards and employee email lists. Employees who actively rideshare/carpool will be recognized for their efforts on newsletter announcements and/or bulletin board postings in the employee areas. The music hall operator will inform and encourage employees to utilize the GOMAIN program and its full complement of benefits.
- Information regarding the METRO transit services will be made available to employees. Employee orientation will include information related to discounted METRO passes which will be made available to employees.
- It is noted that several METRO routes end service potentially after the conclusion of an event. Consideration could be given for a contribution to METRO to support future expanded operations.
- For event attendees, the venue's website will provide detailed information on options for transportation to the area. This would include links to maps of available parking facilities, information on Transit Routes, and options for travelling from transportation facilities such as the Portland Transportation Center and Portland International Jetport.

TDM Plan Monitoring

The TDM Plan will be monitored over time to determine its ongoing effectiveness. The TDM Coordinator will be responsible for this monitoring and making changes as necessary to better meet the TDM goals.

The coordinator will complete annually the City of Portland TDM Reporting Form based on received survey data and other observations containing the following information:

- Transportation mode used by employees (Mode share) obtained from TDM Surveys
- Summary and analysis of completed TDM Surveys
- Comparison to previous surveys (after initial survey)
- Proposed changes to TDM Plan

Memorandum

19371-05

To: Dan Riley, PE, CFM, Sebago Technics

Chris Taylor, PE, Sebago Technics

From: Derek Caldwell, PE, Sebago Technics

Griffin Steinman, EI, Sebago Technics

Date: December 18, 2024

Subject: Preliminary Trip Generation
Portland Music Hall
365 Congress Street, Portland

The purpose of this memorandum is to summarize the estimated trip generation for the proposed Portland Music Hall at 365 Congress Street and evaluate any potential modifications that will be needed to the existing Traffic Movement Permit (TMP) for the overall 385 Congress Street project.

Existing Traffic Movement Permit

The mixed-use 385 Congress Street project development was granted a Traffic Movement Permit (TMP) as part of the Master Development Plan approval dated February 24, 2023. This approval was for the following proposed buildout:

- Lot 1 – 156 Room Hotel and 9 Residential Units
- Lot 2 – 110 Residential Units and 4,000 square feet (SF) of ground floor retail
- Lot 3 – 179 Residential Units and 6,900 SF of ground floor retail

Proposed Development

The subject project now proposes to develop Lot 3 as a 65,340 SF music venue with a 1,976 seated capacity and an extended floor space capacity of 3,310. This would fully supplant the 179 Residential Units, and 6,900 SF of commercial/retail space previously proposed as part of the approved Master Development Plan. The proposed development program for Lots 1 and 2 have not changed.

Trip Generation

The revised trip generation in this memorandum utilizes the methodologies used for the previously completed the Traffic Movement Permit Application dated September 6, 2022, by Sebago Technics, Inc. (Sebago) as well as the follow up revised Section 7 Traffic Study dated December 15, 2022.

Permitted Trip Generation

Trip generation was originally completed utilizing the 11th Edition of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*. Table 1 outlines the land use codes (LUCs), and independent variables used for the calculation. Residential and retail space for all 3 lots was combined for the purpose of trip generation calculations.

Table 1 – Permitted Trip Generation Land Use Summary

<i>Use</i>	<i>Land Use Code</i>	<i>Independent Variable</i>	<i>Setting/Location</i>
Residential	222 – Multifamily Housing (High-Rise)	297 Dwelling Units	Dense Multi-Use Urban
Hotel & Restaurant	310 – Hotel	156 Rooms	Dense Multi-Use Urban
Residential Retail	932 – High-Turnover (Sit-Down) Restaurant	11,560 Square Feet	General Urban/Suburban

The following tables detail the trip generation calculation for each of the above listed land use codes as utilized in the TMP and repeated here for reference.

**Table 2 – ITE Trip Generation
LUC 222 – Multifamily Housing (High-Rise)
297 Dwelling Units**

<i>Time Period</i>	<i>Average Rate per Dwelling Unit</i>	<i>Trips</i>	<i>Entering*</i>	<i>Exiting*</i>
AM Peak Hour of Adjacent Street (7 – 9 AM)	0.24	71	29 (41%)	42 (59%)
AM Peak Hour of Generator	0.26	77	8 (10%)	69 (90%)
PM Peak Hour of Adjacent Street (4 – 6 PM)	0.20	59	30 (50%)	29 (50%)
PM Peak Hour of Generator	0.15	45	30 (66%)	15 (34%)

**Distributions for LUC 222 as previously permitted. Distributions were updated by ITE 12/9/22.*

**Table 3 – ITE Trip Generation
LUC 310 – Hotel
156 Rooms**

<i>Time Period</i>	<i>Average Rate per Room</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour of Adjacent Street (7 – 9 AM)	0.31	48	19 (39%)	29 (61%)
AM Peak Hour of Generator	0.33	51	26 (51%)	25 (49%)
PM Peak Hour of Adjacent Street (4 – 6 PM)	0.21	33	16 (44%)	18 (56%)
PM Peak Hour of Generator	0.34	53	16 (30%)	37 (70%)

**Table 4 – ITE Trip Generation
LUC 932 – High Turnover Sit-Down Restaurant
11,560 SF**

<i>Time Period</i>	<i>Average Rate per 1,000 SF</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
AM Peak Hour of Adjacent Street (7 – 9 AM) *	-	-	-	-
AM Peak Hour of Generator	13.68	158	90 (57%)	68 (43%)
PM Peak Hour of Adjacent Street (4 – 6 PM)	9.05	105	64 (61%)	41 (39%)
PM Peak Hour of Generator	16.35	189	96 (51%)	93 (49%)

*It was assumed that if the commercial space is programmed as a high-turnover sit-down restaurant(s) that they would be closed in the AM Peak Hour of Adjacent Street.

The permitted total unadjusted trip generation for the development is shown in Table 5, found by summing the values shown in Table 2 through Table 4.

Table 5 – Total Permitted ITE Trip Generation

<i>Time Period</i>	<i>LUC 222</i>	<i>LUC 310</i>	<i>LUC 932</i>	<i>Total</i>
AM Peak Hour of Adjacent Street (7 – 9 AM)	71	48	-	119
AM Peak Hour of Generator	77	51	158	286
PM Peak Hour of Adjacent Street (4 – 6 PM)	59	33	105	197
PM Peak Hour of Generator	45	53	189	287

As demonstrated in Table 5, the trip generation summarized in the TMP was estimated to generate a total of 286 trips and 287 trips in the AM and PM peak hours of the generator, respectively.

Proposed Trip Generation

The revised development program modifying the development on Lot 3 is summarized in Table 6.

Table 6 – Revised Development Program Summary

Building	Multifamily Units	Hotel Rooms	Commercial Square Footage	Music Venue Square Footage
Myrtle Street Tower (Lot 1)	9	156	660	-
Pearl Street Tower (Lot 2)	110	-	4,000	-
Venue (Lot 3)	-	-	-	65,340
TOTAL	119	156	4,660	65,340

The number of hotel rooms for the development has not changed, therefore the trip generation from the original TMP Application remains unchanged. Trip generation for the revised total of 119 multifamily dwelling units is shown in Table 7.

Table 7 – ITE Trip Generation
LUC 222 – Multifamily Housing (High-Rise)
119 Dwelling Units

Time Period	Average Rate per Dwelling Unit	Trips	Entering*	Exiting*
AM Peak Hour of Adjacent Street (7 – 9 AM)	0.24	29	7 (25%)	22 (75%)
AM Peak Hour of Generator	0.26	31	3 (10%)	28 (90%)
PM Peak Hour of Adjacent Street (4 – 6 PM)	0.20	24	17 (73%)	7 (27%)
PM Peak Hour of Generator	0.15	18	12 (66%)	6 (34%)

**Revised distributions from original TMP submission. Distributions were updated by ITE 12/9/22.*

Trip generation for the revised amount of retail (restaurant) space is shown in Table 8.

Table 8 – ITE Trip Generation
LUC 932 – High Turnover Sit-Down Restaurant
4,660 SF

Time Period	Average Rate per 1,000 SF	Trips	Entering	Exiting
AM Peak Hour of Adjacent Street (7 – 9 AM) *	-	-	-	-
AM Peak Hour of Generator	13.68	64	36 (57%)	28 (43%)
PM Peak Hour of Adjacent Street (4 – 6 PM)	9.05	42	26 (61%)	16 (39%)
PM Peak Hour of Generator	16.35	76	39 (51%)	37 (49%)

**It was assumed that if the commercial space is programmed as a high-turnover sit-down restaurant(s) that they would be closed in the AM Peak Hour of Adjacent Street.*

Music Venue

The 65,340 SF Portland Music Hall will have a maximum capacity of approximately 3,310 people between the ground, Mezzanine, and second level hosting a variety of events on a year-round basis. This capacity includes standing room only space beyond the seated capacity of 1,976. No parking is proposed on-site as part of the project.

Typically, the *ITE Trip Generation Manual* would be utilized to estimate trip generation as detailed previously, but given a venue is not provided with a land use code, the proposed operational data for the venue is utilized instead. The following data was utilized to estimate trip generation for the venue portion of the revised development:

- Types and schedule of events
- Attendance of events (both employees and event attendees)
- Mode of transportation and vehicle occupancy

As previously stated, the peak capacity of the venue is 3,310. The venue operators expect that a total of 250 employees will work when an at capacity event occurs. It is expected that a more typical average event would represent approximately 70% capacity and have a slightly reduced staff level of 175 employees.

Table 9 – Venue Event Utilization

Event Type	Average Attendance	Number of Employees
Peak	3,310	250
Average	2,317 (70%)	175

For evaluating traffic impact, the anticipated operations of a peak (maximum capacity) event were reviewed. Given the nature of the site, classified by the operator as a small market venue with a low percentage of people walking and biking to the event, it was assumed that most traffic to the venue would be vehicle trips.

To establish expected modal splits, assuming a majority of vehicle trips, the 2018 City of Portland *Impact Fee Study* was referenced. This study provided a modal trip breakdown for non-residential land uses within the of 82% vehicle, 2% transit, and 16% non-motorized (bike/pedestrian) one-way trips. This mode share rates were then applied to the event capacity of 3,310 attendees and 250 employees, to estimate the development person trips summarized in Table 10.

Table 10 – Venue Mode of Travel One-Way Person Trips

Mode	Mode Share	Attendee Trips	Employee Trips
Vehicle	82%	2,714	205
Transit	2%	66	5
Walk/Bike	16%	530	40
Total	100%	3,310	250

As seen in Table 10, peak (maximum capacity) event is estimated to generate 2,714 person trips by attendees and 205 person trips by employees that would use vehicles to travel to/from the site and surrounding area. To determine the number of vehicular trips to the site, an occupancy rate of 2.3 persons per vehicle was assumed for attendee trips. This was observed by parking demand at a similar

use sized site by the development team. A rate of 1.0 person per vehicle was utilized per employee trip. After applying these rates, Table 11 summarizes the number of vehicles generated to the venue by a peak event.

Table 11 – Venue Event Vehicular Trips

<i>Attendee Trips</i>	<i>Employee Trips</i>	<i>Total Vehicles</i>
1,180	205	1,385

As seen in Table 11, there are an estimated 1,385 one-way vehicular trips generated by the venue for a peak (maximum capacity) event. The proposed trip generation was distributed hourly based on the proposed operational data from a typical event schedule. Most event schedules are expected to follow the following timing notes, assuming a show start time of 7:30 PM:

- Production staff and stagehands (approximately 15% of the total employees) arrive in the morning for an approximate of 6:00 AM to 2:00 AM. The remaining event staff (85%) arrive between 5:00 PM and 7:00 PM.
- Doors open at 7:00 PM. Shows typically start at 7:30 PM and conclude around 11:00 PM.
- It was estimated that 10% of guest traffic would travel to the area two hours before door opening, 70% of traffic would arrive during the hour before door opening, and the remaining 20% would arrive after doors had opened.
- It was assumed that most guest traffic would exit the venue immediately upon release, with 10% during both the hour preceding and succeeding the event ending. Most non-production staff employees (75%) will exit between 11:00 PM and 12:00 AM, with a portion (10%) exiting after midnight. The production staff (15%) would leave around 2:00 AM.

Utilizing the above information, hourly trip generation for the venue is shown in Table 12.

Table 12 – Venue Hourly Trip Generation

Time Start	Time End	Employee Trips				Guest Trips				Total Trips
		Enter %	Enter	Exit %	Exiting	Enter %	Enter	Exit %	Exit	
5:00 AM	6:00 AM	15%	31	0%	0	0%	0	0%	0	31
6:00 AM	7:00 AM	0%	0	0%	0	0%	0	0%	0	0
7:00 AM	8:00 AM	0%	0	0%	0	0%	0	0%	0	0
8:00 AM	9:00 AM	0%	0	0%	0	0%	0	0%	0	0
9:00 AM	10:00 AM	0%	0	0%	0	0%	0	0%	0	0
3:00 PM	4:00 PM	0%	0	0%	0	0%	0	0%	0	0
4:00 PM	5:00 PM	0%	0	0%	0	0%	0	0%	0	0
5:00 PM	6:00 PM	42.5%	87	0%	0	10%	118	0%	0	205
6:00 PM	7:00 PM	42.5%	87	0%	0	70%	826	0%	0	913
7:00 PM	8:00 PM	0%	0	0%	0	20%	236	0%	0	236
8:00 PM	9:00 PM	0%	0	0%	0	0%	0	0%	0	0
9:00 PM	10:00 PM	0%	0	0%	0	0%	0	0%	0	0
10:00 PM	11:00 PM	0%	0	0%	0	0%	0	10%	118	118
11:00 PM	12:00 AM	0%	0	75%	153	0%	0	80%	944	1097
12:00 AM	1:00 AM	0%	0	10%	21	0%	0	10%	118	139
1:00 AM	2:00 AM	0%	0	0%	0	0%	0	0%	0	0
2:00 AM	3:00 AM	0%	0	15%	31	0%	0	0%	0	31
TOTAL		100%	205	100%	205	100%	1180	100%	1180	2770

Based on the table above, estimated peak hour vehicular trip generation for the venue is summarized in Table 13.

Table 13 – Venue Vehicular Trip Generation

Time Period	Trips	Entering	Exiting
AM Peak Hour of Adjacent Street (7 – 9 AM)	N/A*	N/A*	N/A*
AM Peak Hour of Generator (5 – 6 AM)	31	31	N/A*
PM Peak Hour of Adjacent Street (4 – 6 PM)	205	205	N/A*
PM Peak Hour of Generator (11 PM – 12 AM)	1097	N/A*	1097

*Negligible trip generation

The total revised estimated trip generation for the overall 385 Congress Street development, incorporating the above presented trip generation for the venue in place of the previously proposed Lot 3 uses is shown in Table 14. Note that because the estimated peak hour trip generation for the proposed venue will occur well after the typical PM Peak of the adjacent street (between 4 and 6 PM) as well as after the peak of trips estimated to be generated by the proposed residential and hotel use, the comparison of trips is limited to the peak hour of the adjacent street.

Table 14 – Total Revised Trip Generation

<i>Time Period</i>	<i>Previous</i>	<i>Proposed</i>					<i>Change +/-</i>
	<i>Permitted</i>	<i>LUC 310</i>	<i>LUC 222</i>	<i>LUC 932</i>	<i>Music Venue</i>	<i>Total</i>	
AM Peak Hour of Adjacent Street	119	48	29	-	-	77	-42
PM Peak Hour of Adjacent Street	197	33	24	42	205	304	+107

Conclusion

As can be seen the revised development program presents a decrease in estimated trip generation in the AM Peak Hour and an increase of 107 trips in the typical PM Peak Hour of the Adjacent Street. Peak hourly trip generation of the venue is expected to occur at the conclusion of an event, typically late in the evening, when all attendees and a portion of staff would be leaving at the same time, compared to the arrival period for an event when arrival of staff and attendees would be distributed across the early evening hours leading up to an event start.

Based on the presented trip generation calculation it is our opinion that the proposed Music Hall would not require further revisions to the typical Traffic Impact Analysis, focused on capacity and queuing at area intersections, that was completed as part of the Traffic Movement Permit process for the overall 385 Congress Street development. That analysis focused on the typical AM and PM Peak Hours of the adjacent street, when traffic would be estimated to be highest for the development and the surrounding roadways. The introduction of the music venue in place of previously identified residential units and commercial retail space would not be expected to result in alternative conclusions to those presented in the completed traffic studies during the critical hours.

The required mitigation from the permit was primarily focused on improvements to the signalized intersections in the immediate vicinity of the site at Congress Street & Pearl Street, and Cumberland Avenue & Pearl Street. The need for mitigation at these intersections was identified by physical project impacts to these intersections and not any specific traffic capacity constraints.

Since no parking is to be provided on site, the above-estimated trips would naturally be destined for parking areas in the general area of the site. Since events occur in the evening hours it is expected that an adequate parking supply in public or private parking lots/garages as well as on-street parking would be available and divert traffic throughout the downtown area and not necessarily travelling directly to the site as would be represented for a typical traffic generator that would have self-contained parking.

Preservation of Significant Natural Features 13-13.6.2(A)

The proposed project area is a previously developed, urban parcel. The project area comprises a portion of a city block that is bounded by Cumberland Avenue on the northwest, Myrtle Street on the southwest, Congress Street on the southeast, and Pearl Street on the northeast. The site is developed with a paved parking area and concrete sidewalks. Vegetation is limited to small amounts of landscaping. There are no natural waterways or wetlands on or within proximity of the project site.

Please see the plan set for the existing conditions plan.

Landscape Preservation 13-13.6.2 (B)

1. The proposed project site is a previously developed, urban parcel currently used for surface parking with no significant trees or landscaped areas on the site. There are no trees or landscaping proposed for preservation. The proposed project includes street trees along Cumberland Avenue and Pearl Street.
2. There are no trees 10 inches DBH or greater within the project setbacks requiring preservation. This provision of the Ordinance is not applicable to the site.

Please see the plan set for the proposed landscaping plan.

Site Landscaping and Buffers 13-13.6.2(C)

The proposed project has been designed to be in compliance with the applicable landscape and buffering requirements of the City Ordinance. The project is located in the B-3 zone where there is no required setback.

1. Landscaping. This provision of the ordinance does not apply at this site.

A landscape plan has been provided within the plan set identifying the proposed planting at street level of street trees in tree planting areas. Landscaping has been provided as outlined in the City of Portland zoning requirements.

Please see the Landscape plan.

2. Buffers.

- a. Loading and service areas, including trash service areas, are internal to the building behind doors. No site screening for these features is required or proposed.

There are no ground mounted utility structures proposed. The building's mechanical systems are roof mounted and screened. Please refer to the building plans and elevations.

- b. The project does not abut a residential zone. This provision of the ordinance is not applicable.

3. Parking and vehicle display lot landscaping.

Not applicable. There is no proposed surface parking associated with this project.

4. Street Trees. The proposed project involves the construction of an entertainment venue. As part of this development, the applicant is proposing tree planting areas along Cumberland Avenue and Pearl Street.

As part of the approved MDP, it was determined that Street trees on Myrtle Street are not viable and not required.

Please see the Landscape plan for additional information.

Water Quality, Stormwater Management, and Erosion Control 13-13.6.2(D)

1. The subject site is a portion of a fully developed city block. The proposed redevelopment plan has been designed to meet the applicable City standards for stormwater management to minimize to the extent practicable the rate of runoff from the lot.

Based on consultation with City staff the drainage plan includes directing the proposed site's runoff to the existing combined sewer in Pearl Street in anticipation of a future City project to separate the combined sewer in this street. This reduces runoff entering the City's combined sewer in Myrtle Street. The proposed design does not increase runoff in the City's combined sewer in the Pearl Street system in the 1-inch 24-hour rainfall event associated with the City's CSO control plans. There are minimal increases in runoff in the Pearl Street combined sewer during the 2-, 10- and 25-year storm events. The increases do not exceed the capacity of the system at the study point. Please see the stormwater management plan.

2. The proposed project has been designed to be in compliance with the stormwater management standards of the City Technical Manual. Please see the stormwater management plan.
3. The proposed development does not propose any stormwater infiltration or other practices that would be expected to pose a risk of groundwater contamination either during or post-construction. Please see the plan set and the stormwater management plan.

Consistency with City Master Plans 13-13.6.3 (A)

1. The proposed project has been designed to be consistent with the City Master Plans. The proposed development has been reviewed as part of the Larger 385 Congress Street Master Plan of Devolvment (MDP) approved by the Planning Board on August 9, 2022. In its review the City found that the MDP was consistent with the Council approved masterplans by:
 - The proposed project is in line with the City's goal of fostering a vibrant city. The addition of the proposed entertainment venue will compliment the offerings of the existing theaters, providing variety to those who live in the greater Portland area as well as those who vacation in Portland.
 - Providing infill development within a transit-oriented location with pedestrian-oriented streets to make walking more inviting, and connection to bus routes, bike networks, and other mobility options easier to access to other parts of the city. Providing employment and job density that can support and drive transit ridership as well as walk to work opportunities (One Climate Future, 2021).

The Comprehensive Plan, Portland's Plan 2030 goals and policies (state and local) relevant to the proposed plan were reviewed in the MDP. The plan aligns with these vision statements and goals by infilling an underdeveloped site primarily used for automobile parking located at the heart of Portland's walkable downtown. The proposed infill project potentially reduces the need for new construction in green field or outlying areas and dependency on single occupancy vehicles, which promotes more sustainable development practices.

2. There is no existing off premises public infrastructure that requires easements across the property. The proposed subdivision plan provides for an easement on the site to allow public sidewalks to extend to the building line.

Please see the plan set and the Master Plan for additional information regarding compliance the City Master Plans.

Public Safety and Fire Prevention 13-13.6.3 (B)

1. The proposed project has been designed following public safety principles for Crime Prevention through Environmental Design:
 - a. The proposed building design provides natural surveillance that promotes visibility of public spaces and areas. The public entrance to the building is well-lit and visible along Cumberland Avenue, a minor arterial.
 - b. The dumpsters and loading areas are enclosed within the building to control access to these areas.
 - c. The site has been designed with the appropriate territorial reinforcements to promote a sense of ownership and responsibility. The site design includes varying materials on the public streets to provide visual identification of the fully public right of way and sidewalks.
2. The proposed project has been designed to provide adequate emergency vehicle access to the site as outlined in the Technical Manual.

Please see the plan set for the site plans, building plans and landscape plan detailing the site features related to his subject.

Availability and Adequacy of Public Utilities 13-13.6.3 (C)

1. The development will not overburden sanitary sewers and storm drains, water lines, or other public infrastructure and utilities.

The proposed project is part of a larger project with an approved Master Plan of Development (MDP). A Sewer capacity application for the entire development was included in the MDP review. A Sewer capacity application for the current project is included in the application.

The Portland Water District has been consulted related to service to the proposed development. A formal request for capacity confirmation has been submitted to the District and will be provided when it is received. The site is located on a block with access to existing water mains in Pearl Street, Myrtle Street, and Cumberland. The development proposes upgrades to the existing main in Pearl Street.

Included in the application is a Stormwater Management Plan detailing the proposed site drainage improvements and stormwater treatment proposed.

2. As part of the MDP design and planning, consultation was made with CMP regarding electrical service. Based on those discussions underground electrical service is proposed from CMP's recently installed manhole in Pearl Street, just east of Cumberland Avenue, and extended to the building transformers located on the west side of Pearl Street.
3. All proposed sanitary sewers, storm drains, water lines, or other utilities are designed and are to be constructed in accordance with the applicable provisions of the City Technical manual. Please see the utility plan and details.
4. The proposed development will be connected to the existing public sanitary system per City requirements. Please see the utility plan.
5. The proposed project has been designed to provide temporary storage for trash and recyclables within the building with contracted curbside disposal. There is no outdoor storage of trash or recyclables proposed. The applicant will contract with a licensed hauler to pick up waste after each event. Please refer to the building plans.

Please see the site and building plans for additional information.

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
212 Canco Road
Portland, Maine 04103



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
212 Canco Road
Portland, ME 04103

Date: 12/2/2024

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

Site Address: 244 Cumberland Ave.

Chart Block Lot Number: 27/D/003

Proposed Use: Theater and Performance Hall

Previous Use: Parking, former Printing and Commercial

Existing Sanitary Flows: 0 (vacant) GPD

Existing Process Flows: N/A GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

Existing sewer main in Pearl Street
at Cumberland Avenue

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

X

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

2. Please, Submit Contact Information.

City Planner's Name: Matt Grooms Phone: (207) 874-8699

Owner/Developer Name: Portland Music Holdings, LLC

Owner/Developer Address: 200 US Route 1, Suite 200 Scarborough, ME

Phone: 207-617-3890 Fax: _____ E-mail: tgoldenfarb@ramcompaniesusa.com

Engineering Consultant Name: Sebago Technics, Inc.

Engineering Consultant Address: 75 John Roberts Road, Suite 4A, South Portland, ME 04106

Phone: 207-200-2092 Fax: 207-856-2206 E-mail: ctaylor@sebagotechnics.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: 18,380 GPD

Peaking Factor/ Peak Times: 6 pm - 12 am (midnight)

Specify the source of design guidelines: (i.e. X "Handbook of Subsurface Wastewater Disposal in Maine,"
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:	TBD
Size of External Grease Interceptor:	1,500 (Estimated)
Retention Time:	TBD
Peaking Factor/ Peak Times:	TBD

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated:	N/A	GPD
Do you currently hold Federal or State discharge permits?	Yes	No
Is the process wastewater termed categorical under CFR 40?	Yes	No
OSHA Standard Industrial Code (SIC):	(http://www.osha.gov/oshstats/sicser.html)	
Peaking Factor/Peak Process Times:		

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.



FIRE PROTECTION AND LIFE SAFETY NARRATIVE

PREPARED FOR DAIQ

PORTLAND MUSIC HALL

Portland, Maine



141 LONGWATER DRIVE, SUITE 110
NORWELL, MA 02061
781.878.3500

TABLE OF CONTENTS

1	DOCUMENT HISTORY	4
2	PURPOSE	4
3	PROJECT DESCRIPTION	4
4	AREAS REQUIRING INTERPRETATION OR EQUIVALENCY	4
4.1	MEZZANINE.....	4
5	APPLICABLE CODES AND STANDARDS.....	6
6	OCCUPANCY CLASSIFICATION.....	7
7	BUILDING CONSTRUCTION	8
7.1	BUILDING HEIGHT AND AREA ANALYSIS	8
7.2	MEZZANINE.....	8
7.3	FIRE RESISTANCE RATINGS	8
7.4	SPECIAL FIRE SEPARATIONS REQUIRED	9
7.5	OPENING PROTECTIVES	9
7.6	PROTECTED VERTICAL OPENINGS	10
7.7	INTERIOR WALL AND CEILING FINISHES	10
7.8	INTERIOR FLOOR FINISHES	11
8	MEANS OF EGRESS SYSTEM.....	11
8.1	OCCUPANT LOAD	11
8.2	EXIT CAPACITIES.....	12
8.3	EXIT ACCESS TRAVEL DISTANCE	13
8.4	NUMBER OF EXITS.....	13
8.5	DEAD END CORRIDOR LIMITS	14
8.6	EXIT DISCHARGE.....	14
8.7	ACCESSIBLE MEANS OF EGRESS.....	14
8.8	EXIT ACCESS DOORWAYS AND OPENINGS	15
8.9	PANIC HARDWARE	15
8.10	EXIT STAIRWAYS	16
8.11	HANDRAILS	17
8.12	GUARDS	18
8.13	STEPPED AISLE CONSTRUCTION	19
8.14	AISLE WIDTH	19
8.15	AISLE ACCESSWAY	20
9	STAGES.....	20
9.1	CONSTRUCTION.....	21
9.2	MEANS OF EGRESS.....	22
10	FIRE PROTECTION SYSTEMS.....	22
10.1	AUTOMATIC SPRINKLER PROTECTION	24
10.2	STANDPIPES.....	25
10.3	FIRE ALARM.....	25
10.3.1	Emergency Voice/Alarm Communication System	26
10.4	ELEVATOR PROVISIONS.....	26
10.5	PORTABLE FIRE EXTINGUISHERS.....	26
10.6	FIRE DEPARTMENT ACCESS.....	27
10.7	EMERGENCY RESPONDER RADIO COVERAGE.....	27
11	ACCESSIBILITY	27

11.1	NEW CONSTRUCTION ACCESSIBILITY REQUIREMENTS- GENERAL	27
11.2	ACCESSIBLE SEATING REQUIREMENTS.....	28
12	PLUMBING FIXTURES.....	29
13	CONCLUSION.....	30

1 DOCUMENT HISTORY

Schematic Design FPLS Narrative.....December 18, 2024

2 PURPOSE

The purpose of this report is to document and provide the conceptual code compliance strategy, including the framework for the fire protection and life safety concept, for the proposed Portland Music Hall located in Portland, Maine. This document will also identify concepts that are not clearly addressed by the applicable building codes, which will require interpretation by the authorities having jurisdiction (AHJ).

3 PROJECT DESCRIPTION

The new Portland Music Hall is designed for approximately 5,300 occupant seats. The new building will include two (2) stories with a mezzanine and a footprint of approximately 37,000 square feet and a roof height of approximately 57 feet. The following fire protection and life safety features are included in the project among others:

Primary Occupancy: Assembly Group A-1 (Concert Hall)
Construction Type: Type IIA (noncombustible, protected)
Sprinkler: Yes, NFPA 13 Sprinkler System
Standpipe: Yes, Hose valve connections at enclosed stairs and stage
Fire Alarm: Yes, Voice Alarm Communication System
Means of Egress: Conventional Egress Factors Utilized (0.20 for doors and 0.30 for stairs)
Stairs > 44 inches : Capacity = $146.7 + [(W_n - 44) / 0.218]$
W_n = Nominal Width of Stair

4 AREAS REQUIRING INTERPRETATION OR EQUIVALENCY

4.1 MEZZANINE

The floor area of a mezzanine must be limited to 1/3 the open floor area of the room or space in which they are located per LSC Section 8.6.10 and IBC Section 505.2. The floor area of a mezzanine may be 1/2 the open floor area below per IBC Section 505.2.1 Exc 2. Note the applicable edition of NFPA 101 does not include a permitted area increase beyond 1/3 the open floor area below.

The Third (mezzanine) Level of the assembly seating is being considered a mezzanine to the Ground Level as it is open to the floor, albeit also open to Level 2. The Ground Level to Level 2 vertical opening is considered a compliant unprotected two-story opening in a building with an automatic sprinkler system in accordance with NFPA 101 Section 12.3.1(3) and IBC §712.1.9.

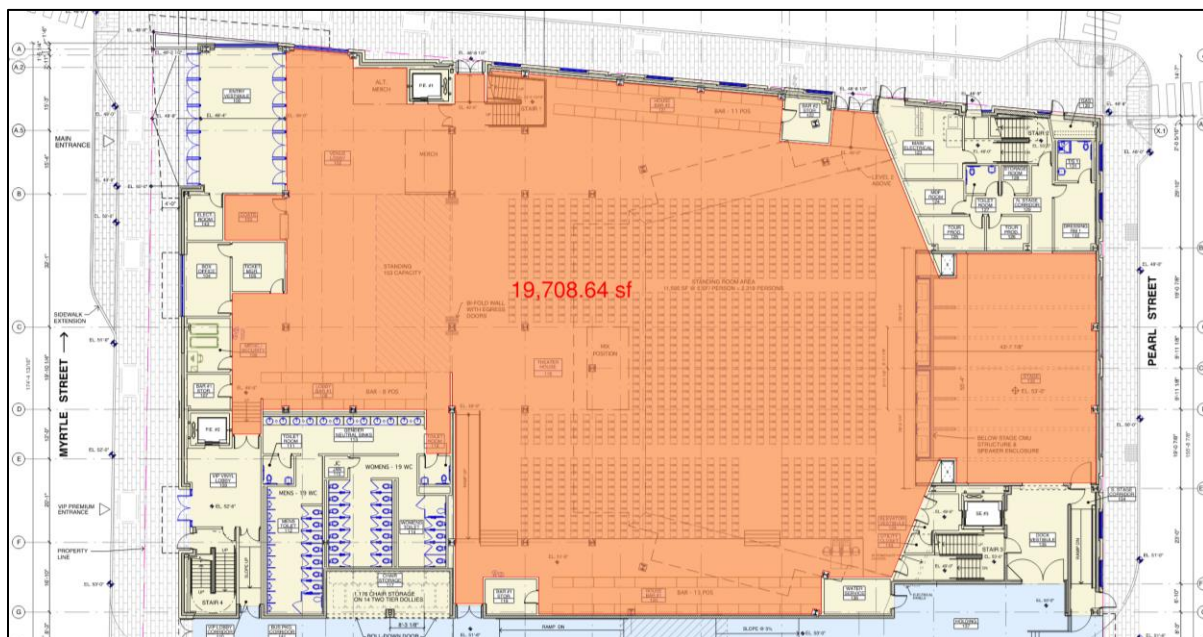
Enclosed spaces of a mezzanine are permitted provided the occupant load of the enclosed space does not exceed 10 (IBC Section 505.2.3 Exc 1 and NFPA 101 Section 8.6.10.3.1).

The mezzanine level has an occupiable area of 6,353 square feet and is open to the Ground Floor having an area of 19,708 square feet. Accordingly, the mezzanine is less than 1/3 the area of the ground floor.

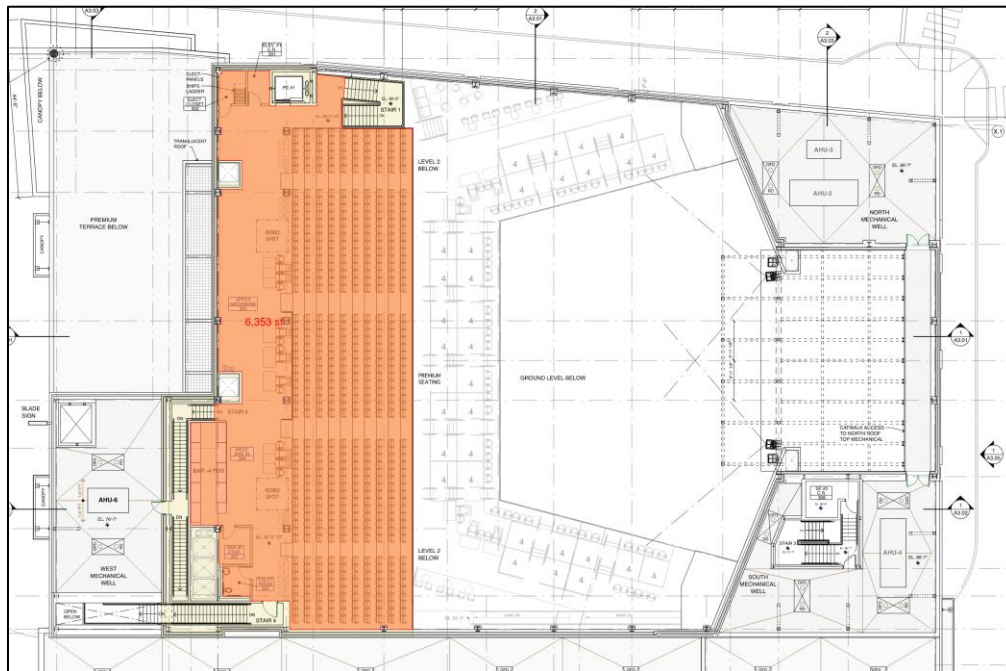
Note that the Open Area considered on the Ground Floor includes the Lobby which has a foldable wall from the seating area that will only be utilized when there is not an audience present. The foldable wall is for security purposes during stage setup operations. The stage is also included in the Ground Floor area that is considered open to the mezzanine as occupants would be aware of any events on the stage. The measured mezzanine area also does not include stairs, elevator shafts, and non-occupiable shafts as these do not require egress on the mezzanine.

Accordingly, the Lobby is considered open for the purpose of the determining the allowable mezzanine area since the mezzanine will only be occupied when the operable partition is open during performances.

The areas measured below shows the **open Ground Floor area**.



The image below shows the **occupiable area measured for the mezzanine.**



This concept of open levels and operable partitions in determining the allowable mezzanine area is open to interpretation and must be presented to the Authority Having Jurisdiction for review and approval.

5 APPLICABLE CODES AND STANDARDS

The following codes/standards are considered applicable for this project and are based on the currently proposed 2024 MUBEC. As the project progresses the design team will monitor the applicable codes for any relevant updates that may occur before permit submission.

- Maine Uniform Building and Energy Code (MUBEC), 2024 edition
 - 2021 International Building Code (IBC), with state amendments
 - 2021 International Mechanical Code (IMC), with state amendments
 - 2021 International Energy Conservation Code (IECC) with stretch code as adopted by the city
- 2021 Maine State Plumbing Code
 - 2021 Uniform Plumbing Code
- Accessibility
 - IBC Chapter 11 and 2017 ICC A117.1 (Accessible and Usable Buildings and Facilities)
 - 2010 Americans with Disabilities Act (ADA)

- Other Standards adopted by the Maine Fire Marshal office include:
 - NFPA 1, Fire Prevention Code, 2018 Edition, with Local and state amendments
 - NFPA 101, Life Safety Code, 2018 Edition, with local and state amendments (LSC)
 - NFPA 10, Standard for Portable Fire Extinguishers, 2018 Edition, with state amendments
 - NFPA 13, Installation of Sprinkler Systems, 2016 Edition, with state amendments
 - NFPA 14, Installation of Standpipe and Hose Systems, 2013 Edition, with state amendments
 - NFPA 20, Installation of Stationary Pumps for Fire Protection, 2013 Edition, with state amendments
 - NFPA 72, National Fire Alarm and Signaling Code, 2019 Edition, with state amendments

6 OCCUPANCY CLASSIFICATION

The Music Hall includes Assembly (Group A-1), Business (Group B), and Storage (Group S) uses, and is considered a Mixed-Use Occupancy. The building will comply with the requirements of Accessory Occupancies (IBC Section 508.2), Nonseparated/Mixed occupancy (IBC Section 508.3 and LSC Section 6.1.14.3) and Separated Occupancy (IBC Section 508.4). State amendments to the LSC regulate that IBC governs accessory occupancy requirements.

Separated Occupancies require a fire-resistance rating between occupancies aligned with IBC Table 508.4. The loading dock will be considered a separate occupancy per the IBC.

Table 1: Separated Occupancy Ratings

OCCUPANCY	B / S-1	S-2
	SPRINKLERED	SPRINKLERED
A	1	0
B / S-1	0	1

The Remainder of the Music Hall will be classified as a Nonseparated/Mixed Occupancy with the primary occupancies being Group A-1 Assembly. Office, storage areas, and MEP areas making up less than 10% of the floor area are to be considered accessory space. (IBC Sections 508.2).

7 BUILDING CONSTRUCTION

7.1 BUILDING HEIGHT AND AREA ANALYSIS

The Portland Music Hall is proposed to Type IIA construction. The following table outlines the allowable height and area based on the proposed construction type given the anticipated occupants.

Table 2: Height and Area Building and Type IIA Sprinklered

TYPE IIA CONSTRUCTION ALLOWANCES	PERMITTED (IBC)	ACTUAL
Height Above Grade		
All Occupancy involved:	85 ft	56.5 ft
Stories Above Grade		
Group A-1	4 stories	2 Stories
Group B	6 stories	
Group S-1	5 stories	
Group S-2	6 stories	
Floor Area (per story)		
Group A-1	46,500 ft ²	36,771 ft ²
Group B	112,500 ft ²	
Group S-1	78,000 ft ²	
Group S-2	117,000 ft ²	

7.2 MEZZANINE

Mezzanine must be limited to 1/3 of the of the floor area per LSC Section 8.6.10 and IBC Section 505.2. Accordingly, the mezzanine is less than 1/3 the floor is open to and compliant with both IBC and LSC. The mezzanines shall also be protected by an automatic sprinkler system and provided with a minimum of two means of egress.

7.3 FIRE RESISTANCE RATINGS

The fire resistance requirements for construction type can be found in IBC Table 601. The fire-resistance ratings for the Music Hall structural elements are as follows:

Table 3: Fire Resistance Ratings of Structural Elements for Type IIA Construction IBC Table 601

BUILDING STRUCTURAL ELEMENT	FIRE RESISTANCE RATING FOR TYPE IIA
Structural Frame Including columns, girders, and trusses	1-hour
Bearing Walls Exterior Interior	1-hour 1-hour
Nonbearing Walls and Partitions Exterior Interior	0-hour 0-hour
Floor Construction Including supporting beams and joists	1-hour
Roof Construction Including supporting beams and joists Roof Construction 20 feet or more above the floor	1-hour 0-hour

7.4 SPECIAL FIRE SEPARATIONS REQUIRED

Several referenced standards are applicable to this building that requires fire resistance rated separations for specific use areas. These required separations are provided below:

Table 4: Incidental Use Separation Requirements

ROOM OR AREA	SEPARATION AND / OR PROTECTION
NFPA 20 – Fire Pump Room (if required)	1-hr and automatic sprinklers
NFPA 70 – Transformer Rooms (over 112.5 kVA)	1-hr and automatic sprinklers
Furnace rooms where any piece of equipment is over 400,000 BTU/hr. input	1-hr, or automatic sprinklers ¹
Rooms with boilers where the largest piece of equipment is over 15 psi and 10 horsepower	1-hr, or automatic sprinkler ¹
Laundry Rooms over 100 square feet	1-hr, or automatic sprinkler ¹
Waste collection rooms over 100 square feet	1-hr, or automatic sprinkler ¹
Rooms containing Lithium-Ion Batteries larger than 20kWh	2-hr and automatic sprinklers
Note 1: Where Sprinkler protection is provided in lieu of a fire rating, the separation must still be capable of resisting the passages of smoke.	

7.5 OPENING PROTECTIVES

Openings in any fire-resistance rated assemblies within the building must be protected in accordance with IBC Table 716.1(2), Table 5 below.

Table 5: Opening Protective Fire-Protection Ratings (IBC Table 716.5 & NFPA 221 Table 4.9.2)

TYPE OF ASSEMBLY	REQUIRED ASSEMBLY RATING (HOURS)	MINIMUM OPENING PROTECTION ASSEMBLY (HOURS)
Fire walls and fire barriers having a fire resistance rating greater than one hour	2 1 ½	1 ½ 1 ½
Fire barriers of 1-hour fire rated construction:		
Shaft and Exit Enclosures	1	1
Other Fire Barriers	1	¾

7.6 PROTECTED VERTICAL OPENINGS

Vertical openings through floors must be protected by fire-rated assemblies in accordance with IBC Section 713.2 & LSC Section 8.6. Vertical openings include exit stairs, elevator shafts, mechanical shafts, grease duct shafts, and electrical chases. As any shafts will connect 3 stories or less, a minimum 1-hour fire-resistance rating must be provided.

The Ground Level is open to Level 2 which is considered a compliant two-story unprotected opening per LSC §12.3.1(1) and IBC 712.1.9. Level 3 is considered a mezzanine and therefore does performance area does not constitute a three-story vertical opening.

7.7 INTERIOR WALL AND CEILING FINISHES

Interior wall and ceiling finishes in the Music Hall are required to meet the requirements of LSC Chapter 10, Sections 12.3.3.2 & 38.3.3.2, and IBC Section 803.11 Refer to the tables on the following page for details. Interior finish applies to wall and ceiling finishes. Interior floor finish applies to floor coverings. Refer to Table 6 for the minimum finish requirements within sprinklered buildings for interior wall and ceiling finishes.

Table 6: Interior Wall and Ceiling Finish Requirements by Occupancy
Sprinklered Building (LSC 12.3.3, LSC 38.3.3, LSC 42.3.3.2, and IBC Table 803.11)

USE GROUP / MATERIAL	INTERIOR EXIT STAIRWAYS, INTERIOR EXIT RAMPS AND EXIT PASSAGEWAYS	LOBBIES, CORRIDORS, ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND EXIT ACCESS RAMPS	ROOMS AND ENCLOSED SPACES
A	A or B ¹	A or B ¹	A or B ¹
B	A or B ¹	A or B ¹	A, B, or C ¹
S	A, B, or C	A, B, or C	A, B, or C ¹
Textile Ceiling Coverings ⁴	A ^{1 or 2}	A ^{1 or 2}	A ^{1 or 2}

Textile Wall Coverings ⁴	A ³	A ³	A ³
-------------------------------------	----------------	----------------	----------------

Notes:

1. Tested and classified in accordance with ASTM E84 or UL 723.
2. Tested and classified in accordance with NFPA 286.
3. Tested and classified in accordance with NFPA 265 – Method B protocol.
4. Test preparation and mounting in accordance with ASTM E2404.

As noted in Table 6, depending on the classification and use of the material, interior wall and ceiling finish materials must be classified in accordance with ASTM E84 or UL 723, NFPA 286, or NFPA 265. Materials determined to be considered Class A when tested in accordance with NFPA 286 shall be equivalent to those testing in accordance with ASTM E84 or UL 723.

7.8 INTERIOR FLOOR FINISHES

Interior floor finishes in the Music Hall are required to meet the requirements of LSC Section 10.2.7, and IBC Section 804. All floor covering material comply DOC FF-1 “pill test” (CPSC 16 CFR Part 1630) or ASTM D2859. Interior floor finishes in exit enclosures and exit access corridors and spaces not separated from them by walls complying with LSC Section 12.3.6 must be no less than Class II as determined by NFPA 253 (LSC Section 12.3.3.5).

Floor sleepers, bucks and nailing blocks shall not be constructed of combustible materials, unless the space between the fire-resistance-rated floor assembly and the flooring is either solidly filled with noncombustible materials or fireblocked in accordance with Section 718, and provided that such open spaces shall not extend under or through permanent partitions or walls.

Wood finish flooring is permitted to be attached directly to the embedded or fire-blocked wood sleepers and shall be permitted where cemented directly to the top surface of fire-resistance rated floor assemblies or directly to a wood subfloor attached to sleepers as described above.

8 MEANS OF EGRESS SYSTEM

8.1 OCCUPANT LOAD

The occupant load for each space within the Music Hall is determined using the occupant load factors listed in IBC Table 1004.5, and LSC Table 7.3.1.2 as shown in the table below.

Table 7: Occupant Load Factors

OCCUPANT USE GROUP	OCCUPANT LOAD FACTOR
Fixed Assembly Seating	Actual Number of Fixed Seats
Waiting spaces	
Spaces ≤ 10,000 ft ²	5 square feet (net) per person
Spaces > 10,000 ft ²	7 square feet (net) person
Standing spaces	5 square feet (net) per person
Assembly, Concentrated (Seating, chairs only)	7 square feet (net) per person
Assembly, Unconcentrated (Tables and Chairs)	15 square feet (net) per person
Lighting and access catwalks	100 square feet (gross) per person
Stages and platforms	15 square feet (net) per person
Business	150 square feet (gross) per person
Conference rooms	15 square feet (net) per person
Commercial Kitchens	100 square feet (gross) per person
Storage, Mechanical, Electrical	300 square feet (gross) per person
Locker Room	50 square feet (gross) per person

Howe Engineers will be preparing Life Safety drawings to clearly depict the anticipated occupant loads of the building.

8.2 EXIT CAPACITIES

The exits within the Music Hall have been designed using the exit capacity factors listed in IBC Section 1005, LSC Section 7.3.3.1, and LSC Section 12.2.3. The exit capacity criteria are outlined in Table 8 below:

Table 8: Exit Capacity Factors

LOCATION	EXIT CAPACITY (INCHES PER PERSON)
Stairs, Stepped Aisles	0.30 inches/person
Doors, Corridors, Level Surfaces	0.20 inches/person

For stairs wider than 44 inches, the egress capacity may be calculated using the following equation:

$$\text{Capacity} = 146.7 + [(W_n - 44) / 0.218]$$

W_n = Nominal Width of Stair

It is noted that smoke protected seating provisions are not being utilized for this project as it would require the installation and ongoing maintenance of a smoke control system. By not utilizing the smoke protected seating provisions, the means of egress will comply with the:

- Conventional exit capacity factors.

- Standard travel distance requirements.
- Standard common path of travel requirements.

8.3 EXIT ACCESS TRAVEL DISTANCE

MUBEC replaces IBC Table 1017.2 with NFPA 101 Table A7.6. The common path of travel, and travel distance for each of the occupancies will be in accordance with the requirements for a sprinklered building contained in LSC Table A.7.6. Refer to the Table below:

Table 9: Exit Access Travel Distances and Common Path

OCCUPANCY	TRAVEL DISTANCE	MAXIMUM COMMON PATH OF TRAVEL
Assembly	250 feet	75 feet
Business	300 feet	100 feet
Low Hazard Storage	Not Limited	100 feet
Ordinary Hazard Storage	400 feet	100 feet

The common path of egress from any seat must be limited to 30 ft when serving more than 50 occupants. (IBC Section 1029.8)

8.4 NUMBER OF EXITS

The number of exits serving every space or story must comply with IBC Section 1006.3.3, and LSC Section 7.4. Table 10 outlines the requirements for number of exits per story, as based on occupant load.

Table 10: Required Number of Exits (IBC Table 1006.3.3)

OCCUPANT LOAD PER STORY	MINIMUM NUMBER OF EXITS OR ACCESS TO EXITS PER STORY
1 - 500	2*
501 – 1,000	3
More than 1,000	4

Unless otherwise permitted by IBC Section 1006.3.3 (refer to **Error!)*

Reference source not found.)

In addition to such provisions, a minimum of two (2) exits, or exit access doorways must be provided from any space where the common path of travel limitation are exceeded or a Group A or B spaces exceeds 49 occupants or Group S occupancy exceeds 29 occupants.

Where two (2) exits, or exit access doors are required from a space, they must be place not less than 1/3 the overall diagonal distance of the area served. (IBC Section 1007.1.1 Exception 2 & LSC Section 7.5.1.3.3).

Where there are three (3) or more exits or exit access doors, at least two of the exits or exit access doors are required to meet the remoteness as defined above. The additional exits shall be located as remotely as possible (IBC Section 1007.1.2).

The main entrance to assembly occupancies must be able to accommodate 2/3 of the total occupant load, and no more than 50 percent of the occupants may egress through a single exit (LSC Section 7.3.1.1.2 & LSC Section 12.2.3.6.2).

8.5 DEAD END CORRIDOR LIMITS

As outlined within IBC Section 1020.4, LSC Sections 12.2.5.1.3, 39.2.5.2, 42.2.5 and LSC Section 7.2.1.4.3.1 where more than one (1) exit or exit access doorway is required, exit access must be arranged such that there are no dead ends greater than:

- A Occupancies 20 feet
- B Occupancies 50 feet
- S Occupancies 50 feet

8.6 EXIT DISCHARGE

Exit stair enclosures must discharge directly to the exterior or may be extended to the exterior via an exit passageway. All the exit stairs are designed to discharge directly to the exterior or be extended to such via an exit passageway.

8.7 ACCESSIBLE MEANS OF EGRESS

The Music Hall must conform to the requirements of IBC Section 1009 and LSC Section 7.5.4, Accessible means of egress. All accessible areas shall be provided with a minimum of one accessible means of egress. Where more two or more means of egress are required from a space a minimum of two accessible means of egress must be provided (IBC Section 1009.1).

Assembly occupancy means of egress must comply with NFPA 101 §7.5 which requires at least two accessible means of egress be available unless a single means of egress is specifically permitted (NFPA 101 §12.2.5.1.1). As such, at least two accessible means of egress must be available on each story.

An accessible means of egress per the definition is an accessible route to an area of refuge, horizontal exit, or public way (NFPA 101 §3.3.178.1). An area of refuge in a sprinklered building may be a story with two rooms or spaces separated by smoke-resisting partitions (NFPA 101 §3.3.23).

Elevator landing shall be provided with a two-way communication system for communication between the elevator landing and fire command center or central point approved by the AHJ. Elevator landing shall also be provided with directions for use of the two-way communication system, in both audible and visible signals (LSC Section 7.2.12.1.1).

8.8 EXIT ACCESS DOORWAYS AND OPENINGS

- Dimensional Requirements (LSC Sections 7.2.1, 12/13.2.2.2, 38/39.2.2.2, 42.2.22, & IBC Section 1010.1.1):

Minimum clear width	32 inches
Maximum size of a leaf	48 inches
Minimum height	6 feet – 8 inches
- Direction of swing (LSC Section 7.2.1.4.2):

Doors serving a space with less than 50 persons are permitted to swing into the room. Spaces with more than one exit access door or 50 or more persons are required to have the exit access doors swing in the direction of travel towards the exit.
- Doors must be side-hinged swinging in all spaces except in storage or office space with an occupant load of 10 or less. (IBC Section 1010.1.2)

Doors serving a space with less than 50 persons are permitted to swing into the room. Spaces with 50 or more people are required to have the exit access doors swing in the direction of travel towards the exit.

Doors are not permitted to project more than 50 percent of the required clear width in an exit or exit access at any point during the swing when opening. In addition, doors, when fully open, are not permitted to project more than 7 inches into the required exit clear width (IBC Section 1010.1.6).

8.9 PANIC HARDWARE

In accordance with IBC Section 1010.2.9 and LSC Section 7.2.1.7, each door in a means of egress from the building having an occupant load of 50 or more people must not contain a lock or latch unless it is listed panic hardware. Electrical rooms with equipment rated 800 amperes or more, that contain overcurrent devices, switching devices or control devices and where the exit or exit access doors is less than 25 feet

from the equipment working space must be equipped with panic hardware or fire exit hardware. These doors must swing in the direction of egress travel.

- Panic hardware must be listed in accordance with UL 305; Fire exit hardware must be listed in accordance with UL 10C and UL 305.
- Panic hardware must be mounted at or between 34 inches and 48 inches in height above the finished floor. (IBC Section 1010.2.9.3)
- The door is required to unlatch when subjected to a force of not more than 15 pounds.
- The activation portion of the device is not permitted to extend less than one half the width of the door leaf.

8.10 EXIT STAIRWAYS

The City of Portland LSC amendment 5 states the MUBEC governs stairs when a conflict occurs between MUBEC and LSC. LSC Sections 7.2.2, 12.2.2.3, 28.2.2.3.2 & IBC Section 1011:

1. The stair dimensions are as follows:
 - a. Riser height (must be uniform entire stair length):
 - i. 4 inches minimum
 - ii. 7 inches maximum
 - b. Treads:
 - i. Minimum tread depth is 11 inches, measured horizontally between the vertical planes of the most forward projection of the treads above and below. Tread depths should not vary on any run of stairs.
 - c. Minimum Stair Width based on total cumulative occupant load assigned to the stair (IBC Section 1011.2 & LSC Table 7.2.2.2.1.2(B))

< 49 Occupants	36 inches
50 - 2,000 Occupants	44 inches
≥ 2,000 Occupants	56 inches
 - d. Minimum Headroom clearance must be a minimum of 80 inches (IBC Section 1011.3)
2. Landings (IBC Section 1011.6):
 - a. The depth of a landing will not be less than the width of the stair in the direction of travel in a straight run configuration but is not required to exceed 48 inches.
 - b. The vertical distance between landings will not exceed 12 feet.
 - c. Landings are required to have the minimum width so as not to reduce the width of the stair and will not be less than the width of the door. Doors when opening will not project

more than 50 percent of the width of the landing. When the door is fully open, it will not project more than 7 inches into the stair landing.

- d. The minimum headroom clearance in a stair will be not less than 80 inches
- 3. Exit stair enclosures must not be used for any purpose other than as a mean of egress and a circulation path.

8.11 HANDRAILS

Handrails are required to be provided as follows on flights of stairs, ramps with a rise greater than 6 inches, Stepped Aisle, and aisle ramps with a slope greater than 1 in 20 (IBC Sections 1011.11, 1012.8, 1014 & 1030.16):

1. Handrails on both sides of the stairs so that handrails can be accessed from any part of the stair within 30 inches of the required width. Where handrails are provided in the middle of aisle stairs, there must be an additional intermediate handrail located approximately 12 inches below the main handrail. The clear width between intermediate handrails shall be a minimum of 20 inches and maximum of 30 inches.
2. The same requirement applies to ramps with rise of greater than 6 inches.
3. Handrails are required to be installed between 34 and 38 inches above the stair surfaces.
4. The handrail must extend the full length of the stair or ramp.
5. Handrails will return to a wall, guard, or the walking surface or will be continuous to the handrail of an adjacent stair flight or ramp run. At stairways where handrails are not continuous between flights, the handrails will extend horizontally at least 12 inches beyond the top riser and continue to slope for the depth of one tread beyond the bottom riser. At ramps where handrails are not continuous between runs the handrail will extend horizontally above the landing 12 inches (305 mm) minimum beyond the top and bottom ramps.
6. Handrails with a circular cross section must have an outside diameter of at least 1.25 inches but not more than 2 inches. If the handrail is not circular, the perimeter dimension must be at least 4 inches but not greater than 6.25 inches with a maximum cross-section dimension of 2.25 inches.
 - i. Handrails with a perimeter greater than 6.25 inches must provide a graspable finger recess area on both sides of the profile. The finger recess must begin within a distance of 0.75 inch measured vertically from the tallest portion of the profile and achieve a depth of at least 5/16 inch within 7/8 inch below the widest portion of the profile. This required depth will continue for at least 3/8 inch to a level that is not less than 1.75 inches below

the tallest portion of the profile. The minimum width of the handrail above the recess will be 1.25 inches to a maximum 2.75 inches.

ii. Edges will have a minimum radius of 0.01 inch.

7. Handrails must be not less than 2 1/4 in. from the wall (LSC Section 7.2.2.4.5.5). IBC requires a minimum 1 1/2 inches from the wall (IBC Section 1014.7).
8. The handrail is not permitted to project more than 4.5 inches into the required width of a stair or 3.5 inches at a ramp.

8.12 GUARDS

Guards shall be designed and installed in accordance with IBC Section 1015 and LSC Sections 7.1.8, 7.2.5.5 & 7.2.2.4. Specific requirements are as follows:

1. Guards will be provided along the open side of walking surfaces, stairways, ramps and landings which are located more than 30 inches above the floor or grade.
2. Guards must form a protective barrier not less than 42 inches in height, measured vertically above the leading edge of the tread, adjacent walking surface or adjacent seat board.
 - a. Guards may be 26 inches in height at the front of seating aisles where sight-lines to the event floor may otherwise be constrained (30 inches minimum is typically recommended) (NFPA 101 Section 12.2.11.1.1). Guards must be a minimum 36 inches in height at the foot of aisles and also maintain 42 inches between the top of the rail and the nosing of the nearest tread (NFPA 101 Section 12.2.11.1.2.2).
3. Open guards must contain balusters or ornamental patterns such that a four-inch diameter sphere cannot pass through any opening up to a height of 34 inches. From a height of 34 inches to 42 inches above the adjacent walking surfaces, a sphere 8 inches in diameter shall not pass.

EXCEPTIONS

- a. The triangular openings formed by the riser, tread and bottom rail at the open side of a stairway shall be of a maximum size such that a sphere of six (6) inches in diameter cannot pass through the opening.
- b. In storage areas and at elevated walking surfaces for access to and use of electrical, mechanical, or plumbing systems or equipment, guards shall have balusters or be of solid materials such that a sphere with a diameter of 21 inches cannot pass through any opening.

8.13 STEPPED AISLE CONSTRUCTION

Aisles with a slope exceeding one (1) unit vertical in eight (8) units horizontal (12.5-percent slope) must be provided with a series of risers and treads that extend across the full required width of the aisles. Such stepped aisles must be constructed as follows:

- Treads:
 - Tread depths must not be less than 11 inches.
 - A contrasting marking stripe must be provided on each tread at the nosing or leading edge such that the location of each tread is readily apparent when viewed in descent.
- Risers
 - Where the gradient of stepped aisles is the be the same as the gradient of adjoining seating areas, the riser height must not be less than 4 inches, and not more than 8 inches.
 - Riser heights not exceeding 9 inches are allowed where they are necessitated by the slope of the adjacent seating area to maintain sightlines.
 - The riser height must be uniform within each flight.
 - Riser height uniformity must be limited to the extent necessitated by changes in the gradient of the adjoining seating area to maintain sightlines.
 - Non-uniformity that exceed 3/16 inches between risers must be indicated with a distinctive marking stripe on each tread at the nosing or leading edge adjacent to the nonuniform riser.
- Stepped aisles shall be provided with handrails per IBC Section 1030.16 and LSC Section 12.2.5.6.9.

8.14 AISLE WIDTH

Aisles shall be sufficient in width to accommodate the occupant load served based on the egress capacity factors contained above per IBC Section 1030.9 and LSC Section 12.2.5.6.3. The following widths are proposed as the basis of the design:

- Stepped aisles serving more than 50 people must provide a minimum 48 inches in width where serving seating on both sides, IBC Section 1030.9.1.
 - Stepped aisles serving seating on both sides with less than 50 occupants shall be a minimum 36 inches

- Note: where 48-inch wide aisles that serve more than 50 occupants with seating on both sides, split around a vomitory into two (2) aisles, the minimum clear width of each aisle around the vomitory opening must not be less than 36 inches wide.
- Stepped aisles serving seating on only one side for more than five rows shall be minimum 36 inches.
 - Stepped aisles serving seating on only one side with five rows or less are allowed to be 23 inches wide.
- Stepped aisles handrails or guard and seating shall be no less than 23 inches in clear width, where the aisle is subdivided by a handrail.
- Level or ramped aisles serving seating on both sides shall be no less than 42 inches in width.
 - Aisles serving less than 50 seats shall be permitted to be 36 inches.
 - Aisles serving less than 15 seats and is not an accessible route shall be permitted to be 30 inches.
- Level or ramped aisles serving seating on only one side shall be provided with minimum of 36 inches.
- Portions of aisles, where egress is possible in either of two directions, must be uniform in minimum width or required capacity.

The clear width for aisles must be measured to walls, edges of seating, and tread edges. Note that handrails are permitted to project up to 4-1/2 inches into the required width of stepped aisles.

8.15 AISLE ACCESSWAY

Sufficient clear width must be provided within each row to allow occupants to access the aisle. Such clear widths must comply with the following. The minimum allowable width of the aisle accessway is dependent on the provisions of LSC Section 12.2.5.5 and IBC Section 1030.13. The aisle accessway clear width must be measured as the clear horizontal distance from the back of the row ahead and the nearest projection of the row behind. Where chairs have automatic or self-rising seats, the measurement shall be made with seats in the raised position. Where any chair in the row does not have an automatic or self-rising seat, the measurements must be made with the seat in the down position.

9 STAGES

Stages are to comply with IBC Section 410 and LSC Section 12.4.6. The Portland Music Hall Stage is to be 48 ½ feet in height and 2,430 square feet.

9.1 CONSTRUCTION

Stages are to be constructed of materials of the same types of construction of the building in which the stage is located, the finish floor is permitted to be of wood (LSC Section 12.4.6.3). Opening through the stage must be equipped with tight fitting traps with approved safety locks, and the comply requirement in LSC Section 12.4.6.3.3. Stage stairs are permitted to be constructed of combustible materials per LSC Section 12.4.6.1.2.

Scenery and stage properties shall be noncombustible materials, limited-combustible materials, or fire-retardant-treated wood LSC Section 12.4.6.11. Combustible sets and scenery materials in compliance with IBC Section 410.2.6 and LSC Section 12.4.6.11.1. Foamed plastics are permitted to be used if they comply with LSC Section 12.4.6.11.2.

The stage shall be separated from dressing rooms, scene docks property rooms, workshops, storerooms and compartment contiguous to the stage and other parts of the building by 1-hour fire resistance rating. Dressing rooms, scene docks property rooms, workshops, storerooms and compartment contiguous to the stage shall be separated from each other by not less than 1-hour fire resistance rating. (IBC Section 410.4)

The stage must be provided with an emergency ventilation system in compliance with IBC Section 410.2.7 and LSC Section 12.4.6.5. A minimum of two labeled roof vents must automatically open by an approved heat-activated device with an aggregate opening of not less than 5 percent of the stage area. Roof vents shall be located in the center of and above the highest part of the stage area and exhaust directed to the exterior of the building (LSC Section 12.4.6.5) The Roof Vents shall be designed to maintain the smoke level at not less than 6 feet above the highest level of assembly seating or above the top of the proscenium opening (LSC Section 12.4.6.5.2).

Catwalks, gridiron, fly galleries and pinrails are to be constructed in compliance with LSC Section 12.4.6.8-6 and IBC Section 410.2.2. Structural framing that is designed only for attachment of portable or fixed theater equipment, gridirons, and galleries and catwalks shall be constructed of material consistence of the building material construction type, they are not required to comply with the fire resistance rating (LSC Section 12.4.6.8.1 and IBC Section 410.2.2). Fly galleries and pinrails are permitted to be constructed of Fire-retardant-treated wood. Combustible materials are permitted to be used for floors of catwalks and galleries (LSC Section 12.4.6.8).

If the stage increases to over 50 feet in height additional requirements will apply. Stages are to be constructed of Construction Type I materials. Stages greater than 50 feet in height must be protected by a proscenium wall not less than a 2-hour fire resistance rated wall from the foundation to the roof per IBC Section 410.2.4. The Proscenium walls and curtains shall comply with IBC Section 410.2.4, 410.2.5, and LSC 12.4.6.6, 12.4.6.7. The stage shall be separated from dressing rooms, scene docks property rooms, workshops, storerooms and compartment appurtenant to the stage and other part of the building by 2-hours fire resistance rating.

9.2 MEANS OF EGRESS

Where two or more exits or exit access doorways are required, a minimum of 1 exit or exit access doorway must be provided on each side of the stage (IBC Section 410.5.1). Stairways and ramp serving the stage or platform are not required to be enclosed (IBC Section 410.5.2 & LSC Section 12.2.2.3.1).

Doors that are to be used as a means of egress, loading/unloading, or that is anticipated to be opened during occupancy of the theater must have a vestibule to prevent air drafts. (IBC Section 410.2.3)

Technical production requirements area are subject different means of egress requirements per IBC Section 410.5.3. Each technical production area must be provided with one (1) means of egress. The common path of travel must not exceed 100 feet. Travel distance must not exceed 400 feet. The path of egress must maintain a clear width of 22 inches. The path of egress may include stairways, ramps, spirals stairways, catwalks, alternating tread devices and permanent ladders. Ladders used for egress may serve no more than 10 occupants. (LSC Sections 7.2.9 & 12.2.2.10.2)

Automatic sprinklers must be installed under the roof, gridiron and under all catwalks and galleries located above the stage (IBC Section 410.6).

Stages greater than 1,000 square feet shall be equipped with Class III wet standpipes, with 1 ½ inch hose connection on each side of the stage (IBC section 905.3.4). The stage shall also be equipped with sufficient length of 1 ½ inch hose to provide fire protection for the stage area with an approved adjustable fog nozzle and be mounted in a cabinet or rack.

10 FIRE PROTECTION SYSTEMS

The following is a summary of the Fire Protection and Life Safety features being provided in the building:

1. Site Fire Protection Features:

- a. Fire Department Vehicle Access is required to be provided in accordance with the Fire Code.
- b. Fire Department Connection will be located within 100 feet of an outside fire hydrant connected to a water main that meets the required fire flow for the building. The Fire Department Connection will be arranged so the fire department can supply the entire fire protection system.
- c. The project will be equipped with an Emergency Responder Radio Coverage System.

2. Construction Type:

- a. The building construction type is proposed to be Type IIA noncombustible construction, with building elements protected in accordance with IBC Table 601.

3. Automatic Sprinkler and Standpipe Systems:

- a. Automatic Sprinklers will be provided throughout designed in accordance with NFPA 13.
- b. Class I standpipes are minimally required since the building does contain floor levels more than 30 feet above the lowest level of fire department vehicle access.
- c. Class III standpipes are required on both sides of the stage.

4. Portable fire extinguishers:

- a. Portable fire extinguishers shall be provided throughout the building in accordance with NFPA 10.

5. Fire Alarm and Occupant Notification Systems:

- a. Fire Alarm system is required to be designed in accordance with NFPA 72.
- b. An electrically supervised UL listed fire alarm system will be provided throughout the project. In addition, this system shall be listed.
 - i. This system will provide automatic notification to the fire department for the building.
 - ii. An emergency voice communication system will be provided throughout the Music Hall and will comply with NFPA 72. This system shall be capable of delivering emergency voice messaging through the use of fire alarm listed speakers installed throughout every space. The Fire Alarm system will shut down house music and turn on house lights upon activation.
 - iii. Smoke Detection will be provided in the following buildings spaces. Consideration should be given to detection methods that will not activate a false alarm based on the presents of haze or fog.

1. In elevator machine rooms, machinery spaces, control rooms, and control spaces, and in elevator lobbies.
 2. At each fire alarm control terminal in accordance with NFPA 72.
 3. Each public address system amplifier room, where utilized for occupant notification.
- iv. Manual Fire Alarm Pull Stations are not required to be provided in the design of the public assembly and office spaces within the building. (IBC Sections 907.2.1, and 907.2.2) However, a minimum of one manual pull stations will be provided within the project.
6. Emergency power shall be provided to the following systems:
 - a. Emergency lighting along the means of egress.
 - b. Electric Fire pump and associated monitoring equipment (if necessary).
 - c. Exit signs.
 - d. Fire Alarm System and all associated equipment.
 - e. Power operated locks (if provided).
7. The entire means of egress is provided with normal and emergency lighting combined with egress signage.
8. Smoke Control: A smoke control system is not required for the building as it has been designed utilizing conventional mean of egress factors and does not take into account provisions utilizing smoke protected seating.
9. Elevators:
 - a. Two-way communication must be provided at public passenger elevator lobbies on each accessible building level located one (1) or more stories above or below the level of exit discharge. The systems must be designed in accordance with NFPA 72 for appropriate survivability requirements.

10.1 AUTOMATIC SPRINKLER PROTECTION

An automatic sprinkler system will be installed throughout the building. The system will be designed in accordance with NFPA 13.

The fire protection design demands in the new building will be based on state and local codes, standards and ordinances; and owner's insurance requirements. The sprinkler/standpipe system will include the following:

- Wet pipe fire protection will be provided throughout the majority of the building. A dry pipe sprinkler system will serve the loading dock.
- Automatic sprinkler systems, standpipe systems, and hose systems will be supplied from site water mains.
- The fire department connections will be located within 100 feet of an outside fire hydrant connected to a water main that meets the required fire flow for the building.
- Hose valves for standpipe systems will be 2.5 inch in diameter with 1.5-inch reducers. Hose threads will match the thread requirements of the local fire department.
- Water flow switches and valve tamper switches will be provided for the sprinkler and standpipe system.

10.2 STANDPIPES

Standpipes are required throughout the building when the highest story is greater than 30 feet above the lowest level of fire department access (IBC Section 905). As the highest story is more than 30 feet above grade, standpipe will be provided and designed in accordance with NFPA 14 "Standard for the Installation of Standpipe, Private Hydrant and Hose Systems". Standpipe hose outlets will be located:

- At each exit stair at each floor level throughout the building.
- In every exit passageway, at the entrance from the exit passage to other building area of the building
- Where required by the fire official for areas that are more than 200 feet from a hose connection.
- At the roof or the highest landing for stairways with access to the roof if the roof slope is less than 4 units vertical in 12 units horizontal.
- Stages greater than 1,000 square feet shall be equipped with Class III wet standpipes, with 1 ½ inch hose connection on each side of the stage. (IBC section 905.3.4)

10.3 FIRE ALARM

A fire alarm system is required in the building in accordance with IBC Section 907 and LSC Section 9.6.1 and 12.3.4. The fire alarm system must also be provided with a voice communication system, as the

building is an assembly occupancy with more than 1,000 occupants. A listed point addressable fire alarm system will be designed and installed in accordance with NFPA 70 and NFPA 72. Listed visual strobes and audible speaker alarm equipment will be provided throughout the building. Where smoke detectors are required and open to the performance area, consideration should be given to detection methods that will not activate a false alarm based on the presents of haze or fog.

10.3.1 Emergency Voice/Alarm Communication System

The operation of any fire detection, sprinkler waterflow device, or manual fire alarm box shall automatically sound an alert tone followed by voice instructions giving approved information and directions for general evacuation. Speakers shall be provided throughout the building by paging zones. As a minimum paging zones shall be provided as follows:

- Elevator Groups
- Exit Stairways
- Each Floor throughout

The communication system shall also provide the capability for manual override and live voice messaging. The system shall be designed in accordance with NFPA 72. It should be confirmed with ownership if a positive alarm sequence is desired requiring discussion with the Portland Fire Department.

10.4 ELEVATOR PROVISIONS

Smoke detection will be provided in the elevator lobby of the new passenger elevators. Activation of a smoke detector in the elevator lobby, the elevator machine room, or the elevator shaft will cause the elevator to return to the designated floor of origin. The elevator will return under normal and emergency power. Once the elevator car returns, the car will remain inoperable unless overridden by the Fire Department. Phase I and Phase II recall equipment prescribed by the ASME 17.1 (2013) will be provided for the elevators in the building. Two-way communication devices will be provided at elevator lobby areas above and below grade.

10.5 PORTABLE FIRE EXTINGUISHERS

Portable fire extinguishers will be provided in locations throughout the building as required by NFPA 10. Basic requirements are as follows.

IBC Section 906.1 requires extinguishers:

- Not more than 75 feet of travel distance to a fire extinguisher.
- Portable Class BC in elevator machine rooms and kitchens (kitchens may require class K depending on contents and use)
- Extinguishers shall not exceed 40 lbs.

10.6 FIRE DEPARTMENT ACCESS

Per the Fire Prevention Code, NFPA 1 §18.2.3.2, a fire department access road must be maintained / provided in a manner that allows for at least one (1) exterior door to be within 50 feet of the access road that can be opened from the outside. Two access roads are typically considered for buildings of this size as a single fire department access road could be impaired by vehicle congestion.

In addition:

- All points of the building must be within 450 feet of fire department access roads as the building is protected throughout by an automatic sprinkler system (NFPA 1 §18.2.3.2.2.1).
- The fire department access road must have an unobstructed width of not less than 20 feet, and an unobstructed vertical clearance of 13 feet 6 inches.
- The access road must be designed and maintained to support the turning radius and imposed loads of fire department apparatus and must be provided with an all-weather driving surface.
- Where necessary, dead ends are permitted provided they do not exceed 150 feet.

10.7 EMERGENCY RESPONDER RADIO COVERAGE

Per the IBC §918.1 and NFPA 1§11.10.2, all buildings must have approved radio coverage for emergency responders within the building. The emergency responder radio coverage must be in accordance with NPFA 1221, *Standard for the Installation, Maintenance, and Use of Emergency Services Communications Systems*, 2016 edition.

11 ACCESSIBILITY

11.1 NEW CONSTRUCTION ACCESSIBILITY REQUIREMENTS- GENERAL

The building will be designed to be fully accessible and meet IBC Chapter 11, ICC A117.1 as well as the 2010 Americans with Disabilities Act. Both the IBC and ADA require that all entrances and public spaces are accessible, and that all bathrooms be designed to be accessible.

The following accessibility features shall be provided in the new building:

- All bathrooms will be accessible. Where clustered bathrooms are provided at least 50% must comply with ADA.
- The elevators will be fully accessible.
- All entrances will be accessible.
- All exterior walkways will be accessible.
- Accessible seating will be dispersed vertically and horizontally in all spaces.

11.2 ACCESSIBLE SEATING REQUIREMENTS

In places of assembly with fixed seating, the minimum number of accessible spaces provided must be in accordance with the table below:

**TABLE 1109.2.2.1
ACCESSIBLE WHEELCHAIR SPACES**

CAPACITY OF SEATING IN ASSEMBLY AREAS	MINIMUM REQUIRED NUMBER OF WHEELCHAIR SPACES
4 to 25	1
26 to 50	2
51 to 100	4
101 to 300	5
301 to 500	6
501 to 5,000	6, plus 1 for each 150, or fraction thereof, between 501 through 5,000
5,001 and over	36 plus 1 for each 200, or fraction thereof, over 5,000

When more than 150 seats are provided, the wheelchair seating locations must be provided in more than one (1) location and must be dispersed through the seating area. Accessible seating must be integral with the rest of the seating (i.e. shoulder to shoulder). ADA §221.2.3.1 and §221.2.3.2 require horizontal and vertical distribution of assembly seating where the number of seats exceeds 300.

In addition to wheelchair seating locations, 5% of all fixed seats must be a companion seat consisting of an aisle seat with no armrests on the aisle side (or with removable or folding armrests on the aisle side) (IBC §1109.2.5).

A permanently installed assistive listening system, or other supplementary wiring necessary to support a portable assistive listening system must be provided (IBC §1109.2.7). The minimum number of receivers to be provided must be equal to 55 plus 1 per 100 seats over 2,000 seats. One per four receivers must be hearing aid compatible. See the table below:

**TABLE 1109.2.7.1
RECEIVERS FOR ASSISTIVE LISTENING SYSTEMS**

CAPACITY OF SEATING IN ASSEMBLY AREAS	MINIMUM REQUIRED NUMBER OF RECEIVERS	MINIMUM NUMBER OF RECEIVERS TO BE HEARING-AID COMPATIBLE
50 or less	2	2
51 to 200	2, plus 1 per 25 seats over 50 seats*	2
201 to 500	2, plus 1 per 25 seats over 50 seats*	1 per 4 receivers*
501 to 1,000	20, plus 1 per 33 seats over 500 seats*	1 per 4 receivers*
1,001 to 2,000	35, plus 1 per 50 seats over 1,000 seats*	1 per 4 receivers*
Over 2,000	55, plus 1 per 100 seats over 2,000 seats*	1 per 4 receivers*

Note: * = or fraction thereof

12 PLUMBING FIXTURES

The Maine Plumbing Code adopts the 2021 Uniform Plumbing Code. The following table outlines the plumbing fixture requirements for new construction. The factors that dictate the fixture counts for the building dependent on the intended use of each space. Occupants may travel up or down one (1) floor to use fixtures and fixtures must be within 500 feet of travel distance (UPC §422.4). Separate toilet facilities must be provided for each sex (Maine Amendment to UPC §422.2).

Occupancy	Water closets		Urinals*	Lavatories		Drinking Fountain
	Female	Male		Female	Male	
Assembly (Theater)	1: 1-25 2: 26-50 3: 51-100 4: 101-200 6: 201-300 8: 301-400	1: 1-100 2: 101-200 3: 201-400	1: 1-200 2: 201-300 3: 301-400 4: 401-600	1: 1-100 2: 101-200 4: 201-300 5: 301-500 6: 501-750	1: 1-200 2: 201-400 3: 401-600 3: 601-750	1: 1-250 2: 251-500 3: 501-750
	Over 400, add 1 for each additional 500 males or 125 females		Over 600, add 1 for each additional 300	Over 750, add 1 for each 250 males or 200 females		Over 750, add 1 fixture for each additional 500

Occupancy	Water closets		Urinals*	Lavatories		Drinking Fountain
	Female	Male		Female	Male	
Business	1: 1-15 2: 16-30 3: 31-50 4: 51-100 8: 101-200 11: 201-400	1: 1-50 2: 51-100 3: 101-200 4: 201-400	1: 1-100 2: 101-200 3: 201-400 4: 401-600	1: 1-50 2: 51-100 3: 101-150 4: 151-200 5: 201-300 6: 301-400	1: 1-75 2: 76-150 3: 151-200 4: 201-300 5: 301-400	1 per 150
	Over 400, add 1 for each additional 500 males or 150 females		Over 600, add 1 for each additional 300	Over 400, add 1 for each additional 250 males or 200 females		
Storage	1: 1-100 2: 101-200 3: 201-400	1: 1-100 2: 101-200 3: 201-400	-	1: 1-200 2: 201-400 3: 401-750	1: 1-200 2: 201-400 3: 401-750	1: 1-250 2: 251-500 3: 501-750
	Over 400, add 1 for each additional 500 males or 150 females			Over 750, add 1 for each 500 occupants		Over 750, add 1 fixture for each additional 500

*For each urinal added in excess of the minimum required, one water closet is permitted to be deducted. The number of water closets must not be reduced to less than 2/3 the minimum required.

13 CONCLUSION

The building is to be constructed in accordance with the requirements of the applicable codes. During this process, the building will be designed to provide levels of safety at least equivalent to the provisions contained in the applicable codes. To achieve these levels of safety, the following primary features are provided:

1. The building construction type will be Type IIA protected noncombustible construction.
 2. Complete automatic sprinkler protection will be provided throughout the enclosed spaces within the building.
 3. A UL-listed fire alarm system equipped with voice communication will be provided throughout the building in accordance with MUBEC 907.2.1.
 4. Egress will be provided as outlined in this report.
 5. The new building will be designed to be fully accessible including the entrances and bathrooms.
- The building will be designed to be fully accessible per the requirements of ICC A117.1 and ADA.

If you have questions or comments, please contact me.

Sincerely,



KEITH FLANDERS, P.E.

Project Director (kflanders@howeengineers.com)

 781 878 3500 x 219

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 141 Longwater Drive, Suite 110. Norwell, MA 02061

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
212 Canco Road
Portland, Maine 04103



Bradley Roland, P.E.
Water Resources Division
Department of Public Works
212 Canco Road
Portland, ME 04103

Date: 12/2/2024

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

Site Address: 244 Cumberland Ave.

Chart Block Lot Number: 27/D/003

Proposed Use: Theater and Performance Hall

Previous Use: Parking, former Printing and Commercial

Existing Sanitary Flows: 0 (vacant) GPD

Existing Process Flows: N/A GPD

Description and location of City sewer that is to
receive the proposed building sewer lateral.

Existing sewer main in Pearl Street
at Cumberland Avenue

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

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

2. Please, Submit Contact Information.

City Planner's Name: Matt Grooms Phone: (207) 874-8699

Owner/Developer Name: Portland Music Holdings, LLC

Owner/Developer Address: 200 US Route 1, Suite 200 Scarborough, ME

Phone: 207-617-3890

Fax: _____ E-mail: tgoldenfarb@ramcompaniesusa.com

Engineering Consultant Name: Sebago Technics, Inc.

Engineering Consultant Address: 75 John Roberts Road, Suite 4A, South Portland, ME 04106

Phone: 207-200-2092

Fax: 207-856-2206 E-mail: ctaylor@sebagotechnics.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: 18,380 GPD

Peaking Factor/ Peak Times: 6 pm - 12 am (midnight)

Specify the source of design guidelines: (i.e. X "Handbook of Subsurface Wastewater Disposal in Maine,"
"Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify)

Note: Please submit calculations showing the derivation of your design flows, either on the following page, in the space provided, or attached, as a separate sheet.

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values:	TBD
Size of External Grease Interceptor:	1,500 (Estimated)
Retention Time:	TBD
Peaking Factor/ Peak Times:	TBD

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time. Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated:	N/A	GPD
Do you currently hold Federal or State discharge permits?	Yes	No
Is the process wastewater termed categorical under CFR 40?	Yes	No
OSHA Standard Industrial Code (SIC):	(http://www.osha.gov/oshstats/sicser.html)	
Peaking Factor/Peak Process Times:		

Note: On the submitted plans, please show where the building's domestic sanitary sewer laterals, as well as the building's industrial-commercial process wastewater sewer laterals exits the facility. Also, show where these building sewer laterals enter the city's sewer. Finally, show the location of the wet wells, control manholes, or other access points; and, the locations of filters, strainers, or grease traps.

Note: Please submit detailed calculations showing the derivation of your design flows, either in the space provided, or attached, as a separate sheet.

FIRE PROTECTION AND LIFE SAFETY NARRATIVE

PREPARED FOR DAIQ

PORTLAND MUSIC HALL

Portland, Maine



141 LONGWATER DRIVE, SUITE 110
NORWELL, MA 02061
781.878.3500

TABLE OF CONTENTS

1	DOCUMENT HISTORY	4
2	PURPOSE	4
3	PROJECT DESCRIPTION	4
4	AREAS REQUIRING INTERPRETATION OR EQUIVALENCY	4
4.1	MEZZANINE.....	4
5	APPLICABLE CODES AND STANDARDS.....	6
6	OCCUPANCY CLASSIFICATION.....	7
7	BUILDING CONSTRUCTION	8
7.1	BUILDING HEIGHT AND AREA ANALYSIS	8
7.2	MEZZANINE.....	8
7.3	FIRE RESISTANCE RATINGS	8
7.4	SPECIAL FIRE SEPARATIONS REQUIRED	9
7.5	OPENING PROTECTIVES	9
7.6	PROTECTED VERTICAL OPENINGS	10
7.7	INTERIOR WALL AND CEILING FINISHES	10
7.8	INTERIOR FLOOR FINISHES	11
8	MEANS OF EGRESS SYSTEM.....	11
8.1	OCCUPANT LOAD	11
8.2	EXIT CAPACITIES.....	12
8.3	EXIT ACCESS TRAVEL DISTANCE	13
8.4	NUMBER OF EXITS.....	13
8.5	DEAD END CORRIDOR LIMITS	14
8.6	EXIT DISCHARGE.....	14
8.7	ACCESSIBLE MEANS OF EGRESS.....	14
8.8	EXIT ACCESS DOORWAYS AND OPENINGS	15
8.9	PANIC HARDWARE	15
8.10	EXIT STAIRWAYS	16
8.11	HANDRAILS	17
8.12	GUARDS	18
8.13	STEPPED AISLE CONSTRUCTION	19
8.14	AISLE WIDTH	19
8.15	AISLE ACCESSWAY	20
9	STAGES	20
9.1	CONSTRUCTION.....	21
9.2	MEANS OF EGRESS.....	22
10	FIRE PROTECTION SYSTEMS	22
10.1	AUTOMATIC SPRINKLER PROTECTION	24
10.2	STANDPIPES.....	25
10.3	FIRE ALARM.....	25
10.3.1	Emergency Voice/Alarm Communication System	26
10.4	ELEVATOR PROVISIONS.....	26
10.5	PORTABLE FIRE EXTINGUISHERS.....	26
10.6	FIRE DEPARTMENT ACCESS.....	27
10.7	EMERGENCY RESPONDER RADIO COVERAGE	27
11	ACCESSIBILITY	27

11.1	NEW CONSTRUCTION ACCESSIBILITY REQUIREMENTS- GENERAL	27
11.2	ACCESSIBLE SEATING REQUIREMENTS.....	28
12	PLUMBING FIXTURES.....	29
13	CONCLUSION.....	30

1 DOCUMENT HISTORY

Schematic Design FPLS Narrative.....December 18, 2024

2 PURPOSE

The purpose of this report is to document and provide the conceptual code compliance strategy, including the framework for the fire protection and life safety concept, for the proposed Portland Music Hall located in Portland, Maine. This document will also identify concepts that are not clearly addressed by the applicable building codes, which will require interpretation by the authorities having jurisdiction (AHJ).

3 PROJECT DESCRIPTION

The new Portland Music Hall is designed for approximately 5,300 occupant seats. The new building will include two (2) stories with a mezzanine and a footprint of approximately 37,000 square feet and a roof height of approximately 57 feet. The following fire protection and life safety features are included in the project among others:

Primary Occupancy: Assembly Group A-1 (Concert Hall)
Construction Type: Type IIA (noncombustible, protected)
Sprinkler: Yes, NFPA 13 Sprinkler System
Standpipe: Yes, Hose valve connections at enclosed stairs and stage
Fire Alarm: Yes, Voice Alarm Communication System
Means of Egress: Conventional Egress Factors Utilized (0.20 for doors and 0.30 for stairs)
Stairs > 44 inches : Capacity = $146.7 + [(W_n - 44) / 0.218]$
W_n = Nominal Width of Stair

4 AREAS REQUIRING INTERPRETATION OR EQUIVALENCY

4.1 MEZZANINE

The floor area of a mezzanine must be limited to 1/3 the open floor area of the room or space in which they are located per LSC Section 8.6.10 and IBC Section 505.2. The floor area of a mezzanine may be 1/2 the open floor area below per IBC Section 505.2.1 Exc 2. Note the applicable edition of NFPA 101 does not include a permitted area increase beyond 1/3 the open floor area below.

The Third (mezzanine) Level of the assembly seating is being considered a mezzanine to the Ground Level as it is open to the floor, albeit also open to Level 2. The Ground Level to Level 2 vertical opening is considered a compliant unprotected two-story opening in a building with an automatic sprinkler system in accordance with NFPA 101 Section 12.3.1(3) and IBC §712.1.9.

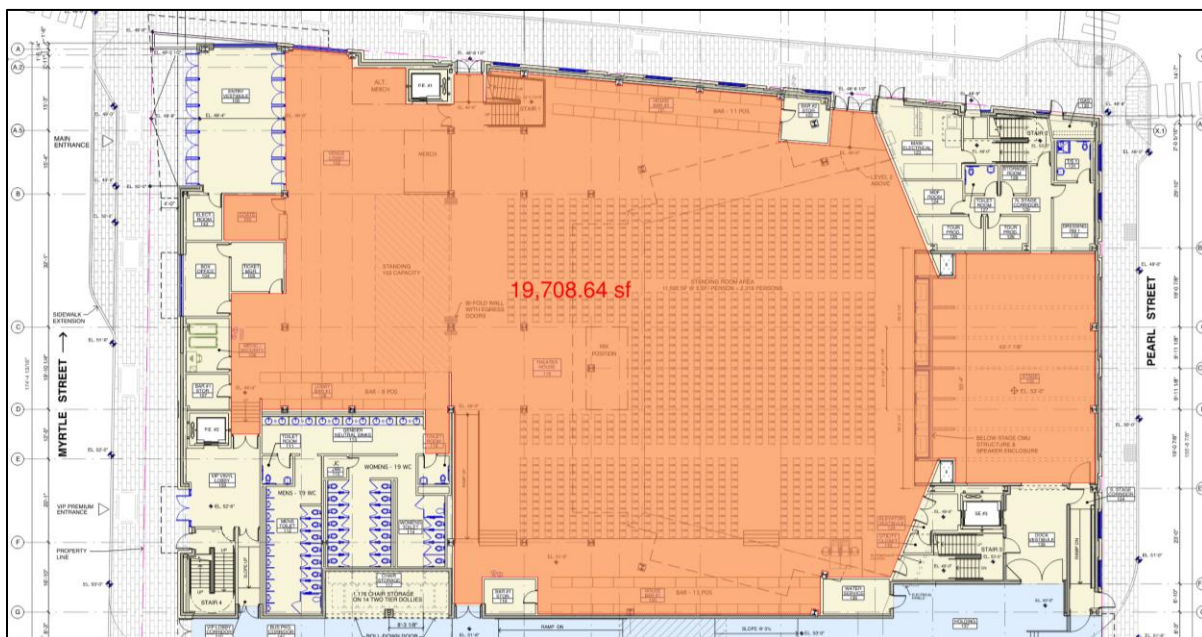
Enclosed spaces of a mezzanine are permitted provided the occupant load of the enclosed space does not exceed 10 (IBC Section 505.2.3 Exc 1 and NFPA 101 Section 8.6.10.3.1).

The mezzanine level has an occupiable area of 6,353 square feet and is open to the Ground Floor having an area of 19,708 square feet. Accordingly, the mezzanine is less than 1/3 the area of the ground floor.

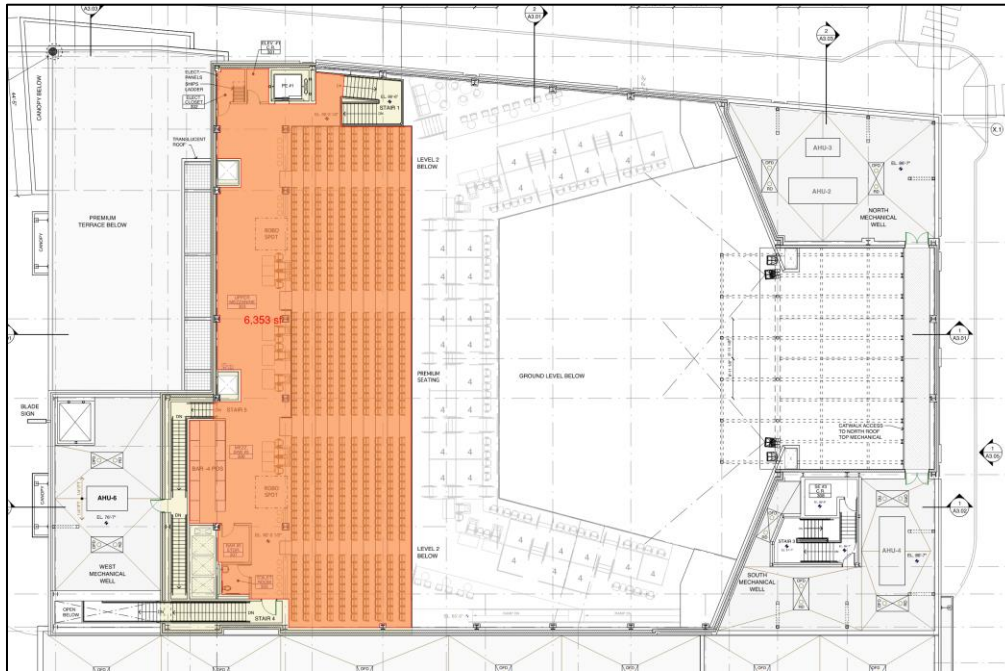
Note that the Open Area considered on the Ground Floor includes the Lobby which has a foldable wall from the seating area that will only be utilized when there is not an audience present. The foldable wall is for security purposes during stage setup operations. The stage is also included in the Ground Floor area that is considered open to the mezzanine as occupants would be aware of any events on the stage. The measured mezzanine area also does not include stairs, elevator shafts, and non-occupiable shafts as these do not require egress on the mezzanine.

Accordingly, the Lobby is considered open for the purpose of the determining the allowable mezzanine area since the mezzanine will only be occupied when the operable partition is open during performances.

The areas measured below shows the **open Ground Floor area**.



The image below shows the **occupiable area measured for the mezzanine**.



5 APPLICABLE CODES AND STANDARDS

The following codes/standards are considered applicable for this project and are based on the currently proposed 2024 MUBEC. As the project progresses the design team will monitor the applicable codes for any relevant updates that may occur before permit submission.

- Maine Uniform Building and Energy Code (MUBEC), 2024 edition
 - 2021 International Building Code (IBC), with state amendments
 - 2021 International Mechanical Code (IMC), with state amendments
 - 2021 International Energy Conservation Code (IECC) with stretch code as adopted by the city
- 2021 Maine State Plumbing Code
 - 2021 Uniform Plumbing Code
- Accessibility
 - IBC Chapter 11 and 2017 ICC A117.1 (Accessible and Usable Buildings and Facilities)
 - 2010 Americans with Disabilities Act (ADA)

- Other Standards adopted by the Maine Fire Marshal office include:
 - NFPA 1, Fire Prevention Code, 2018 Edition, with Local and state amendments
 - NFPA 101, Life Safety Code, 2018 Edition, with local and state amendments (LSC)
 - NFPA 10, Standard for Portable Fire Extinguishers, 2018 Edition, with state amendments
 - NFPA 13, Installation of Sprinkler Systems, 2016 Edition, with state amendments
 - NFPA 14, Installation of Standpipe and Hose Systems, 2013 Edition, with state amendments
 - NFPA 20, Installation of Stationary Pumps for Fire Protection, 2013 Edition, with state amendments
 - NFPA 72, National Fire Alarm and Signaling Code, 2019 Edition, with state amendments

6 OCCUPANCY CLASSIFICATION

The Music Hall includes Assembly (Group A-1), Business (Group B), and Storage (Group S) uses, and is considered a Mixed-Use Occupancy. The building will comply with the requirements of Accessory Occupancies (IBC Section 508.2), Nonseparated/Mixed occupancy (IBC Section 508.3 and LSC Section 6.1.14.3) and Separated Occupancy (IBC Section 508.4). State amendments to the LSC regulate that IBC governs accessory occupancy requirements.

Separated Occupancies require a fire-resistance rating between occupancies aligned with IBC Table 508.4. The loading dock will be considered a separate occupancy per the IBC.

Table 1: Separated Occupancy Ratings

OCCUPANCY	B / S-1	S-2
	SPRINKLERED	SPRINKLERED
A	1	0
B / S-1	0	1

The Remainder of the Music Hall will be classified as a Nonseparated/Mixed Occupancy with the primary occupancies being Group A-1 Assembly. Office, storage areas, and MEP areas making up less than 10% of the floor area are to be considered accessory space. (IBC Sections 508.2).

7 BUILDING CONSTRUCTION

7.1 BUILDING HEIGHT AND AREA ANALYSIS

The Portland Music Hall is proposed to Type IIA construction. The following table outlines the allowable height and area based on the proposed construction type given the anticipated occupants.

Table 2: Height and Area Building and Type IIA Sprinklered

TYPE IIA CONSTRUCTION ALLOWANCES	PERMITTED (IBC)	ACTUAL
Height Above Grade		
All Occupancy involved:	85 ft	56.5 ft
Stories Above Grade		
Group A-1	4 stories	2 Stories
Group B	6 stories	
Group S-1	5 stories	
Group S-2	6 stories	
Floor Area (per story)		
Group A-1	46,500 ft ²	36,771 ft ²
Group B	112,500 ft ²	
Group S-1	78,000 ft ²	
Group S-2	117,000 ft ²	

7.2 MEZZANINE

Mezzanine must be limited to 1/3 of the of the floor area per LSC Section 8.6.10 and IBC Section 505.2. Accordingly, the mezzanine is less than 1/3 the floor is open to and compliant with both IBC and LSC. The mezzanines shall also be protected by an automatic sprinkler system and provided with a minimum of two means of egress.

7.3 FIRE RESISTANCE RATINGS

The fire resistance requirements for construction type can be found in IBC Table 601. The fire-resistance ratings for the Music Hall structural elements are as follows:

Table 3: Fire Resistance Ratings of Structural Elements for Type IIA Construction IBC Table 601

BUILDING STRUCTURAL ELEMENT	FIRE RESISTANCE RATING FOR TYPE IIA
Structural Frame Including columns, girders, and trusses	1-hour
Bearing Walls Exterior Interior	1-hour 1-hour
Nonbearing Walls and Partitions Exterior Interior	0-hour 0-hour
Floor Construction Including supporting beams and joists	1-hour
Roof Construction Including supporting beams and joists Roof Construction 20 feet or more above the floor	1-hour 0-hour

7.4 SPECIAL FIRE SEPARATIONS REQUIRED

Several referenced standards are applicable to this building that requires fire resistance rated separations for specific use areas. These required separations are provided below:

Table 4: Incidental Use Separation Requirements

ROOM OR AREA	SEPARATION AND / OR PROTECTION
NFPA 20 – Fire Pump Room (if required)	1-hr and automatic sprinklers
NFPA 70 – Transformer Rooms (over 112.5 kVA)	1-hr and automatic sprinklers
Furnace rooms where any piece of equipment is over 400,000 BTU/hr. input	1-hr, or automatic sprinklers ¹
Rooms with boilers where the largest piece of equipment is over 15 psi and 10 horsepower	1-hr, or automatic sprinkler ¹
Laundry Rooms over 100 square feet	1-hr, or automatic sprinkler ¹
Waste collection rooms over 100 square feet	1-hr, or automatic sprinkler ¹
Rooms containing Lithium-Ion Batteries larger than 20kWh	2-hr and automatic sprinklers
Note 1: Where Sprinkler protection is provided in lieu of a fire rating, the separation must still be capable of resisting the passages of smoke.	

7.5 OPENING PROTECTIVES

Openings in any fire-resistance rated assemblies within the building must be protected in accordance with IBC Table 716.1(2), Table 5 below.

Table 5: Opening Protective Fire-Protection Ratings (IBC Table 716.5 & NFPA 221 Table 4.9.2)

TYPE OF ASSEMBLY	REQUIRED ASSEMBLY RATING (HOURS)	MINIMUM OPENING PROTECTION ASSEMBLY (HOURS)
Fire walls and fire barriers having a fire resistance rating greater than one hour	2 1 ½	1 ½ 1 ½
Fire barriers of 1-hour fire rated construction:		
Shaft and Exit Enclosures	1	1
Other Fire Barriers	1	¾

7.6 PROTECTED VERTICAL OPENINGS

Vertical openings through floors must be protected by fire-rated assemblies in accordance with IBC Section 713.2 & LSC Section 8.6. Vertical openings include exit stairs, elevator shafts, mechanical shafts, grease duct shafts, and electrical chases. As any shafts will connect 3 stories or less, a minimum 1-hour fire-resistance rating must be provided.

The Ground Level is open to Level 2 which is considered a compliant two-story unprotected opening per LSC §12.3.1(1) and IBC 712.1.9. Level 3 is considered a mezzanine and therefore does performance area does not constitute a three-story vertical opening.

7.7 INTERIOR WALL AND CEILING FINISHES

Interior wall and ceiling finishes in the Music Hall are required to meet the requirements of LSC Chapter 10, Sections 12.3.3.2 & 38.3.3.2, and IBC Section 803.11 Refer to the tables on the following page for details. Interior finish applies to wall and ceiling finishes. Interior floor finish applies to floor coverings. Refer to Table 6 for the minimum finish requirements within sprinklered buildings for interior wall and ceiling finishes.

Table 6: Interior Wall and Ceiling Finish Requirements by Occupancy
Sprinklered Building (LSC 12.3.3, LSC 38.3.3, LSC 42.3.3.2, and IBC Table 803.11)

USE GROUP / MATERIAL	INTERIOR EXIT STAIRWAYS, INTERIOR EXIT RAMPS AND EXIT PASSAGEWAYS	LOBBIES, CORRIDORS, ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND EXIT ACCESS RAMPS	ROOMS AND ENCLOSED SPACES
A	A or B ¹	A or B ¹	A or B ¹
B	A or B ¹	A or B ¹	A, B, or C ¹
S	A, B, or C	A, B, or C	A, B, or C ¹
Textile Ceiling Coverings ⁴	A ^{1 or 2}	A ^{1 or 2}	A ^{1 or 2}

Textile Wall Coverings ⁴	A ³	A ³	A ³
-------------------------------------	----------------	----------------	----------------

Notes:

1. Tested and classified in accordance with ASTM E84 or UL 723.
2. Tested and classified in accordance with NFPA 286.
3. Tested and classified in accordance with NFPA 265 – Method B protocol.
4. Test preparation and mounting in accordance with ASTM E2404.

As noted in Table 6, depending on the classification and use of the material, interior wall and ceiling finish materials must be classified in accordance with ASTM E84 or UL 723, NFPA 286, or NFPA 265. Materials determined to be considered Class A when tested in accordance with NFPA 286 shall be equivalent to those testing in accordance with ASTM E84 or UL 723.

7.8 INTERIOR FLOOR FINISHES

Interior floor finishes in the Music Hall are required to meet the requirements of LSC Section 10.2.7, and IBC Section 804. All floor covering material comply DOC FF-1 “pill test” (CPSC 16 CFR Part 1630) or ASTM D2859. Interior floor finishes in exit enclosures and exit access corridors and spaces not separated from them by walls complying with LSC Section 12.3.6 must be no less than Class II as determined by NFPA 253 (LSC Section 12.3.3.5).

Floor sleepers, bucks and nailing blocks shall not be constructed of combustible materials, unless the space between the fire-resistance-rated floor assembly and the flooring is either solidly filled with noncombustible materials or fireblocked in accordance with Section 718, and provided that such open spaces shall not extend under or through permanent partitions or walls.

Wood finish flooring is permitted to be attached directly to the embedded or fire-blocked wood sleepers and shall be permitted where cemented directly to the top surface of fire-resistance rated floor assemblies or directly to a wood subfloor attached to sleepers as described above.

8 MEANS OF EGRESS SYSTEM

8.1 OCCUPANT LOAD

The occupant load for each space within the Music Hall is determined using the occupant load factors listed in IBC Table 1004.5, and LSC Table 7.3.1.2 as shown in the table below.

Table 7: Occupant Load Factors

OCCUPANT USE GROUP	OCCUPANT LOAD FACTOR
Fixed Assembly Seating	Actual Number of Fixed Seats
Waiting spaces	
Spaces ≤ 10,000 ft ²	5 square feet (net) per person
Spaces > 10,000 ft ²	7 square feet (net) person
Standing spaces	5 square feet (net) per person
Assembly, Concentrated (Seating, chairs only)	7 square feet (net) per person
Assembly, Unconcentrated (Tables and Chairs)	15 square feet (net) per person
Lighting and access catwalks	100 square feet (gross) per person
Stages and platforms	15 square feet (net) per person
Business	150 square feet (gross) per person
Conference rooms	15 square feet (net) per person
Commercial Kitchens	100 square feet (gross) per person
Storage, Mechanical, Electrical	300 square feet (gross) per person
Locker Room	50 square feet (gross) per person

Howe Engineers will be preparing Life Safety drawings to clearly depict the anticipated occupant loads of the building.

8.2 EXIT CAPACITIES

The exits within the Music Hall have been designed using the exit capacity factors listed in IBC Section 1005, LSC Section 7.3.3.1, and LSC Section 12.2.3. The exit capacity criteria are outlined in Table 8 below:

Table 8: Exit Capacity Factors

LOCATION	EXIT CAPACITY (INCHES PER PERSON)
Stairs, Stepped Aisles	0.30 inches/person
Doors, Corridors, Level Surfaces	0.20 inches/person

For stairs wider than 44 inches, the egress capacity may be calculated using the following equation:

$$\text{Capacity} = 146.7 + [(W_n - 44) / 0.218]$$

W_n = Nominal Width of Stair

It is noted that smoke protected seating provisions are not being utilized for this project as it would require the installation and ongoing maintenance of a smoke control system. By not utilizing the smoke protected seating provisions, the means of egress will comply with the:

- Conventional exit capacity factors.

- Standard travel distance requirements.
- Standard common path of travel requirements.

8.3 EXIT ACCESS TRAVEL DISTANCE

MUBEC replaces IBC Table 1017.2 with NFPA 101 Table A7.6. The common path of travel, and travel distance for each of the occupancies will be in accordance with the requirements for a sprinklered building contained in LSC Table A.7.6. Refer to the Table below:

Table 9: Exit Access Travel Distances and Common Path

OCCUPANCY	TRAVEL DISTANCE	MAXIMUM COMMON PATH OF TRAVEL
Assembly	250 feet	75 feet
Business	300 feet	100 feet
Low Hazard Storage	Not Limited	100 feet
Ordinary Hazard Storage	400 feet	100 feet

The common path of egress from any seat must be limited to 30 ft when serving more than 50 occupants. (IBC Section 1029.8)

8.4 NUMBER OF EXITS

The number of exits serving every space or story must comply with IBC Section 1006.3.3, and LSC Section 7.4. Table 10 outlines the requirements for number of exits per story, as based on occupant load.

Table 10: Required Number of Exits (IBC Table 1006.3.3)

OCCUPANT LOAD PER STORY	MINIMUM NUMBER OF EXITS OR ACCESS TO EXITS PER STORY
1 - 500	2*
501 – 1,000	3
More than 1,000	4

Unless otherwise permitted by IBC Section 1006.3.3 (refer to **Error!)*

Reference source not found.)

In addition to such provisions, a minimum of two (2) exits, or exit access doorways must be provided from any space where the common path of travel limitation are exceeded or a Group A or B spaces exceeds 49 occupants or Group S occupancy exceeds 29 occupants.

Where two (2) exits, or exit access doors are required from a space, they must be place not less than 1/3 the overall diagonal distance of the area served. (IBC Section 1007.1.1 Exception 2 & LSC Section 7.5.1.3.3).

Where there are three (3) or more exits or exit access doors, at least two of the exits or exit access doors are required to meet the remoteness as defined above. The additional exits shall be located as remotely as possible (IBC Section 1007.1.2).

The main entrance to assembly occupancies must be able to accommodate 2/3 of the total occupant load, and no more than 50 percent of the occupants may egress through a single exit (LSC Section 7.3.1.1.2 & LSC Section 12.2.3.6.2).

8.5 DEAD END CORRIDOR LIMITS

As outlined within IBC Section 1020.4, LSC Sections 12.2.5.1.3, 39.2.5.2, 42.2.5 and LSC Section 7.2.1.4.3.1 where more than one (1) exit or exit access doorway is required, exit access must be arranged such that there are no dead ends greater than:

- A Occupancies 20 feet
- B Occupancies 50 feet
- S Occupancies 50 feet

8.6 EXIT DISCHARGE

Exit stair enclosures must discharge directly to the exterior or may be extended to the exterior via an exit passageway. All the exit stairs are designed to discharge directly to the exterior or be extended to such via an exit passageway.

8.7 ACCESSIBLE MEANS OF EGRESS

The Music Hall must conform to the requirements of IBC Section 1009 and LSC Section 7.5.4, Accessible means of egress. All accessible areas shall be provided with a minimum of one accessible means of egress. Where more two or more means of egress are required from a space a minimum of two accessible means of egress must be provided (IBC Section 1009.1).

Assembly occupancy means of egress must comply with NFPA 101 §7.5 which requires at least two accessible means of egress be available unless a single means of egress is specifically permitted (NFPA 101 §12.2.5.1.1). As such, at least two accessible means of egress must be available on each story.

An accessible means of egress per the definition is an accessible route to an area of refuge, horizontal exit, or public way (NFPA 101 §3.3.178.1). An area of refuge in a sprinklered building may be a story with two rooms or spaces separated by smoke-resisting partitions (NFPA 101 §3.3.23).

Elevator landing shall be provided with a two-way communication system for communication between the elevator landing and fire command center or central point approved by the AHJ. Elevator landing shall also be provided with directions for use of the two-way communication system, in both audible and visible signals (LSC Section 7.2.12.1.1).

8.8 EXIT ACCESS DOORWAYS AND OPENINGS

- Dimensional Requirements (LSC Sections 7.2.1, 12/13.2.2.2, 38/39.2.2.2, 42.2.22, & IBC Section 1010.1.1):

Minimum clear width	32 inches
Maximum size of a leaf	48 inches
Minimum height	6 feet – 8 inches
- Direction of swing (LSC Section 7.2.1.4.2):

Doors serving a space with less than 50 persons are permitted to swing into the room. Spaces with more than one exit access door or 50 or more persons are required to have the exit access doors swing in the direction of travel towards the exit.
- Doors must be side-hinged swinging in all spaces except in storage or office space with an occupant load of 10 or less. (IBC Section 1010.1.2)

Doors serving a space with less than 50 persons are permitted to swing into the room. Spaces with 50 or more people are required to have the exit access doors swing in the direction of travel towards the exit.

Doors are not permitted to project more than 50 percent of the required clear width in an exit or exit access at any point during the swing when opening. In addition, doors, when fully open, are not permitted to project more than 7 inches into the required exit clear width (IBC Section 1010.1.6).

8.9 PANIC HARDWARE

In accordance with IBC Section 1010.2.9 and LSC Section 7.2.1.7, each door in a means of egress from the building having an occupant load of 50 or more people must not contain a lock or latch unless it is listed panic hardware. Electrical rooms with equipment rated 800 amperes or more, that contain overcurrent devices, switching devices or control devices and where the exit or exit access doors is less than 25 feet

from the equipment working space must be equipped with panic hardware or fire exit hardware. These doors must swing in the direction of egress travel.

- Panic hardware must be listed in accordance with UL 305; Fire exit hardware must be listed in accordance with UL 10C and UL 305.
- Panic hardware must be mounted at or between 34 inches and 48 inches in height above the finished floor. (IBC Section 1010.2.9.3)
- The door is required to unlatch when subjected to a force of not more than 15 pounds.
- The activation portion of the device is not permitted to extend less than one half the width of the door leaf.

8.10 EXIT STAIRWAYS

The City of Portland LSC amendment 5 states the MUBEC governs stairs when a conflict occurs between MUBEC and LSC. LSC Sections 7.2.2, 12.2.2.3, 28.2.2.3.2 & IBC Section 1011:

1. The stair dimensions are as follows:
 - a. Riser height (must be uniform entire stair length):
 - i. 4 inches minimum
 - ii. 7 inches maximum
 - b. Treads:
 - i. Minimum tread depth is 11 inches, measured horizontally between the vertical planes of the most forward projection of the treads above and below. Tread depths should not vary on any run of stairs.
 - c. Minimum Stair Width based on total cumulative occupant load assigned to the stair (IBC Section 1011.2 & LSC Table 7.2.2.2.1.2(B))

< 49 Occupants	36 inches
50 - 2,000 Occupants	44 inches
≥ 2,000 Occupants	56 inches
 - d. Minimum Headroom clearance must be a minimum of 80 inches (IBC Section 1011.3)
2. Landings (IBC Section 1011.6):
 - a. The depth of a landing will not be less than the width of the stair in the direction of travel in a straight run configuration but is not required to exceed 48 inches.
 - b. The vertical distance between landings will not exceed 12 feet.
 - c. Landings are required to have the minimum width so as not to reduce the width of the stair and will not be less than the width of the door. Doors when opening will not project

more than 50 percent of the width of the landing. When the door is fully open, it will not project more than 7 inches into the stair landing.

- d. The minimum headroom clearance in a stair will be not less than 80 inches
- 3. Exit stair enclosures must not be used for any purpose other than as a mean of egress and a circulation path.

8.11 HANDRAILS

Handrails are required to be provided as follows on flights of stairs, ramps with a rise greater than 6 inches, Stepped Aisle, and aisle ramps with a slope greater than 1 in 20 (IBC Sections 1011.11, 1012.8, 1014 & 1030.16):

1. Handrails on both sides of the stairs so that handrails can be accessed from any part of the stair within 30 inches of the required width. Where handrails are provided in the middle of aisle stairs, there must be an additional intermediate handrail located approximately 12 inches below the main handrail. The clear width between intermediate handrails shall be a minimum of 20 inches and maximum of 30 inches.
2. The same requirement applies to ramps with rise of greater than 6 inches.
3. Handrails are required to be installed between 34 and 38 inches above the stair surfaces.
4. The handrail must extend the full length of the stair or ramp.
5. Handrails will return to a wall, guard, or the walking surface or will be continuous to the handrail of an adjacent stair flight or ramp run. At stairways where handrails are not continuous between flights, the handrails will extend horizontally at least 12 inches beyond the top riser and continue to slope for the depth of one tread beyond the bottom riser. At ramps where handrails are not continuous between runs the handrail will extend horizontally above the landing 12 inches (305 mm) minimum beyond the top and bottom ramps.
6. Handrails with a circular cross section must have an outside diameter of at least 1.25 inches but not more than 2 inches. If the handrail is not circular, the perimeter dimension must be at least 4 inches but not greater than 6.25 inches with a maximum cross-section dimension of 2.25 inches.
 - i. Handrails with a perimeter greater than 6.25 inches must provide a graspable finger recess area on both sides of the profile. The finger recess must begin within a distance of 0.75 inch measured vertically from the tallest portion of the profile and achieve a depth of at least 5/16 inch within 7/8 inch below the widest portion of the profile. This required depth will continue for at least 3/8 inch to a level that is not less than 1.75 inches below

the tallest portion of the profile. The minimum width of the handrail above the recess will be 1.25 inches to a maximum 2.75 inches.

ii. Edges will have a minimum radius of 0.01 inch.

7. Handrails must be not less than 2 1/4 in. from the wall (LSC Section 7.2.2.4.5.5). IBC requires a minimum 1 1/2 inches from the wall (IBC Section 1014.7).
8. The handrail is not permitted to project more than 4.5 inches into the required width of a stair or 3.5 inches at a ramp.

8.12 GUARDS

Guards shall be designed and installed in accordance with IBC Section 1015 and LSC Sections 7.1.8, 7.2.5.5 & 7.2.2.4. Specific requirements are as follows:

1. Guards will be provided along the open side of walking surfaces, stairways, ramps and landings which are located more than 30 inches above the floor or grade.
2. Guards must form a protective barrier not less than 42 inches in height, measured vertically above the leading edge of the tread, adjacent walking surface or adjacent seat board.
 - a. Guards may be 26 inches in height at the front of seating aisles where sight-lines to the event floor may otherwise be constrained (30 inches minimum is typically recommended) (NFPA 101 Section 12.2.11.1.1). Guards must be a minimum 36 inches in height at the foot of aisles and also maintain 42 inches between the top of the rail and the nosing of the nearest tread (NFPA 101 Section 12.2.11.1.2.2).
3. Open guards must contain balusters or ornamental patterns such that a four-inch diameter sphere cannot pass through any opening up to a height of 34 inches. From a height of 34 inches to 42 inches above the adjacent walking surfaces, a sphere 8 inches in diameter shall not pass.

EXCEPTIONS

- a. The triangular openings formed by the riser, tread and bottom rail at the open side of a stairway shall be of a maximum size such that a sphere of six (6) inches in diameter cannot pass through the opening.
- b. In storage areas and at elevated walking surfaces for access to and use of electrical, mechanical, or plumbing systems or equipment, guards shall have balusters or be of solid materials such that a sphere with a diameter of 21 inches cannot pass through any opening.

8.13 STEPPED AISLE CONSTRUCTION

Aisles with a slope exceeding one (1) unit vertical in eight (8) units horizontal (12.5-percent slope) must be provided with a series of risers and treads that extend across the full required width of the aisles. Such stepped aisles must be constructed as follows:

- Treads:
 - Tread depths must not be less than 11 inches.
 - A contrasting marking stripe must be provided on each tread at the nosing or leading edge such that the location of each tread is readily apparent when viewed in descent.
- Risers
 - Where the gradient of stepped aisles is the be the same as the gradient of adjoining seating areas, the riser height must not be less than 4 inches, and not more than 8 inches.
 - Riser heights not exceeding 9 inches are allowed where they are necessitated by the slope of the adjacent seating area to maintain sightlines.
 - The riser height must be uniform within each flight.
 - Riser height uniformity must be limited to the extent necessitated by changes in the gradient of the adjoining seating area to maintain sightlines.
 - Non-uniformity that exceed 3/16 inches between risers must be indicated with a distinctive marking stripe on each tread at the nosing or leading edge adjacent to the nonuniform riser.
- Stepped aisles shall be provided with handrails per IBC Section 1030.16 and LSC Section 12.2.5.6.9.

8.14 AISLE WIDTH

Aisles shall be sufficient in width to accommodate the occupant load served based on the egress capacity factors contained above per IBC Section 1030.9 and LSC Section 12.2.5.6.3. The following widths are proposed as the basis of the design:

- Stepped aisles serving more than 50 people must provide a minimum 48 inches in width where serving seating on both sides, IBC Section 1030.9.1.
 - Stepped aisles serving seating on both sides with less than 50 occupants shall be a minimum 36 inches

- Note: where 48-inch wide aisles that serve more than 50 occupants with seating on both sides, split around a vomitory into two (2) aisles, the minimum clear width of each aisle around the vomitory opening must not be less than 36 inches wide.
- Stepped aisles serving seating on only one side for more than five rows shall be minimum 36 inches.
 - Stepped aisles serving seating on only one side with five rows or less are allowed to be 23 inches wide.
- Stepped aisles handrails or guard and seating shall be no less than 23 inches in clear width, where the aisle is subdivided by a handrail.
- Level or ramped aisles serving seating on both sides shall be no less than 42 inches in width.
 - Aisles serving less than 50 seats shall be permitted to be 36 inches.
 - Aisles serving less than 15 seats and is not an accessible route shall be permitted to be 30 inches.
- Level or ramped aisles serving seating on only one side shall be provided with minimum of 36 inches.
- Portions of aisles, where egress is possible in either of two directions, must be uniform in minimum width or required capacity.

The clear width for aisles must be measured to walls, edges of seating, and tread edges. Note that handrails are permitted to project up to 4-1/2 inches into the required width of stepped aisles.

8.15 AISLE ACCESSWAY

Sufficient clear width must be provided within each row to allow occupants to access the aisle. Such clear widths must comply with the following. The minimum allowable width of the aisle accessway is dependent on the provisions of LSC Section 12.2.5.5 and IBC Section 1030.13. The aisle accessway clear width must be measured as the clear horizontal distance from the back of the row ahead and the nearest projection of the row behind. Where chairs have automatic or self-rising seats, the measurement shall be made with seats in the raised position. Where any chair in the row does not have an automatic or self-rising seat, the measurements must be made with the seat in the down position.

9 STAGES

Stages are to comply with IBC Section 410 and LSC Section 12.4.6. The Portland Music Hall Stage is to be 48 ½ feet in height and 2,430 square feet.

9.1 CONSTRUCTION

Stages are to be constructed of materials of the same types of construction of the building in which the stage is located, the finish floor is permitted to be of wood (LSC Section 12.4.6.3). Opening through the stage must be equipped with tight fitting traps with approved safety locks, and the comply requirement in LSC Section 12.4.6.3.3. Stage stairs are permitted to be constructed of combustible materials per LSC Section 12.4.6.1.2.

Scenery and stage properties shall be noncombustible materials, limited-combustible materials, or fire-retardant-treated wood LSC Section 12.4.6.11. Combustible sets and scenery materials in compliance with IBC Section 410.2.6 and LSC Section 12.4.6.11.1. Foamed plastics are permitted to be used if they comply with LSC Section 12.4.6.11.2.

The stage shall be separated from dressing rooms, scene docks property rooms, workshops, storerooms and compartment contiguous to the stage and other parts of the building by 1-hour fire resistance rating. Dressing rooms, scene docks property rooms, workshops, storerooms and compartment contiguous to the stage shall be separated from each other by not less than 1-hour fire resistance rating. (IBC Section 410.4)

The stage must be provided with an emergency ventilation system in compliance with IBC Section 410.2.7 and LSC Section 12.4.6.5. A minimum of two labeled roof vents must automatically open by an approved heat-activated device with an aggregate opening of not less than 5 percent of the stage area. Roof vents shall be located in the center of and above the highest part of the stage area and exhaust directed to the exterior of the building (LSC Section 12.4.6.5) The Roof Vents shall be designed to maintain the smoke level at not less than 6 feet above the highest level of assembly seating or above the top of the proscenium opening (LSC Section 12.4.6.5.2).

Catwalks, gridiron, fly galleries and pinrails are to be constructed in compliance with LSC Section 12.4.6.8-6 and IBC Section 410.2.2. Structural framing that is designed only for attachment of portable or fixed theater equipment, gridirons, and galleries and catwalks shall be constructed of material consistence of the building material construction type, they are not required to comply with the fire resistance rating (LSC Section 12.4.6.8.1 and IBC Section 410.2.2). Fly galleries and pinrails are permitted to be constructed of Fire-retardant-treated wood. Combustible materials are permitted to be used for floors of catwalks and galleries (LSC Section 12.4.6.8).

If the stage increases to over 50 feet in height additional requirements will apply. Stages are to be constructed of Construction Type I materials. Stages greater than 50 feet in height must be protected by a proscenium wall not less than a 2-hour fire resistance rated wall from the foundation to the roof per IBC Section 410.2.4. The Proscenium walls and curtains shall comply with IBC Section 410.2.4, 410.2.5, and LSC 12.4.6.6, 12.4.6.7. The stage shall be separated from dressing rooms, scene docks property rooms, workshops, storerooms and compartment appurtenant to the stage and other part of the building by 2-hours fire resistance rating.

9.2 MEANS OF EGRESS

Where two or more exits or exit access doorways are required, a minimum of 1 exit or exit access doorway must be provided on each side of the stage (IBC Section 410.5.1). Stairways and ramp serving the stage or platform are not required to be enclosed (IBC Section 410.5.2 & LSC Section 12.2.2.3.1).

Doors that are to be used as a means of egress, loading/unloading, or that is anticipated to be opened during occupancy of the theater must have a vestibule to prevent air drafts. (IBC Section 410.2.3)

Technical production requirements area are subject different means of egress requirements per IBC Section 410.5.3. Each technical production area must be provided with one (1) means of egress. The common path of travel must not exceed 100 feet. Travel distance must not exceed 400 feet. The path of egress must maintain a clear width of 22 inches. The path of egress may include stairways, ramps, spirals stairways, catwalks, alternating tread devices and permanent ladders. Ladders used for egress may serve no more than 10 occupants. (LSC Sections 7.2.9 & 12.2.2.10.2)

Automatic sprinklers must be installed under the roof, gridiron and under all catwalks and galleries located above the stage (IBC Section 410.6).

Stages greater than 1,000 square feet shall be equipped with Class III wet standpipes, with 1 ½ inch hose connection on each side of the stage (IBC section 905.3.4). The stage shall also be equipped with sufficient length of 1 ½ inch hose to provide fire protection for the stage area with an approved adjustable fog nozzle and be mounted in a cabinet or rack.

10 FIRE PROTECTION SYSTEMS

The following is a summary of the Fire Protection and Life Safety features being provided in the building:

1. Site Fire Protection Features:

- a. Fire Department Vehicle Access is required to be provided in accordance with the Fire Code.
- b. Fire Department Connection will be located within 100 feet of an outside fire hydrant connected to a water main that meets the required fire flow for the building. The Fire Department Connection will be arranged so the fire department can supply the entire fire protection system.
- c. The project will be equipped with an Emergency Responder Radio Coverage System.

2. Construction Type:

- a. The building construction type is proposed to be Type IIA noncombustible construction, with building elements protected in accordance with IBC Table 601.

3. Automatic Sprinkler and Standpipe Systems:

- a. Automatic Sprinklers will be provided throughout designed in accordance with NFPA 13.
- b. Class I standpipes are minimally required since the building does contain floor levels more than 30 feet above the lowest level of fire department vehicle access.
- c. Class III standpipes are required on both sides of the stage.

4. Portable fire extinguishers:

- a. Portable fire extinguishers shall be provided throughout the building in accordance with NFPA 10.

5. Fire Alarm and Occupant Notification Systems:

- a. Fire Alarm system is required to be designed in accordance with NFPA 72.
- b. An electrically supervised UL listed fire alarm system will be provided throughout the project. In addition, this system shall be listed.
 - i. This system will provide automatic notification to the fire department for the building.
 - ii. An emergency voice communication system will be provided throughout the Music Hall and will comply with NFPA 72. This system shall be capable of delivering emergency voice messaging through the use of fire alarm listed speakers installed throughout every space. The Fire Alarm system will shut down house music and turn on house lights upon activation.
 - iii. Smoke Detection will be provided in the following buildings spaces. Consideration should be given to detection methods that will not activate a false alarm based on the presents of haze or fog.

1. In elevator machine rooms, machinery spaces, control rooms, and control spaces, and in elevator lobbies.
 2. At each fire alarm control terminal in accordance with NFPA 72.
 3. Each public address system amplifier room, where utilized for occupant notification.
- iv. Manual Fire Alarm Pull Stations are not required to be provided in the design of the public assembly and office spaces within the building. (IBC Sections 907.2.1, and 907.2.2) However, a minimum of one manual pull stations will be provided within the project.
6. Emergency power shall be provided to the following systems:
 - a. Emergency lighting along the means of egress.
 - b. Electric Fire pump and associated monitoring equipment (if necessary).
 - c. Exit signs.
 - d. Fire Alarm System and all associated equipment.
 - e. Power operated locks (if provided).
7. The entire means of egress is provided with normal and emergency lighting combined with egress signage.
8. Smoke Control: A smoke control system is not required for the building as it has been designed utilizing conventional mean of egress factors and does not take into account provisions utilizing smoke protected seating.
9. Elevators:
 - a. Two-way communication must be provided at public passenger elevator lobbies on each accessible building level located one (1) or more stories above or below the level of exit discharge. The systems must be designed in accordance with NFPA 72 for appropriate survivability requirements.

10.1 AUTOMATIC SPRINKLER PROTECTION

An automatic sprinkler system will be installed throughout the building. The system will be designed in accordance with NFPA 13.

The fire protection design demands in the new building will be based on state and local codes, standards and ordinances; and owner's insurance requirements. The sprinkler/standpipe system will include the following:

- Wet pipe fire protection will be provided throughout the majority of the building. A dry pipe sprinkler system will serve the loading dock.
- Automatic sprinkler systems, standpipe systems, and hose systems will be supplied from site water mains.
- The fire department connections will be located within 100 feet of an outside fire hydrant connected to a water main that meets the required fire flow for the building.
- Hose valves for standpipe systems will be 2.5 inch in diameter with 1.5-inch reducers. Hose threads will match the thread requirements of the local fire department.
- Water flow switches and valve tamper switches will be provided for the sprinkler and standpipe system.

10.2 STANDPIPES

Standpipes are required throughout the building when the highest story is greater than 30 feet above the lowest level of fire department access (IBC Section 905). As the highest story is more than 30 feet above grade, standpipe will be provided and designed in accordance with NFPA 14 "Standard for the Installation of Standpipe, Private Hydrant and Hose Systems". Standpipe hose outlets will be located:

- At each exit stair at each floor level throughout the building.
- In every exit passageway, at the entrance from the exit passage to other building area of the building
- Where required by the fire official for areas that are more than 200 feet from a hose connection.
- At the roof or the highest landing for stairways with access to the roof if the roof slope is less than 4 units vertical in 12 units horizontal.
- Stages greater than 1,000 square feet shall be equipped with Class III wet standpipes, with 1 ½ inch hose connection on each side of the stage. (IBC section 905.3.4)

10.3 FIRE ALARM

A fire alarm system is required in the building in accordance with IBC Section 907 and LSC Section 9.6.1 and 12.3.4. The fire alarm system must also be provided with a voice communication system, as the

building is an assembly occupancy with more than 1,000 occupants. A listed point addressable fire alarm system will be designed and installed in accordance with NFPA 70 and NFPA 72. Listed visual strobes and audible speaker alarm equipment will be provided throughout the building. Where smoke detectors are required and open to the performance area, consideration should be given to detection methods that will not activate a false alarm based on the presents of haze or fog.

10.3.1 Emergency Voice/Alarm Communication System

The operation of any fire detection, sprinkler waterflow device, or manual fire alarm box shall automatically sound an alert tone followed by voice instructions giving approved information and directions for general evacuation. Speakers shall be provided throughout the building by paging zones. As a minimum paging zones shall be provided as follows:

- Elevator Groups
- Exit Stairways
- Each Floor throughout

The communication system shall also provide the capability for manual override and live voice messaging. The system shall be designed in accordance with NFPA 72. It should be confirmed with ownership if a positive alarm sequence is desired requiring discussion with the Portland Fire Department.

10.4 ELEVATOR PROVISIONS

Smoke detection will be provided in the elevator lobby of the new passenger elevators. Activation of a smoke detector in the elevator lobby, the elevator machine room, or the elevator shaft will cause the elevator to return to the designated floor of origin. The elevator will return under normal and emergency power. Once the elevator car returns, the car will remain inoperable unless overridden by the Fire Department. Phase I and Phase II recall equipment prescribed by the ASME 17.1 (2013) will be provided for the elevators in the building. Two-way communication devices will be provided at elevator lobby areas above and below grade.

10.5 PORTABLE FIRE EXTINGUISHERS

Portable fire extinguishers will be provided in locations throughout the building as required by NFPA 10. Basic requirements are as follows.

IBC Section 906.1 requires extinguishers:

- Not more than 75 feet of travel distance to a fire extinguisher.
- Portable Class BC in elevator machine rooms and kitchens (kitchens may require class K depending on contents and use)
- Extinguishers shall not exceed 40 lbs.

10.6 FIRE DEPARTMENT ACCESS

Per the Fire Prevention Code, NFPA 1 §18.2.3.2, a fire department access road must be maintained / provided in a manner that allows for at least one (1) exterior door to be within 50 feet of the access road that can be opened from the outside. Two access roads are typically considered for buildings of this size as a single fire department access road could be impaired by vehicle congestion.

In addition:

- All points of the building must be within 450 feet of fire department access roads as the building is protected throughout by an automatic sprinkler system (NFPA 1 §18.2.3.2.2.1).
- The fire department access road must have an unobstructed width of not less than 20 feet, and an unobstructed vertical clearance of 13 feet 6 inches.
- The access road must be designed and maintained to support the turning radius and imposed loads of fire department apparatus and must be provided with an all-weather driving surface.
- Where necessary, dead ends are permitted provided they do not exceed 150 feet.

10.7 EMERGENCY RESPONDER RADIO COVERAGE

Per the IBC §918.1 and NFPA 1§11.10.2, all buildings must have approved radio coverage for emergency responders within the building. The emergency responder radio coverage must be in accordance with NPFA 1221, *Standard for the Installation, Maintenance, and Use of Emergency Services Communications Systems*, 2016 edition.

11 ACCESSIBILITY

11.1 NEW CONSTRUCTION ACCESSIBILITY REQUIREMENTS- GENERAL

The building will be designed to be fully accessible and meet IBC Chapter 11, ICC A117.1 as well as the 2010 Americans with Disabilities Act. Both the IBC and ADA require that all entrances and public spaces are accessible, and that all bathrooms be designed to be accessible.

The following accessibility features shall be provided in the new building:

- All bathrooms will be accessible. Where clustered bathrooms are provided at least 50% must comply with ADA.
- The elevators will be fully accessible.
- All entrances will be accessible.
- All exterior walkways will be accessible.
- Accessible seating will be dispersed vertically and horizontally in all spaces.

11.2 ACCESSIBLE SEATING REQUIREMENTS

In places of assembly with fixed seating, the minimum number of accessible spaces provided must be in accordance with the table below:

**TABLE 1109.2.2.1
ACCESSIBLE WHEELCHAIR SPACES**

CAPACITY OF SEATING IN ASSEMBLY AREAS	MINIMUM REQUIRED NUMBER OF WHEELCHAIR SPACES
4 to 25	1
26 to 50	2
51 to 100	4
101 to 300	5
301 to 500	6
501 to 5,000	6, plus 1 for each 150, or fraction thereof, between 501 through 5,000
5,001 and over	36 plus 1 for each 200, or fraction thereof, over 5,000

When more than 150 seats are provided, the wheelchair seating locations must be provided in more than one (1) location and must be dispersed through the seating area. Accessible seating must be integral with the rest of the seating (i.e. shoulder to shoulder). ADA §221.2.3.1 and §221.2.3.2 require horizontal and vertical distribution of assembly seating where the number of seats exceeds 300.

In addition to wheelchair seating locations, 5% of all fixed seats must be a companion seat consisting of an aisle seat with no armrests on the aisle side (or with removable or folding armrests on the aisle side) (IBC §1109.2.5).

A permanently installed assistive listening system, or other supplementary wiring necessary to support a portable assistive listening system must be provided (IBC §1109.2.7). The minimum number of receivers to be provided must be equal to 55 plus 1 per 100 seats over 2,000 seats. One per four receivers must be hearing aid compatible. See the table below:

**TABLE 1109.2.7.1
RECEIVERS FOR ASSISTIVE LISTENING SYSTEMS**

CAPACITY OF SEATING IN ASSEMBLY AREAS	MINIMUM REQUIRED NUMBER OF RECEIVERS	MINIMUM NUMBER OF RECEIVERS TO BE HEARING-AID COMPATIBLE
50 or less	2	2
51 to 200	2, plus 1 per 25 seats over 50 seats*	2
201 to 500	2, plus 1 per 25 seats over 50 seats*	1 per 4 receivers*
501 to 1,000	20, plus 1 per 33 seats over 500 seats*	1 per 4 receivers*
1,001 to 2,000	35, plus 1 per 50 seats over 1,000 seats*	1 per 4 receivers*
Over 2,000	55, plus 1 per 100 seats over 2,000 seats*	1 per 4 receivers*

Note: * = or fraction thereof

12 PLUMBING FIXTURES

The Maine Plumbing Code adopts the 2021 Uniform Plumbing Code. The following table outlines the plumbing fixture requirements for new construction. The factors that dictate the fixture counts for the building dependent on the intended use of each space. Occupants may travel up or down one (1) floor to use fixtures and fixtures must be within 500 feet of travel distance (UPC §422.4). Separate toilet facilities must be provided for each sex (Maine Amendment to UPC §422.2).

Occupancy	Water closets		Urinals*	Lavatories		Drinking Fountain
	Female	Male		Female	Male	
Assembly (Theater)	1: 1-25 2: 26-50 3: 51-100 4: 101-200 6: 201-300 8: 301-400	1: 1-100 2: 101-200 3: 201-400	1: 1-200 2: 201-300 3: 301-400 4: 401-600	1: 1-100 2: 101-200 4: 201-300 5: 301-500 6: 501-750	1: 1-200 2: 201-400 3: 401-600 3: 601-750	1: 1-250 2: 251-500 3: 501-750
	Over 400, add 1 for each additional 500 males or 125 females		Over 600, add 1 for each additional 300	Over 750, add 1 for each 250 males or 200 females		Over 750, add 1 fixture for each additional 500

Occupancy	Water closets		Urinals*	Lavatories		Drinking Fountain
	Female	Male		Female	Male	
Business	1: 1-15 2: 16-30 3: 31-50 4: 51-100 8: 101-200 11: 201-400	1: 1-50 2: 51-100 3: 101-200 4: 201-400	1: 1-100 2: 101-200 3: 201-400 4: 401-600	1: 1-50 2: 51-100 3: 101-150 4: 151-200 5: 201-300 6: 301-400	1: 1-75 2: 76-150 3: 151-200 4: 201-300 5: 301-400	1 per 150
	Over 400, add 1 for each additional 500 males or 150 females		Over 600, add 1 for each additional 300	Over 400, add 1 for each additional 250 males or 200 females		
Storage	1: 1-100 2: 101-200 3: 201-400	1: 1-100 2: 101-200 3: 201-400	-	1: 1-200 2: 201-400 3: 401-750	1: 1-200 2: 201-400 3: 401-750	1: 1-250 2: 251-500 3: 501-750
	Over 400, add 1 for each additional 500 males or 150 females			Over 750, add 1 for each 500 occupants		Over 750, add 1 fixture for each additional 500

*For each urinal added in excess of the minimum required, one water closet is permitted to be deducted. The number of water closets must not be reduced to less than 2/3 the minimum required.

13 CONCLUSION

The building is to be constructed in accordance with the requirements of the applicable codes. During this process, the building will be designed to provide levels of safety at least equivalent to the provisions contained in the applicable codes. To achieve these levels of safety, the following primary features are provided:

1. The building construction type will be Type IIA protected noncombustible construction.
2. Complete automatic sprinkler protection will be provided throughout the enclosed spaces within the building.
3. A UL-listed fire alarm system equipped with voice communication will be provided throughout the building in accordance with MUBEC 907.2.1.
4. Egress will be provided as outlined in this report.
5. The new building will be designed to be fully accessible including the entrances and bathrooms.

The building will be designed to be fully accessible per the requirements of ICC A117.1 and ADA.

If you have questions or comments, please contact me.

Sincerely,



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Massing, Ventilations and Wind Impact 13-13.6.4 (A)

1. The bulk, location, or height of the proposed building shall not result in health or safety problems from a reduction in ventilation to abutting structures or changes to the existing wind climate that would result in unsafe wind conditions for users of the site and/or adjacent public spaces.
2. The bulk, location, or height of the proposed building will not result in any substantial diminution in the value or utility of neighboring structures.
3. The proposed development will locate all HVAC venting mechanisms to direct exhaust away from public spaces and residential properties adjacent to the site.

The proposed development of Lot 3 has changed since Master Plan approval. The building massing of the music hall is reduced from the approved Master Plan. The height of the building is lower, approximately 54.5-foot building height compared to the 13 stories envisioned in the master plan. The building height, setbacks, and lot coverage conform with the Zoning standards or have received setback waivers consistent with the Land Use Ordinance criteria and will not result in health or safety problems from reductions in ventilation to abutting structures or create unsafe wind conditions.

The proposed building is located on a site that is currently used for surface parking. The development is not expected to diminish the value of nearby structures.

HVAC equipment is proposed on the building rooftop or within the structure and is designed in accordance with applicable Land Use Ordinance requirements and applicable building codes.

Shadows 13-13.6.4 (B)

The proposed project is located in the B3 zone. The proposed building will not result in adverse impacts of shadows on publicly accessible open space.

A shadow study has been conducted for the proposed music hall. The proposed hotel and condominium buildings on lots 1 and 2 respectively are included in the shadow study for consistency with previous studies. The proposed development involves the construction of a building, less than 60 feet tall in a zone with allowable building heights of up to 250 feet.

The Master Development Plan (PL-001970-2022) provided an extensive discussion of shadows. The Master Development Plan proposed a structure on lot 3 that was 13 stories tall and over 140 feet tall.

Based on the reduced building height it is expected the shadow impacts will be less than those approved as part of the Master Development Plan. Please see the shadow study plans in the Master Development Plan shadow study (PL-001970-2022).

Please see the plan set for the shadow study analysis for the proposed music hall.

Snow and Ice Loading 13-13.6.4 (C)

The proposed project will not result in the accumulation of significant amounts of snow and ice from loading or falling offsite. The building is designed with a flat roof with architectural designs consistent with building code requirements, to prevent snow and ice from falling onto adjacent properties or public ways.

Snow removal will be a routine maintenance function. The owner will comply with City ordinance requirements for snow removal from the public sidewalks along the site frontage in the same manner as other properties in the City.

Please refer to building plans and elevations.

View Corridor 13-13.6.4 (D)

The massing, location, and height of the proposed development will not substantially obstruct a public view corridor identified in the Downtown Vision View Corridor Protection Plan. The proposed project area is not located within a protected view corridor.

The building form and street walls are consistent with the zoning ordinance. The proposed building is reduced in height compared to the MDP evaluation which is considered a 13-story building at this location.

Please see view studies included in the application documents for additional information.

Historic Resources 13-13.6.4 (E)

1. The proposed development is not located in a designated historic district.
2. The proposed development is located on the corner of Cumberland Avenue and Myrle Street which is adjacent to a historically significant building (City Hall). The proposed development will be generally compatible with the major character-defining elements of the district in the immediate vicinity of the proposed development. The proposed development site is located in an area of the City that, like much of Portland, is a mix of modern and historic structures. The surrounding area is a blend of modern and traditional architecture that is the hallmark of a vibrant City. The proposed design will be compatible with the surrounding area. The proposed development has been designed to work cohesively with the historic fabric of the surrounding area. Please see the Master Development Plan which includes supportive information regarding Neighborhood Context.
3. The proposed project area is a previously developed site with no known historic or archaeological resources.

Exterior Lighting 13-13.6.4 (F)

1. Site lighting. All proposed lighting will conform to the lighting standards of the Technical Manual.
2. Architectural and specialty lighting. Any proposed architectural or specialty lighting will conform to the lighting standards of the Technical Manual.
3. Street lighting. The proposed development site is on Cumberland Avenue, Myrtle Street, and Pearl Street, established city streets with existing lighting. Any street lighting proposed to replace or enhance the existing lighting will conform to the lighting standards of the Technical Manual.

Please see attached photometric plan for the project site, and fixture schedules. Decorative street lighting is proposed to be installed along the Cumberland Avenue, Pearl Street, and Myrtle Street frontages of the project site consistent with the Approved Master Plan of Development. The proposed street lights are STREET/PEDCOMBO (Figure X-5F in the Technical Manual) in Dark Green – Tiger Drlace RAL 6012.



December 10, 2024
Lighting Design Narrative

Portland Maine Music Venue
Portland, ME

LIGHTING DESIGN NARRATIVE



Lighting Systems Overview

Introduction

This document details design concepts and ideas that have been used in previous Live Nation projects. It is not intended to replace or be a definitive direction in regard to design, as every location is unique. These are intended to be best-practice options to be implemented when possible.

Fixture Mounting Types

Design intent and assumed facility conditions, mounting positions for lighting fixtures will consist of:

- **Overhead Lighting Unistrut, Pipe or Truss:** Overhead lighting Unistrut, suspended pipes, or truss structures, which provide support for lighting fixtures. Typically, these are prefabricated, commercially available units that are suspended from the facility structure. They may be individual lengths of pipe or truss, or they may be multi-unit assemblies that are suspended as a unit.
- **Facility Structure:** Mounting positions for lighting fixtures, which are directly integrated with facility support structure. This utilizes industrial mounting hardware such as beam clamps, flange clamps, Lindapter plates, etc., in order to mount the fixture to the structural component. The addition of secondary structure such as pipes or Unistrut channel may be utilized.
- **Lighting Cove:** Architectural details, which form a recess or niche in which lighting fixtures are mounted. Coves are of various sizes, depending upon the size and access requirements of the fixture. The addition of a secondary mounting structure within the cove may be required, based upon the specific requirements of the fixture being used.
- **Floor Mounted:** Lighting fixtures that are mounted to the facility floor. This is generally by means of a mounting plate of sufficient size to support the fixture. For initial installation, the plate is left loose to allow for repositioning of the fixture if needed. After initial installation and focus of the fixture, the mounting plate is typically fixed into position by means of fixing hardware such as drilled anchors.
- **Landscape Mounted:** Lighting fixtures that are mounted within soil, or in decorative planting areas. This is generally by means of mounting a junction box and spike to secure fixture in an accessible and reposition-able location. For heavier fixtures, or fixtures in areas with more dense foliage, concrete pads may be required to create a stable mounting condition. In these instances, power and data connections will be mounted nearby, above grade, in weathertight junction boxes.
- **Wall Mounted:** Lighting fixtures, which are mounted to standard architectural/electrical back boxes, which are integrated with facility walls (or other vertical surfaces or structures). These back boxes are standard electrical mounting boxes, which provide both point-of-connection for power and control and mounting support for the fixture.
- **Recessed Mounted:** Light fixtures, which are mounted within the ceiling structure and use the ceiling support structure as the primary support. These fixtures typically have a trim to aid with masking any rough-in integration and are wired from the back. Typically, these units will be treated as junction boxes and have conduit connected directly into unit back-boxes for system connection.



- **Ceiling Surface Mounted:** Lighting fixtures, which are mounted to standard architectural/electrical back boxes, which are integrated with facility ceilings (or other horizontal surfaces or structures). These back boxes are standard electrical mounting boxes, which provide both point of connection for power and control and mounting support for the fixture. The fixture itself may be mounted directly to the box (i.e. a “close mount ceiling fixture”) suspended from the box (i.e. “pendant mounted fixture” or “stem mounted fixture”).

Fixture Types

The design intent is that the lighting fixture package will consist of the following general fixture types:

- **Theatrical Fixtures:** Lighting fixtures designed for flexible applications. This includes provision for adjustment of the fixture’s point of aim, along with provision to allow for adjustment of the fixture’s position. These fixtures will typically have optic systems optimized for control of the lighting field, including provision to shape or otherwise adjust the field to suit the specific application. These fixtures utilize LED sources, in either “color mixing” systems consisting of multiple colors of LED or “white light” systems consisting of white LEDs, in various color temperatures. Specialty moving-light-style fixtures require additional clearance to allow free movement and/or to be mounted in specialty enclosures with conditioned temperature and humidity controls. These fixtures will require control input from the distributed DMX-512 control network.
- **Architectural Lighting Fixtures (Standard):** Standard architectural fixtures used for area lighting. These fixtures are utilized for the illumination of architecture, scenery, and millwork, and are sourced from common architectural suppliers. These fixtures mount to standard architectural/electrical back boxes or junction boxes. The fixtures will typically be equipped with glare guards and other masking devices in order to minimize visual impact from direct view of the fixture face. These fixtures will typically require control input from the distributed control network in the form of 0-10v analog control, distributed DMX-512 control or line dimming.
- **Architectural Lighting Fixtures (Decorative):** Architectural lighting fixtures that are selected for their appearance in addition to the desired performance and functional characteristics. These fixtures serve to provide additional theming to a given area and/or to provide an apparent source of light (when the primary source of light for the area is from another source). The specifications for this category of fixture may include custom mounting, non-standard finishes, non-standard glass, or other minor modifications to the fixture. These fixtures mount to standard architectural/electrical back boxes or junction boxes.

Design Approach

The lighting design and layouts are never a single system but a combination of light sources and locations that are layered to create a complete picture. The following is a breakdown of the different systems and area that when put together create a complete lighting design approach:

- **General illumination** in guest areas throughout the venue is a combination of downlights and surface mount lights in finished ceilings, cylinders in non-finished ceilings. Where applicable, cylinders will be used with cable leads that allow for adjustment of the final height to be consistent based on existing field conditions. Spacing of fixtures is dependent of room application, ceiling heights and finish, but is as such to allow for a low level of illumination when the venue is in use, and shift to a higher level for non-operation times to allow for easy movement and cleaning. In areas such as the main General Admin floor, exiting lighting locations will be used with updated technology to allow for reduced maintenance with increased performance.
- **Stairs and elevated tiers** are to be treated as unique places in relation to the overall general illumination when possible. Downlight or cylinder should be over stairways or adjacent, to allow a minimal light level even during



show operation. “Step light” may be used in limited applications where existing locations allow for limited integration. Past history has shown that many performers will request step lights be turned off during performances so as to not be a distraction during shows. To that end, the control and function of the noted fixtures will be independently controlled from basic illumination within the space.

- **Bar tops and point of sale areas** are treated as unique zones that allow for even illumination across the surface where monetary exchange may happen. Areas around these may be themed out with decorative fixtures and highly themed elements for the noted location. A system of “front light” will be added that is intended to illuminate bottle tier labels while illumination from under bottles provides color and ambiance. A system of color-changing wash light will be used on the front side of the bars to tone surfaces and materials, while a white light strip will be on the internal under bar for operation light levels.
- **Restrooms** are a mixture of wall sconces, downlights and a perimeter wall wash systems over stalls. Typically, sconces will be used above sinks to add a decorative element to the space and provide general “face” light to guests. A series of continuous linear wall wash lights will be used over stalls to illuminate the walls behind the stall and give general illumination. Downlights will be used to fill in any ancillary areas that the perimeter areas do not impact and provide a location for emergency light sources if needed. All fixtures will be dimmable to allow for light levels to be reduced during operation and elevated for cleanup and maintenance.
- **Lobby and VIP spaces** are a mixture of bar illumination, general illumination, and any specialty lighting that connects with the overall theming for the area. Typically, a base level of illumination will be provided for overall function. This allows for the decorative fixtures to function as elements that relate to the creative vision rather than needing to be functional. This also means that any decorative fixtures may have additional lights that will illuminate the decorative fixture, typically in a color or texture. This added level gives another point to tone and define a room in relation to the space application.
- **Merchandise areas**, or areas designated for the potential application of sales, will have supplemental illumination with a series of adjustable track that will work in conjunction with the general illumination within the space.
- **Special application** and illumination that does not fall into any of the typical areas is a unique element. Curtains and drapery will also have a form of highlighting on them that creates depth and presence. If long runs of curtains along walls are used, then in many cases the spacing of the general lighting may be adjusted to allow for a “scaloped” wash, while maintaining a constant look for the lighting in the noted area.
- **Dressing room and back of house artist-accessible areas** will have two different systems. Dressing rooms will have a series of downlights or decorative surface mount fixtures that provide general illumination. A series of table and free-standing fixtures that are controlled by the artist will finish out the spaces. A controllable makeup mirror mounted in each room will give access to desired even light levels for artist makeup application.
- **Back-of-house spaces such as kitchens, offices and workspaces**, will take advantage of lay-in ceilings for 2x2 troffer or lensed downlights. Workspaces, such as equipment, janitorial, and utility rooms, will have wall or ceiling mounted LED strip lights provide a high level of illumination, while casting minimal shadows.

Emergency Lighting



While general architectural lighting systems for this project are not designed to meet a code compliant emergency lighting requirement, the project electrical engineer is encouraged to utilize components of the lighting package to supplement the emergency lighting system. Two options would exist for this cross-utilization:

- Select circuits assigned to high-efficiency fixtures are assigned to dedicated emergency transfer switches or emergency rated dimming panels, which are then circuited to emergency back-up power sources (generators, battery banks, etc.) for immediate bypass of dimmed circuits, to allow lighting to come to full intensity in emergency situations. Bypass system must allow lighting system to be manually reset for normal operations if local codes require.
- Select individual fixtures are selected and specified with battery back-up modules. These fixtures would require dual control for both show lighting conditions and an emergency override/alarm condition.

Note that selection and specification of the emergency lighting system is the responsibility of the project Electrical Engineer. Controls for these fixtures will be coordinated during the final control system design phase.

Central Lighting Control System

All publicly accessible areas of this project (including exterior lighting) and spaces that open directly onto performance areas will utilize a central lighting control system. This central lighting control system will consist of several different components that when interconnected will allow for control of all of the lighting in the building:

- **Lighting Equipment Rack:** This 19" equipment rack houses the central processor for the control system as well as network and DMX data distribution. This becomes the central nerve center of the lighting control system allowing for user control input, responsive controls and timed event information to adjust lighting levels.
- **Dimming and Switching Panels:** Located in various electrical rooms throughout the facility these electrical panels provide the line voltage switching and dimming as well as 0-10V analog control for lighting fixtures
- **Responsive Controls:** In areas where occupancy sensing or daylight harvesting is required these low voltage controls can input this information into the control processor. Depending on the state of the building we can choose to respond to these inputs or ignore them.
- **LCD Control Stations:** These network-connected touchscreen-based controls are wall mounted in key locations to allow for "master" controls as well as user programming of the lighting system.
- **Lighting Button Stations:** In locations that just require a smart light switch, these low-voltage, wall mount switches provide local lighting control similar to that of a conventional light switch. Using these local switches, we are able to determine open and closed states of bars and other spaces which alters how lighting is adjusted from the LCD control stations.
- **Local Lighting Controls:** In areas not covered by the central lighting control system it is the responsibility of the project electrical engineer to specify adequate local lighting controls to meet code requirements as well as operational requirements spelled out in the lighting design drawings.

Noise and Vibration 13-13.6.4 (G)

All heating, ventilation, and air conditioning equipment, air handling units, emergency generators, and similar equipment shall meet applicable state and federal emissions requirements and shall be located away from abutting residential properties. The B-3 Zone Noise Standard is 60 dB during the day and evening and 55 dB at night. The proposed project has been designed to be in compliance with the City ordinance.

The proposed music venue has not only been designed for optimal acoustics during performances but also to ensure sound is contained within the building. The HVAC, air handling units will be installed on the building rooftop, positioned to minimize the radiation of noise offsite.

The proposed project has been reviewed by the noise consultant Metropolitan Acoustics. Please see the attached the Rooftop Mechanical Exterior Noise Report and the Music Sound Propagation Report for additional information.

Music Hall – Portland, ME

MUSIC SOUND PROPAGATION REPORT

December 13, 2024



PREPARED FOR
Phillip Redpath
Design Manager
BLUEPRINT STUDIO | Live Nation



PREPARED BY
Maeve Cantwell
Associate Consultant

Felicia Doggett, INCE Bd. Cert.
President & CEO
Metropolitan Acoustics

December 13, 2024

Phillip Redpath
Design Manager
BLUEPRINT STUDIO | Live Nation

Re: Music Hall – Portland, ME
Music Sound Propagation Report

Dear Phillip:

Metropolitan Acoustics has completed a Schematic Design level study for the Portland Music Hall, located in Portland, ME. This proposed music hall is part of a multiuse development which includes residential and hotel buildings to the south. Existing private residences are located across Cumberland Avenue to the north, and there is an apartment building across Myrtle Street to the west. This report addresses noise ordinance compliance for music sound propagation to the hotel and residential buildings. Exterior mechanical equipment sound to these buildings has been addressed in a separate report dated December 11, 2024.

The information in this report is intended to be used as a guide for architectural and engineering disciplines so appropriate acoustical performance can be achieved. These recommendations are based on a drawing set dated August 7, 2024 and our meeting with Live Nation on September 12, 2024.

For the readers' convenience, [blue text](#) indicates an external link. Please let us know if you have any questions regarding this information.

Best regards,

metropolitan acoustics, llc



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Maeve Cantwell
Associate Consultant
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TABLE OF CONTENTS

ACOUSTIC TERMINOLOGY	1
<i>Sound Level</i>	1
APPLICABLE NOISE ORDINANCE AND DESIGN GOALS	1
<i>Portland Maine Noise Ordinance</i>	1
<i>Design Goal</i>	1
SITE AND VENUE CONDITIONS	2
ANALYSIS PROCEDURES	2
ANALYSIS RESULTS AND RECOMMENDATIONS	3
<i>Face brick on lower areas up to 30 ft</i>	3
<i>Versa-line and ACM metal panels on upper areas</i>	3
<i>Glass doors at Lobby</i>	3
<i>Roof</i>	3

ACOUSTIC TERMINOLOGY

Sound Level

Sound pressure levels (SPL) are commonly expressed on a logarithmic scale in decibels (dB). The human ear is most sensitive at mid-frequencies (speech) and less sensitive at high and low frequencies at typical listening levels. To account for this, sound pressure can be expressed in units of A-weighted decibels (dBA). A higher number corresponds to louder sound levels. For reference, a change of 3 decibels represents a just-noticeable difference, a change of 5-6 decibels is clearly noticeable, and a sound level that is 10 decibels higher is perceived to be twice as loud. A-weighted decibels are commonly used to describe environmental sound.

APPLICABLE NOISE ORDINANCE AND DESIGN GOALS

Portland Maine Noise Ordinance

The Portland Maine noise ordinance is part of the [City of Portland Land Use Code](#). The portion of the code that pertains to our scope and analysis can be found in Section 6.8.9 – Noise, which states the following. This development falls in the B-3 zone.

- A. The maximum permissible sound level of any continuous, regular, or frequent source of sound produced by an activity shall be as shown in Table 6-G.
- B. For any noise generated by a use in the B-5/B5b, B-6, B-7, I-L/I-Lb, I-M/I-Mb, and I-H zones, sound shall be measured at or within the boundaries of any residential zone. For any noise generated by a use in the B-1/B-1b, B-2/B-2b/B-2c, I-B, R-P, O-P, A-B, and IS-FBC zones, sound shall be measured at lot boundaries. For any noise generated by a use in the B-3/B-3b/B3c, sound shall be measured at lot boundaries or within publicly accessible pedestrian open space. For any noise generated by a use in the B-4 zone, sound shall be measured off premises at the source of complaint.
- C. In addition to the sound level standards established in Table 6-G, all uses shall employ best practicable sound abatement techniques to prevent tonal sounds, or sound waves usually perceived as a hum or whine because their instantaneous sound pressure varies essentially as a simple sinusoidal function of time, and impulse sounds, or sound events characterized by brief excursions of sound pressure, each with a duration of less than one second. If such tonal and impulse sounds cannot be prevented, uses shall employ best practicable sound abatement techniques to minimize the impact of such sounds in residential zones.

Table 6-G: NOISE STANDARDS		
Zone	Daytime/Evening (7am-9pm)	Night (9pm-7am)
B-3/B-3b/B-3c	60 dBA	55 dBA

Design Goals

This project is located in the B-3/B-3b/B3c zone and as such, the sound levels at the lot boundary of the music hall cannot exceed 60 dBA daytime and 55 dBA nighttime. Since the new residential and hotel building to the south will look down onto the roof of the music hall, we will assume that the lot line is infinitely high and will predict sound propagating vertically.

SITE AND VENUE CONDITIONS

The Portland Music Hall will be located on a block bounded by Myrtle St, Cumberland Ave, and Pearl St. The entrance to the lobby is on Myrtle St with the stage and back of house areas on Pearl St. The audience area has three levels: main level of standing only, 2nd floor of box seats, and a 3rd floor of mezzanine seating. Of note is that the lobby can be opened to the music hall for audience overflow, and the sound level in this area is expected to be about 10 dB lower than the main music hall. Figure 1 below shows the site layout in relationship to the venue.



Figure 1: Venue and site layout

ANALYSIS PROCEDURES

Sound sources of "live bands" and "EDM" music spectra were used in our analysis; the data for these spectra was based off of previous measurements Metropolitan Acoustics had collected for a Live Nation Performance venue, and are used as their standard spectra. The live band spectrum has overall levels of 108 dBA and the EDM spectrum has overall levels of 104 dBA. The sound level outside the venue was calculated based on the composite transmission loss values of the exterior wall and roof constructions, and recommendations for these assemblies were formulated to meet the design goal.

ANALYSIS RESULTS AND RECOMMENDATIONS

To meet the Portland Noise Ordinance requirement of 55 dBA after 9pm, and based on the materials shown for the façade elements on the SD drawings, we recommend the following wall assemblies.

Face brick on lower areas up to 30 ft

- 4" brick veneer with point connections
- 4" mineral wool insulation
- 8" concrete masonry units (CMU)
- 6" metal studs
- One (1) layer 5/8" gypsum wallboard (GWB)

Versa-line and ACM metal panels on upper areas

- Metal panel with point connections
- 4" mineral wool insulation
- 8" CMU
- 6" metal studs
- One (1) layer 5/8" GWB

Glass doors at Lobby

- 1/2" glass doors, gasketed
- 20' vestibule airspace
- 1/2" glass doors, gasketed

Roof

- Roofing material
- Rigid insulation
- 3.5" normal weight concrete
- 3" metal deck

Using these assemblies, the predicted sound pressure levels at the building lot boundaries are shown in Table 1 at each elevation, all of which meet the Portland Noise Ordinance requirement of 55 dBA. The lot boundaries were assumed to be the close edge of the sidewalks on the north, east, and west façades, and the end of the loading dock on the south façade.

Table 1. Predicted Sound Pressure Levels at Lot Boundaries with As Drawn Conditions Music Hall – Portland, ME		
Lot Boundary	Bands (108 dBA)	EDM (104 dBA)
	dBA	dBA
North boundary (Cumberland Ave)	40	44
East boundary (Pearl St)	42	45
South boundary (50' above ground through metal panel wall)	36	40
South boundary (75' above ground through roof)	43	41
West boundary from Main Music Hall (Myrtle St)	34	39
West boundary from Lobby (Myrtle St)	16	24

Music Hall – Portland, ME

ROOFTOP MECHANICAL EXTERIOR NOISE REPORT

December 11, 2024



PREPARED FOR
Phillip Redpath
Design Manager
BLUEPRINT STUDIO | Live Nation



PREPARED BY
Felicia Doggett, INCE Bd. Cert.
President & CEO

Maeve Cantwell
Associate Consultant
Metropolitan Acoustics

December 11, 2024

Phillip Redpath
Design Manager
BLUEPRINT STUDIO | Live Nation

Re: Music Hall – Portland, ME
Rooftop Mechanical Exterior Noise Report

Dear Phillip:

Metropolitan Acoustics has completed an acoustic analysis of the rooftop mechanical equipment for the Portland Music Hall, located in Portland, ME. This proposed music hall is part of a multiuse development which includes residential and hotel buildings to the south. Existing private residences are located across Cumberland Avenue to the north, and there is an apartment building across Myrtle Street to the west. This report addresses noise ordinance compliance related to rooftop mechanical equipment to the hotel and residential buildings. Sound propagation from concerts inside the building to exterior areas was addressed in a report dated October 25, 2024.

The information in this report is intended to be used as a guide for architectural and engineering disciplines so appropriate acoustical performance can be achieved. These recommendations are based on a roof plan and sound data for the rooftop equipment received from DAIQ Architects on November 21, 2024.

For the readers' convenience, [blue text](#) indicates an external link to a product and the [blue italicized text](#) indicates an internal link to another section of this document. Please let us know if you have any questions regarding this information.

Best regards,

metropolitan acoustics, llc



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TABLE OF CONTENTS

ACOUSTIC TERMINOLOGY	1
<i>Sound Level</i>	1
APPLICABLE NOISE ORDINANCE AND DESIGN GOALS	1
<i>Portland Maine Noise Ordinance</i>	1
<i>Design Goals</i>	1
SITE OVERVIEW	1
SYSTEM DESCRIPTION	2
ANALYSIS PROCEDURES AND RESULTS	3
APPENDIX A – BOD UNIT INFORMATION	4

ACOUSTIC TERMINOLOGY

Sound Level

Sound pressure levels (SPL) are commonly expressed on a logarithmic scale in decibels (dB). The human ear is most sensitive at mid-frequencies (speech) and less sensitive at high and low frequencies at typical listening levels. To account for this, sound pressure can be expressed in units of A-weighted decibels (dBA). A higher number corresponds to louder sound levels. For reference, a change of 3 decibels represents a just-noticeable difference, a change of 5-6 decibels is clearly noticeable, and a sound level that is 10 decibels higher is perceived to be twice as loud. A-weighted decibels are commonly used to describe environmental sound.

APPLICABLE NOISE ORDINANCE AND DESIGN GOALS

Portland Maine Noise Ordinance

The Portland Maine noise ordinance is part of the [City of Portland Land Use Code](#). The portion of the code that pertains to our scope and analysis can be found in Section 6.8.9 – Noise, which states the following. This development falls in the B-3 zone.

- A. The maximum permissible sound level of any continuous, regular, or frequent source of sound produced by an activity shall be as shown in Table 6-G.
- B. For any noise generated by a use in the B-5/B5b, B-6, B-7, I-L/I-Lb, I-M/I-Mb, and I-H zones, sound shall be measured at or within the boundaries of any residential zone. For any noise generated by a use in the B-1/B-1b, B-2/B-2b/B-2c, I-B, R-P, O-P, A-B, and IS-FBC zones, sound shall be measured at lot boundaries. For any noise generated by a use in the B-3/B-3b/B3c, sound shall be measured at lot boundaries or within publicly accessible pedestrian open space. For any noise generated by a use in the B-4 zone, sound shall be measured off premises at the source of complaint.
- C. In addition to the sound level standards established in Table 6-G, all uses shall employ best practicable sound abatement techniques to prevent tonal sounds, or sound waves usually perceived as a hum or whine because their instantaneous sound pressure varies essentially as a simple sinusoidal function of time, and impulse sounds, or sound events characterized by brief excursions of sound pressure, each with a duration of less than one second. If such tonal and impulse sounds cannot be prevented, uses shall employ best practicable sound abatement techniques to minimize the impact of such sounds in residential zones.

Table 6-G: NOISE STANDARDS		
Zone	Daytime/Evening (7am-9pm)	Night (9pm-7am)
B-3/B-3b/B-3c	60 dBA	55 dBA

Design Goals

This project is located in the B-3/B-3b/B3c zone and as such, the sound levels at the lot boundary of the music hall cannot exceed 60 dBA daytime and 55 dBA nighttime. Since the new residential and hotel building to the south will look down onto the roof of the music hall, we will assume that the lot line is infinitely high and will predict sound propagating vertically.

SITE OVERVIEW

The Portland Music Hall will be located on a block bounded by Myrtle St, Cumberland Ave, and Pearl St. The south property line is adjacent to the new hotel and residential building. Figure 1 below shows the site layout in relationship to the venue.



Figure 1: Venue and site layout

SYSTEM DESCRIPTION

Eight rooftop air-handling units are proposed for the roof of the music venue as shown in Figure 2 below. The basis of design for these units is Daikin Models DPSC090, DPSC30B, DPSC06B, DPSC16B, DPSCA070, and DPSC07B, which are packaged DX and gas heat air handling units. It is noted that the sound data for these units includes low sound condenser fans and compressor wraps.

The Basis of Design (BOD) unit information sound data and cut sheets were provided by DAIQ Architects on November 21, 2024; see [Appendix A](#) for BOD unit information and sound power data used in our analysis. The sound power levels for alternates to the BOD should be less than or equal to the sound power levels of the BOD selections to meet the predicted sound levels described in the following analyses. We recommend including this requirement in the design documents. If the sound power levels for alternates to the BOD are greater than the sound power levels of the BOD, additional mitigation may be required to achieve the background sound level goals of the project.

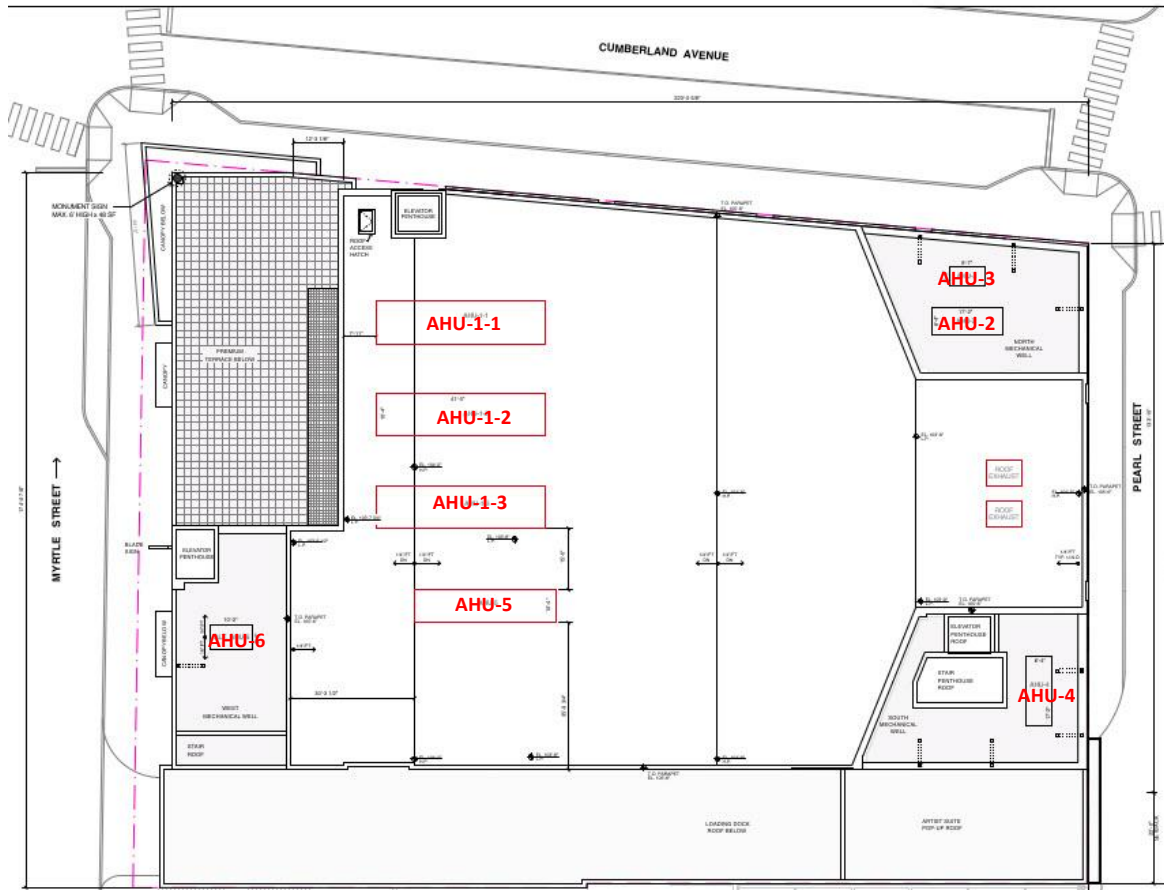


Figure 2: Roof plan of music venue

ANALYSIS PROCEDURES AND RESULTS

To predict sound levels from rooftop AHUs, we used the radiated sound power data for each unit and calculated the propagated sound based on distance and shielding from the building to the lot boundaries at each side. The resultant sound levels from all units were added together at each lot boundary and compared to the Portland noise ordinance. The lot boundaries for Cumberland Ave, Pearl St, and Myrtle St are taken at 5' above ground level at the close edge of the sidewalks. The lot boundaries to the south are taken at the end of the loading dock 75' above the ground to account for the hotel and residential building residents looking down onto the roof.

The predicted sound pressure levels at the building lot boundaries are shown in Table 1.

Table 1. Predicted Sound Pressure Levels at Lot Boundaries with BOD AHUs Music Hall – Portland, ME	
Lot Boundary	Predicted Sound Pressure Level
North boundary (Cumberland Ave)	38 dBA
East boundary (Pearl St)	37 dBA
South boundary (75' above ground)	53 dBA
West boundary (Myrtle St)	38 dBA

As shown in Table 1, the predicted sound level at each of the boundaries meets the Portland noise ordinance requirement of 55 dBA.

APPENDIX A – BOD UNIT INFORMATION

BOD Rooftop Air Handling Units with Low Sound Condenser Fans and Compressor Wraps										
Tag	BOD Selection		Fan System	Octave Band Sound Power Level (dB, Unweighted)						
	Make/Model	CFM		63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz
AHU-1-1, 1-2, 1-3	Daikin DPSA090	30,000	Radiated	77	82	80	83	81	80	77
AHU-2	Daikin DPSC30B	9,600	Radiated	80	74	76	76	78	76	76
AHU-3	Daikin DPSC06B	2,200	Radiated	82	82	78	75	74	69	72
AHU-4	Daikin DPSC16B	6,350	Radiated	80	74	76	76	76	75	75
AHU-5	Daikin DPSA070	25,000	Radiated	77	82	80	83	81	80	77
AHU-6	Daikin DPSC07B	3,500	Radiated	85	85	81	78	76	71	68

Signage and Wayfinding 13-13.6.4 (H)

1. Signage location and scale will comply with the City Ordinances.
2. All on-site directional traffic signage will be sited in such a way as to not adversely affect visibility at intersections or offsite.

The proposed development will have minimal signage identifying the address of the building for deliveries and patrons. The entrances to the venue are clearly defined by architectural design, canopies, and lighting, consistent with other entertainment venues in the City.

No free-standing on-site directional signage is proposed that would adversely impact site visibility.

The site is fully occupied by the building footprint and on-site wayfinding signage is not required to guide users to and from the facility.

Zone Related Design Standards 13-13.6.4 (I)

1.a. Development in the B-3, B-5, B-5b, and B-7 zones and in the B-6 and EWPZ zones shall be designed to support the development of dense, mixed-use neighborhoods with attractive, safe, and convenient street-level pedestrian environments.

The building and site is designed to comply with the design standards of the City of Portland Design Manual Section (b) B-3 Downtown Business Zone and the Pedestrian Activities District (PAD).

The proposed project is part of a Master Development Plan (MDP) approved by the Planning Board on August 9, 2022. The proposed development of Lot 3 has changed since Master Plan approval reducing the height of the structure from 13 floors to three floors; however, the design remains in compliance with the requirements of the Design Manual. The following items discuss the site design with reference to applicable sections of the ordinance and design guidelines that were highlighted in the MDP review.

Additional information related to building design is shown on the architectural plans submitted with the application.

- *§(b)(1)(a)(1)(i)(2) of the Design Manual states that building entrances, including such factors as compatibility with the building's façade, prominence along the street, access to the street, and accessibility for physically handicapped or for those with special needs are factors that should be considered.*

The building entrance on Cumberland Avenue has been designed with differentiated materials, slightly recessed doors and a canopy above, extending from the building face. This entry is fully accessible. Please see this exhibit for proposed materials information.

- *§ (b)(1)(e)(1) of the Design Manual states that proposed development shall respect, enhance, and be integrated with the existing character of the general pattern of development in the downtown, surrounding building environment and streetscape, as described and illustrated in the Downtown Urban Design Guidelines (Appendix 1). Factors to be considered include the relationship to the following existing patterns:*

- *Street walls and building setbacks:*

The building design adheres to the B-3 zone requirements for maximum height of the street wall, overall building height, and step-back requirements.

- *Open space:*

The proposed development involves the construction of an entertainment venue and does not include additional public open space.

- *Building form, scale and massing:*

The form, scale and massing of the building is consistent with the approved MDP for the site. The proposed building is fewer stories than approved in the master plan yet is consistent in form with the overall proposed development of the block.

- *Facade proportion and composition:*

The building is a three story structure that is consistent with the surrounding area. The building has been designed utilizing a variety of materials that are consistent with structures along Cumberland Avenue and Myrtle Street.

The massing of the building relates to the surrounding neighborhood where the height of the brick cornice at approximately 31', spacing of bays and façade elements are scaled to relate to the residences across Cumberland Avenue. The main entrance occurs on Myrtle Street and is distinguishable by a prominent marquee and is easily accessible. The entrance is down the street from the Merrill Auditorium entrance which enhances the relationship and strengthens the identity as an Entertainment District. The marquee, signage and open terrace define the building as an entertainment venue.

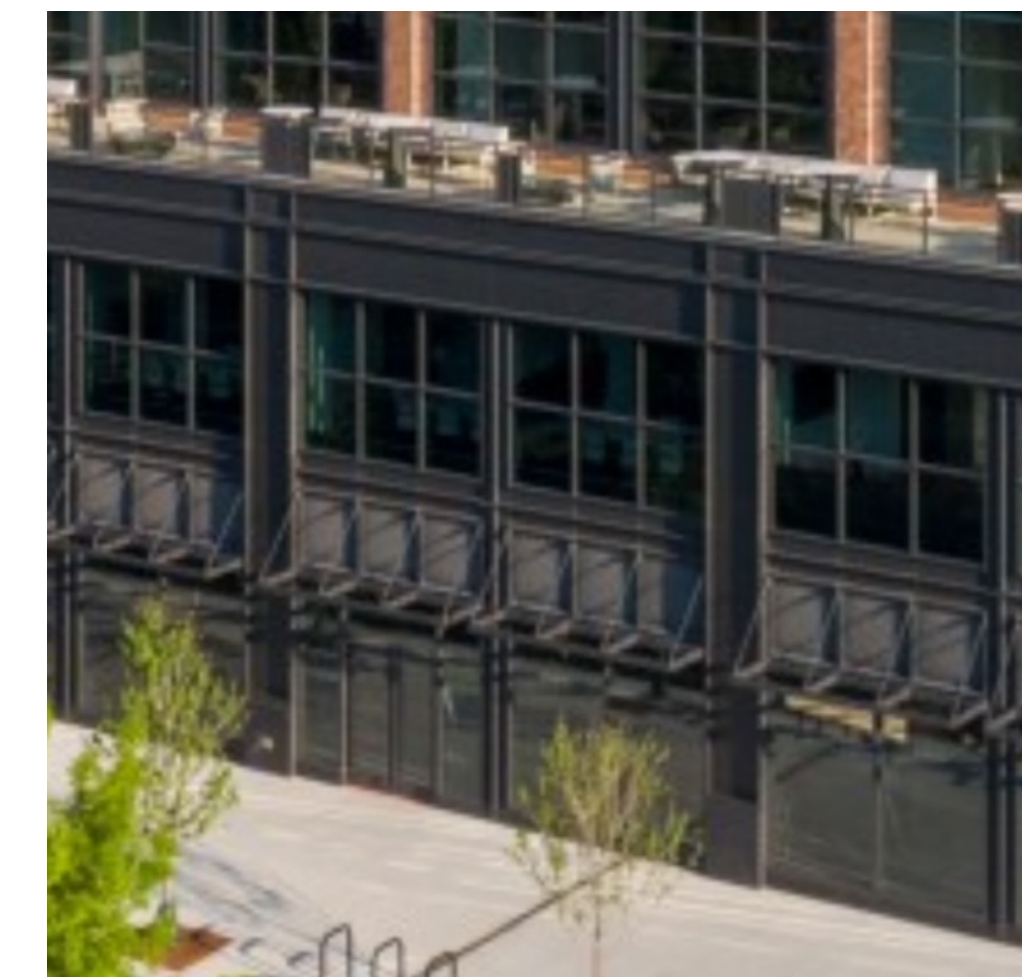
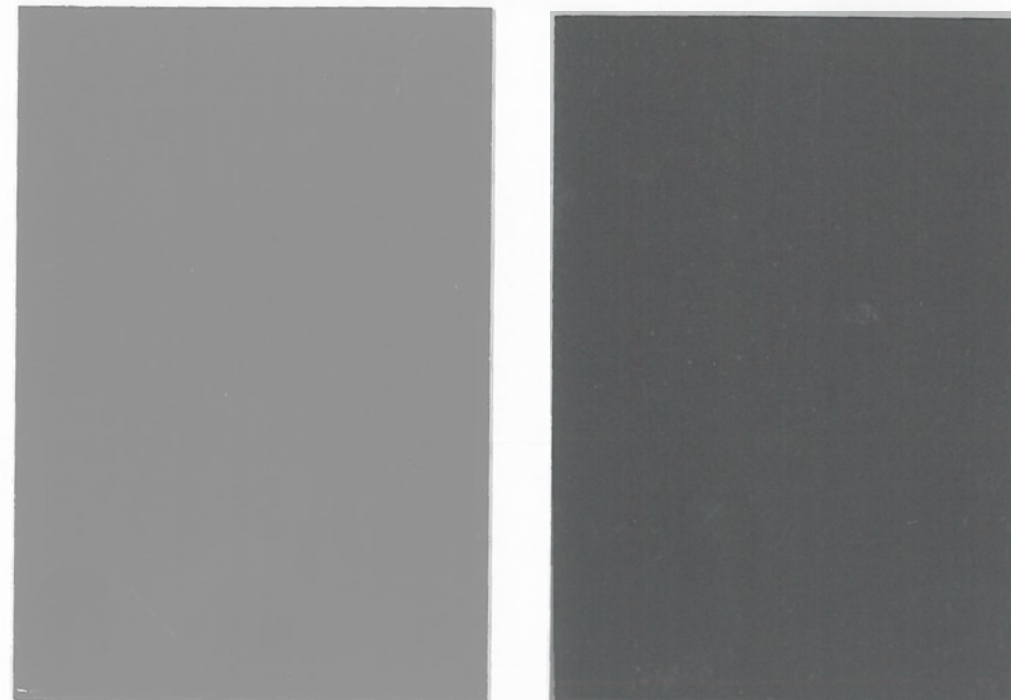
The use of brick and metal panel relate to the surrounding buildings. The use of exposed steel and metal channels attempt to reflect Portland's industrial / warehouse vernacular architecture. The introduction of display windows along Cumberland help to provide transparency and activate the street. There are no continuous blank walls at street level greater than 20'. The entrance is setback to allow for increased pedestrian movement and queuing. All roof top mechanical equipment is set back from the parapet or by enclosed by screen walls.

- *Pedestrian circulation and building entrances:*

The site is framed by sidewalks along Cumberland Avenue, Myrtle Street, and Pearl Street. Access to the building is via an entrance on Cumberland Avenue and Myrtle Street. The entrance is differentiated from the façade and defined with varying architectural details and an entrance canopy

- *Parking:*

The proposed development is not required to provide parking. Patrons of the establishment will either walk, bike, utilize mass transit, or park in an off-site parking area during an event.



PORTLAND MUSIC HALL MATERIAL PALETTE

PORTLAND MUSIC HALL
PORTLAND, MAINE



SEAL:

REVISIONS:		
	12/18/24	PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

MATERIAL PALETTE

SCALE: As Noted.
SHEET #:

CONTEXT IMAGES

Att. P



NORTH-EAST VIEW



SOUTH-EAST VIEW



SOUTH-WEST VIEW



NORTH-WEST VIEW

PORTLAND MUSIC HALL
PORTLAND , MAINE



SEAL:

REVISIONS:
12/18/24 PLANNING SUB.

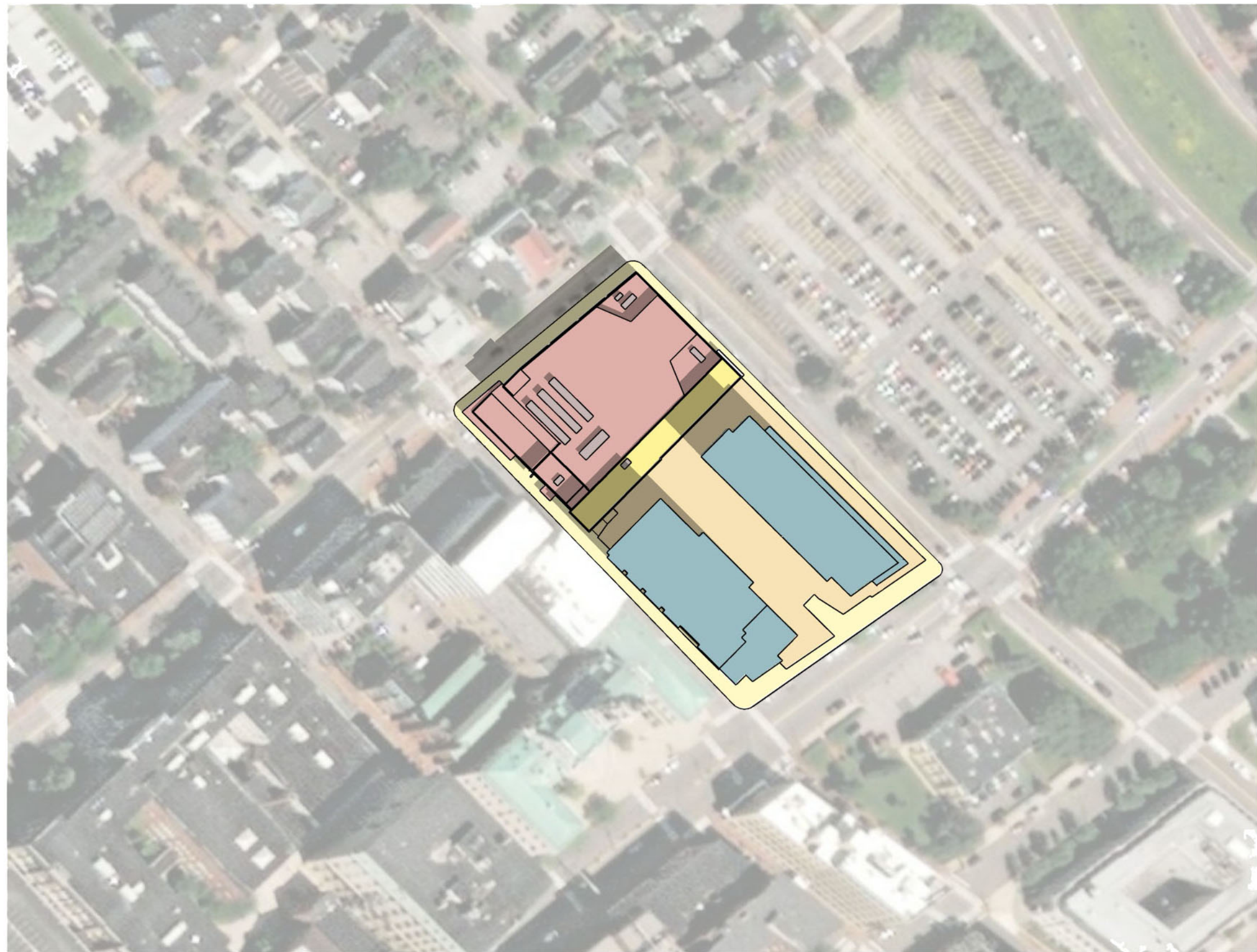
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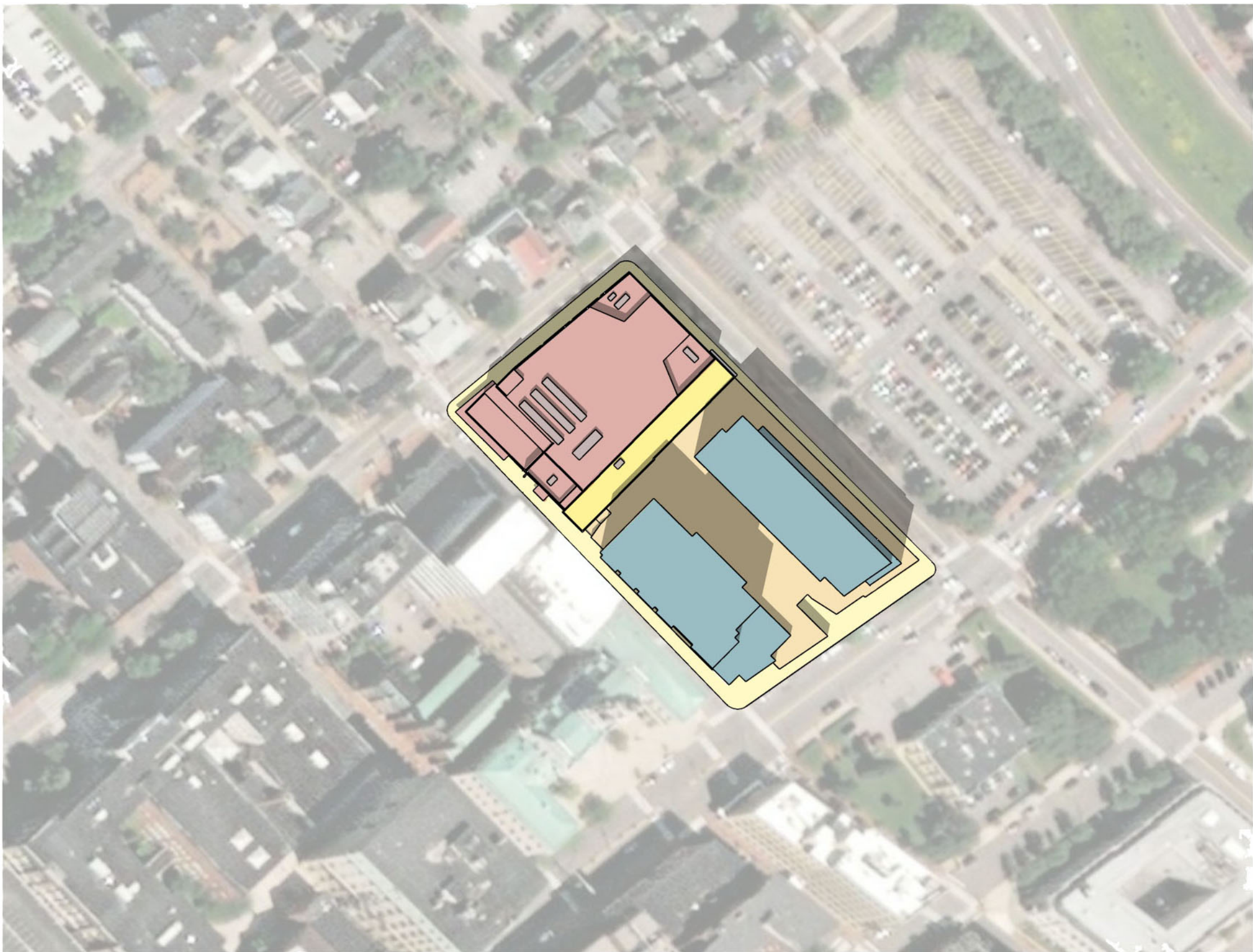
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SHADOW STUDY ANALYSIS

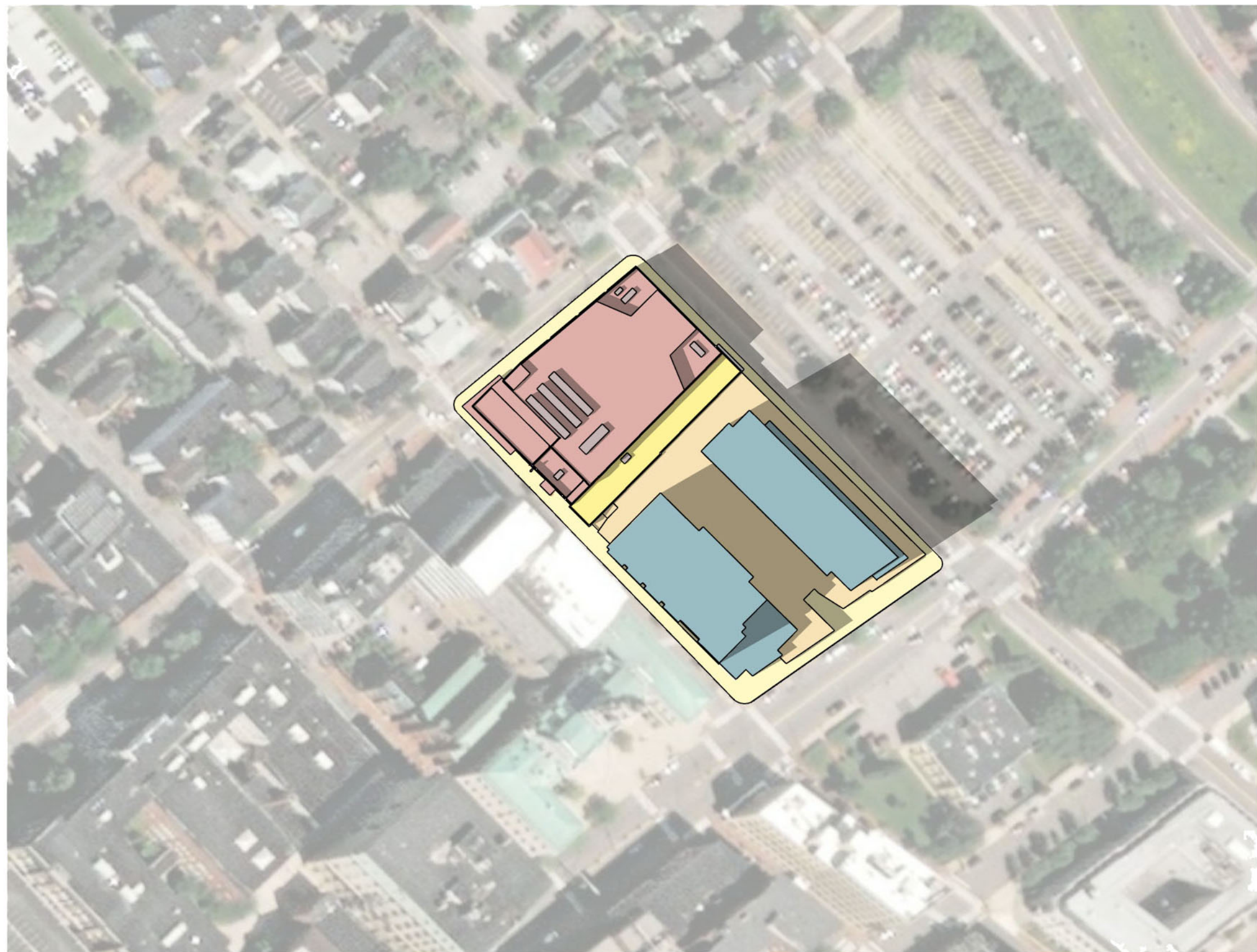
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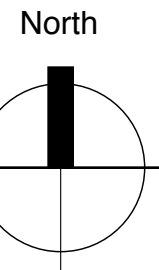
PORTLAND MUSIC HALL
PORTLAND , MAINE



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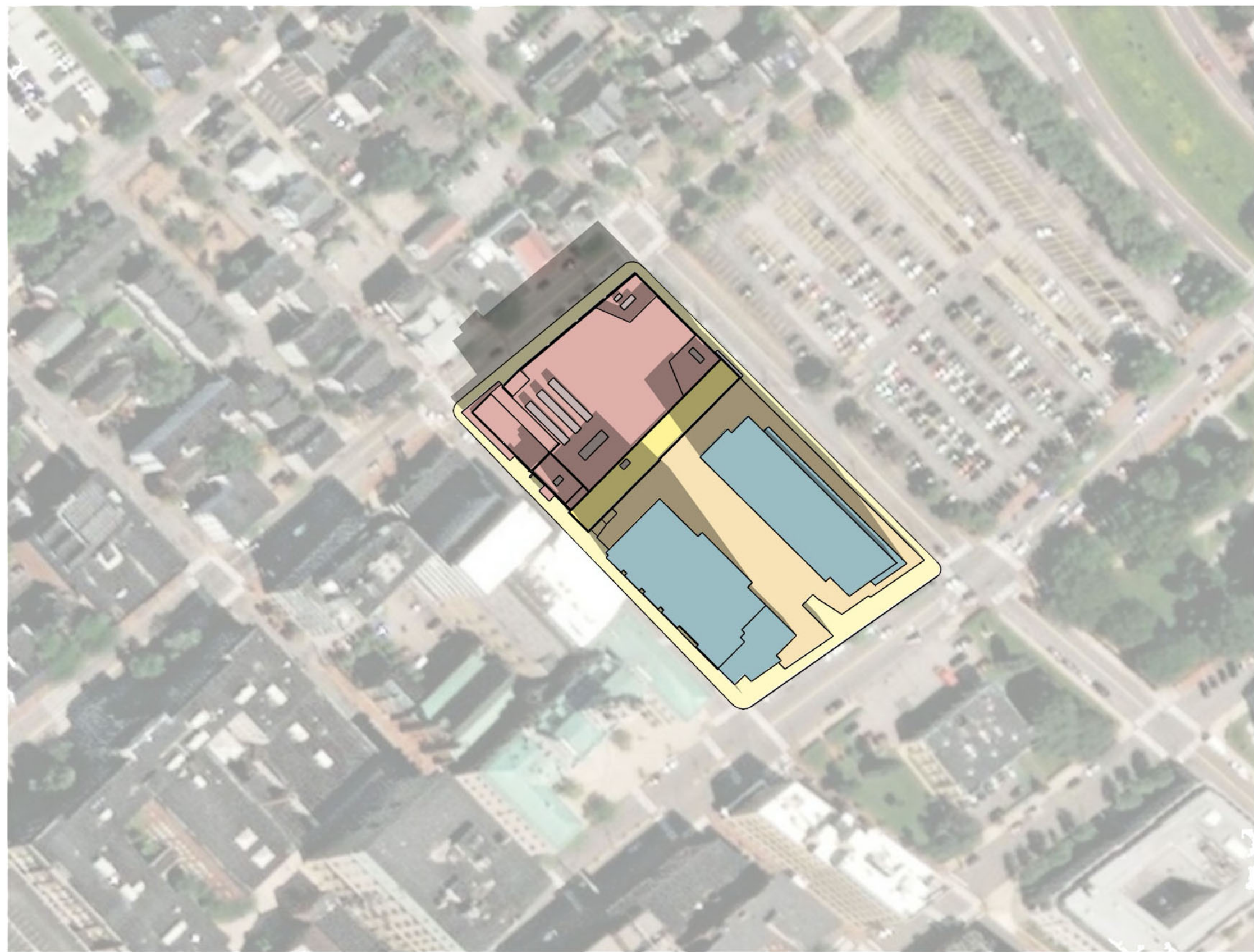
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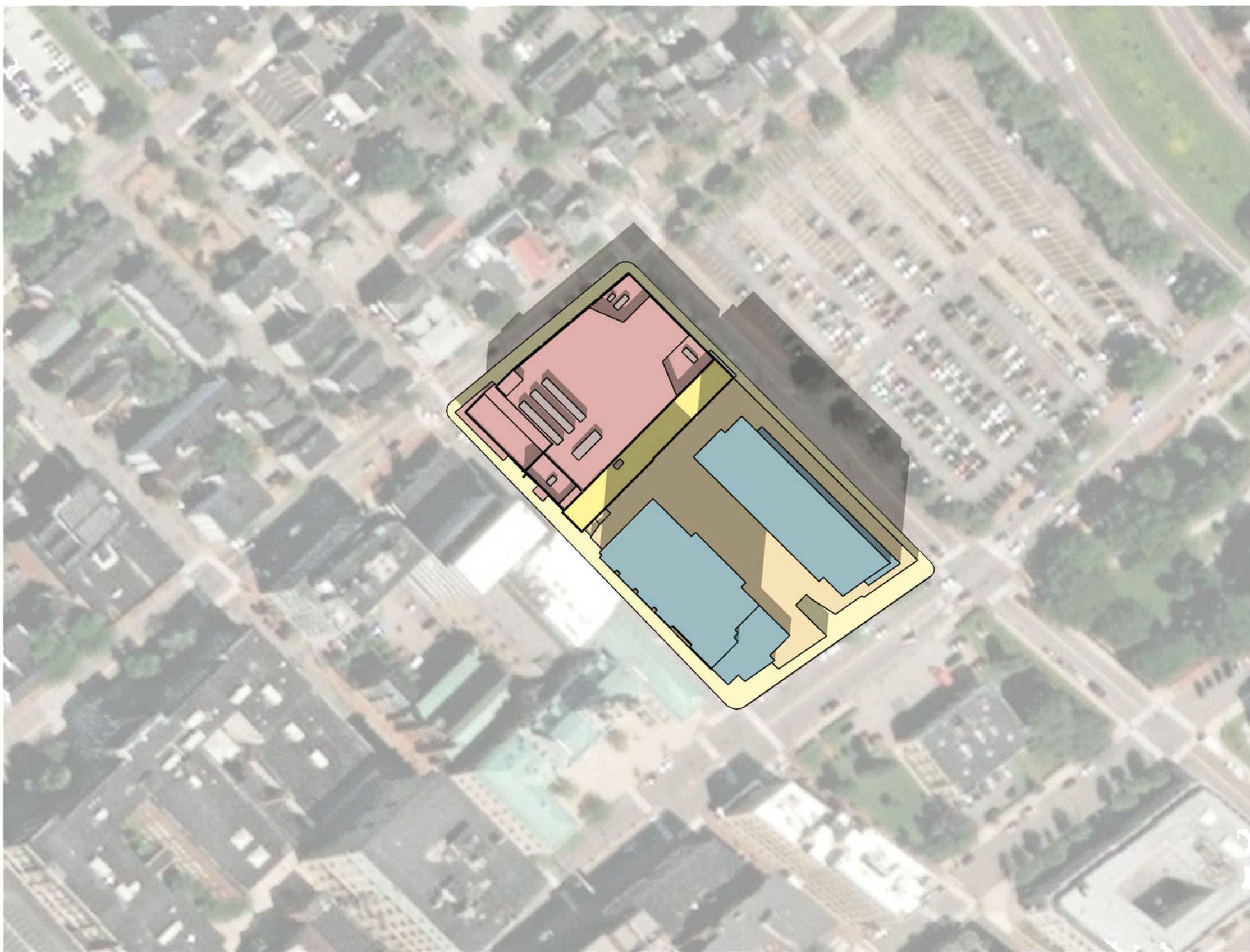


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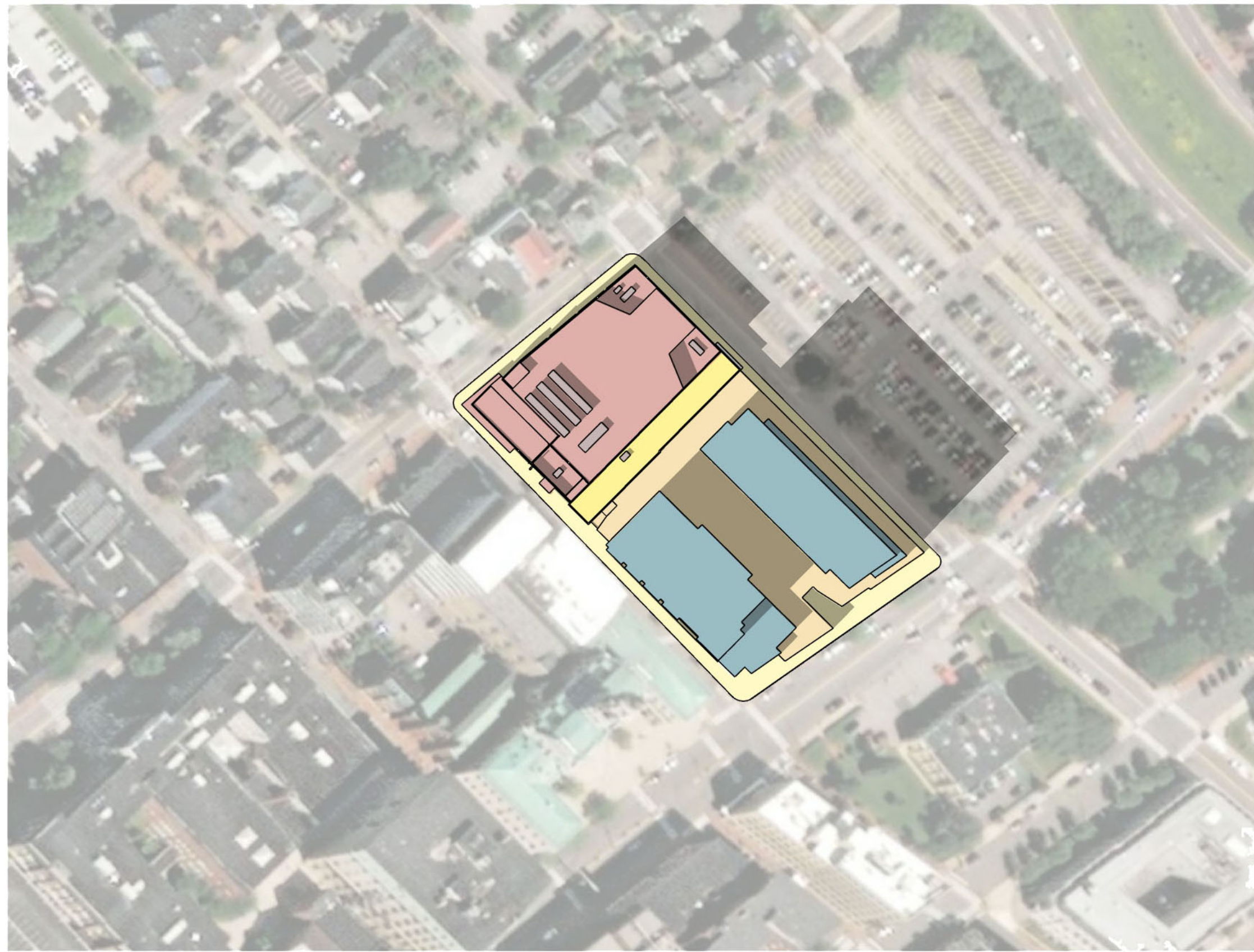
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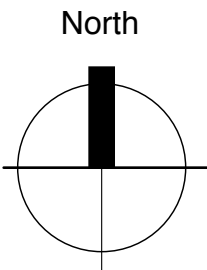
PORTLAND MUSIC HALL
PORTLAND , MAINE



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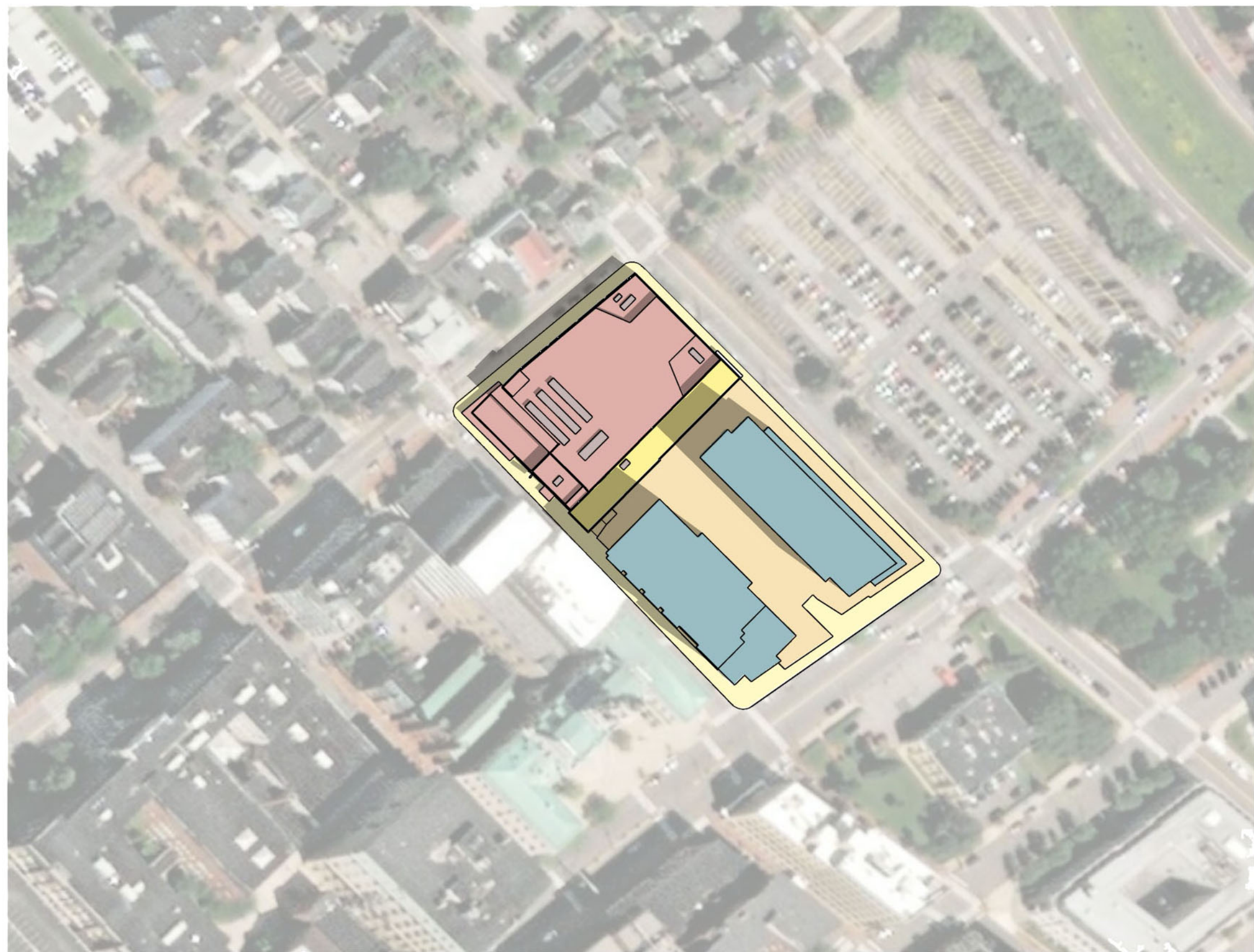
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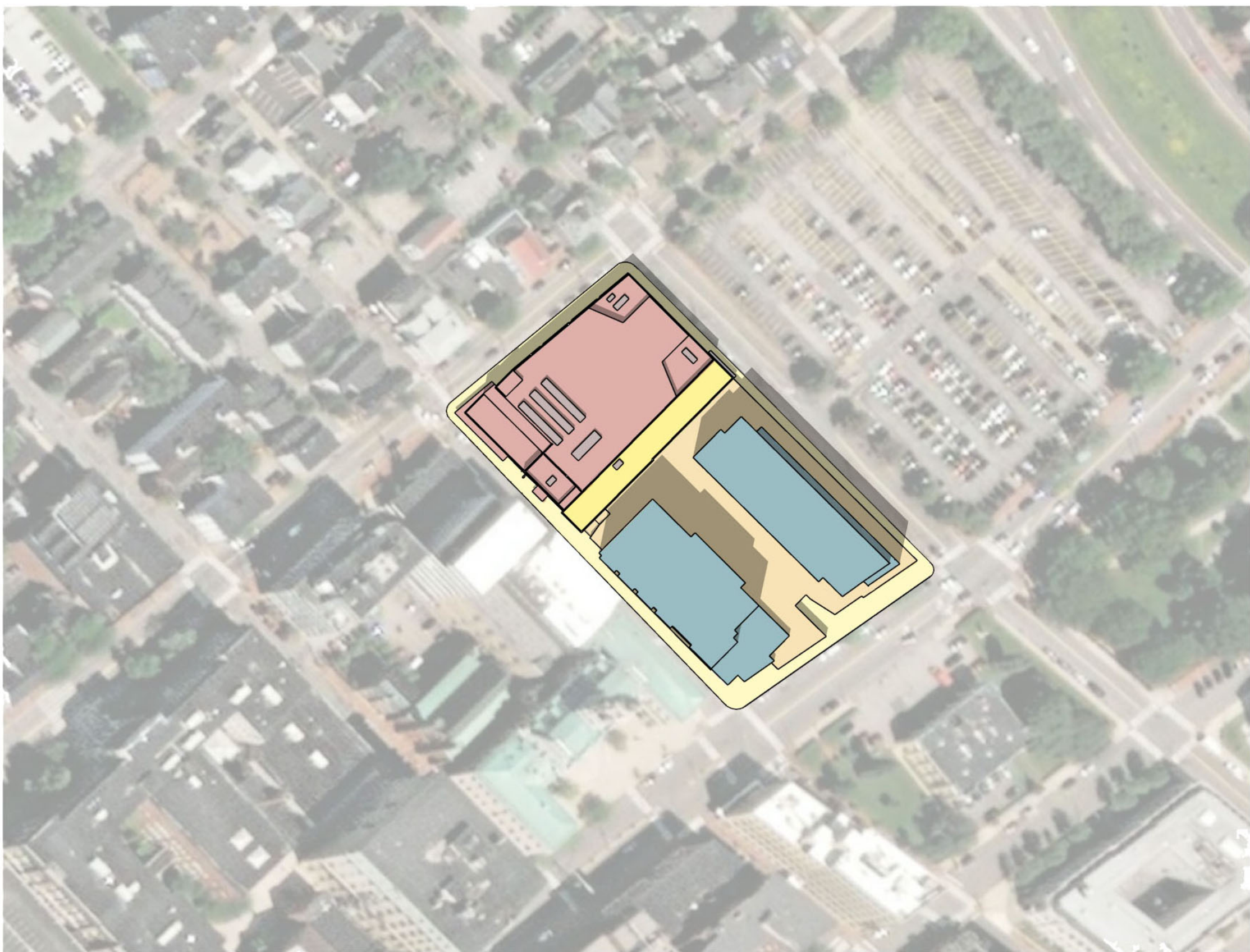


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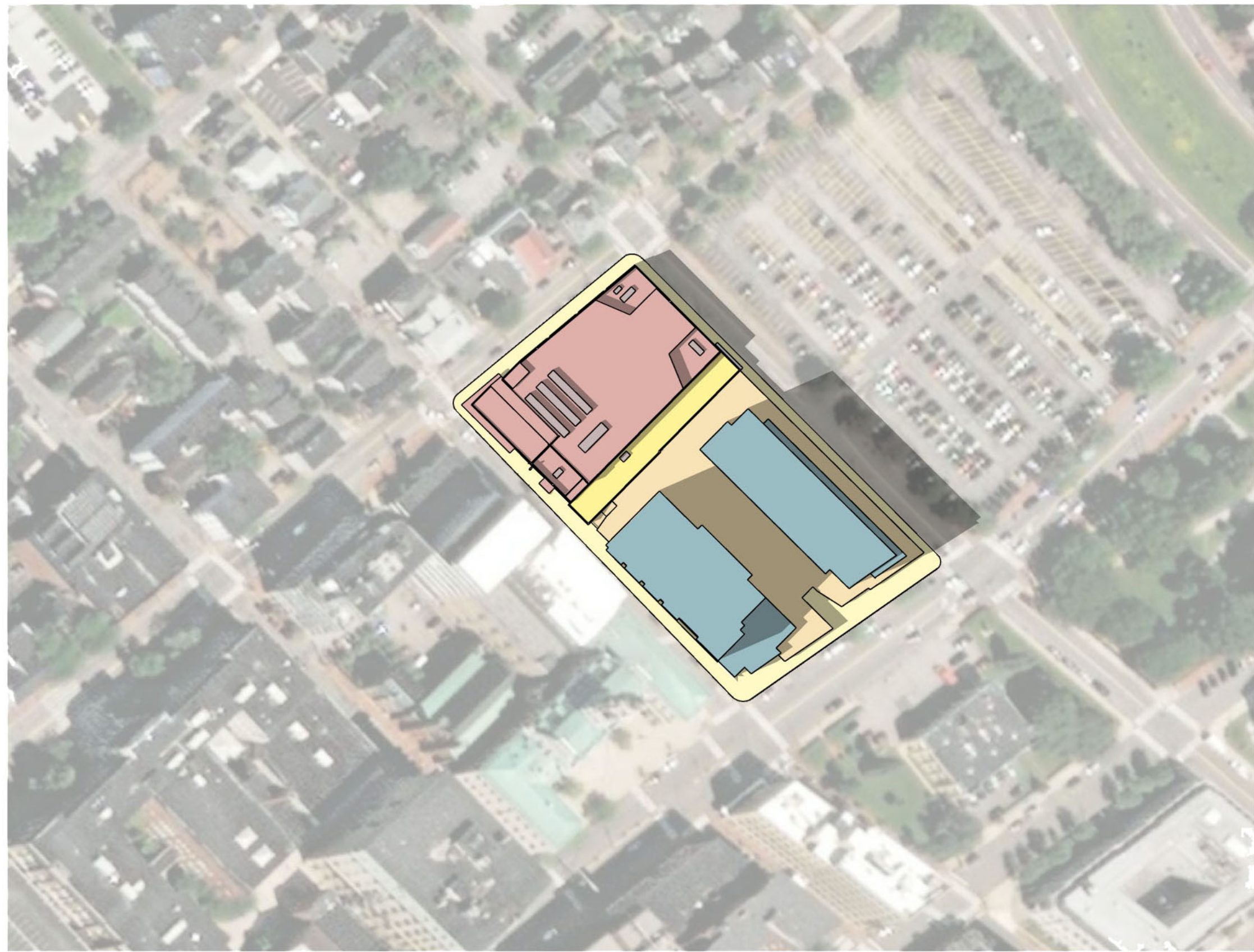
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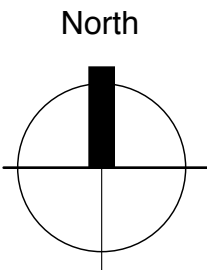


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PORTLAND MUSIC HALL
PORTLAND , MAINE

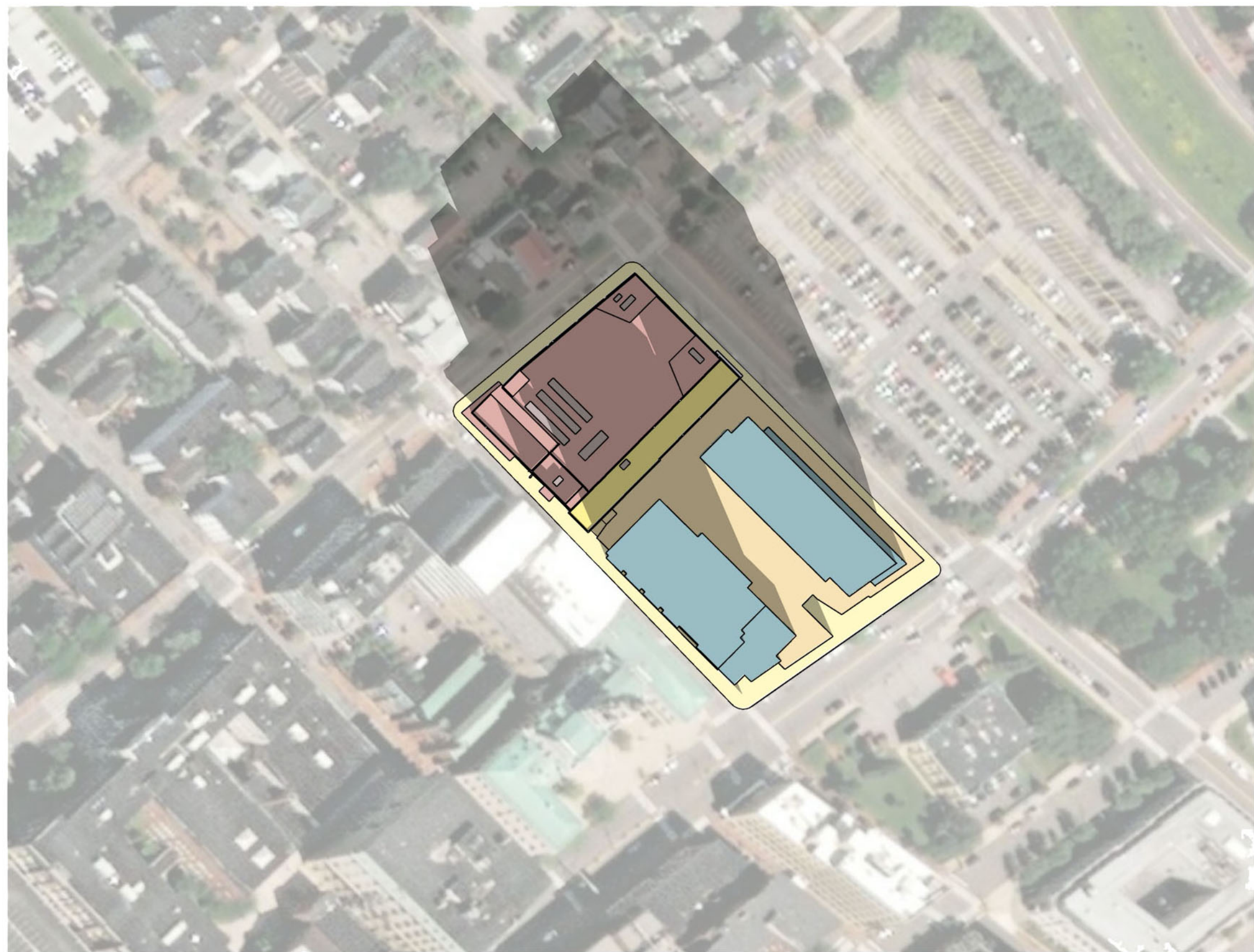


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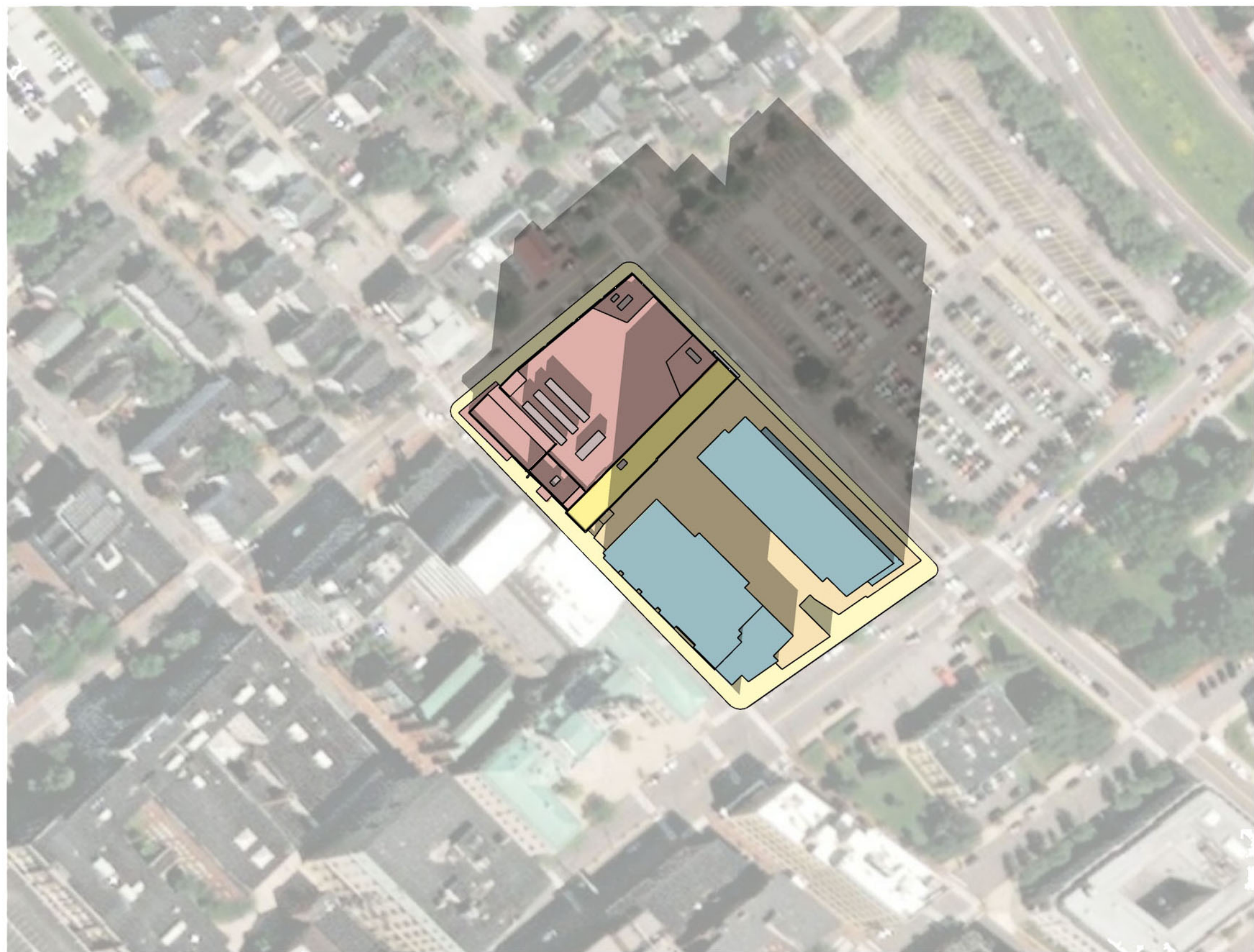
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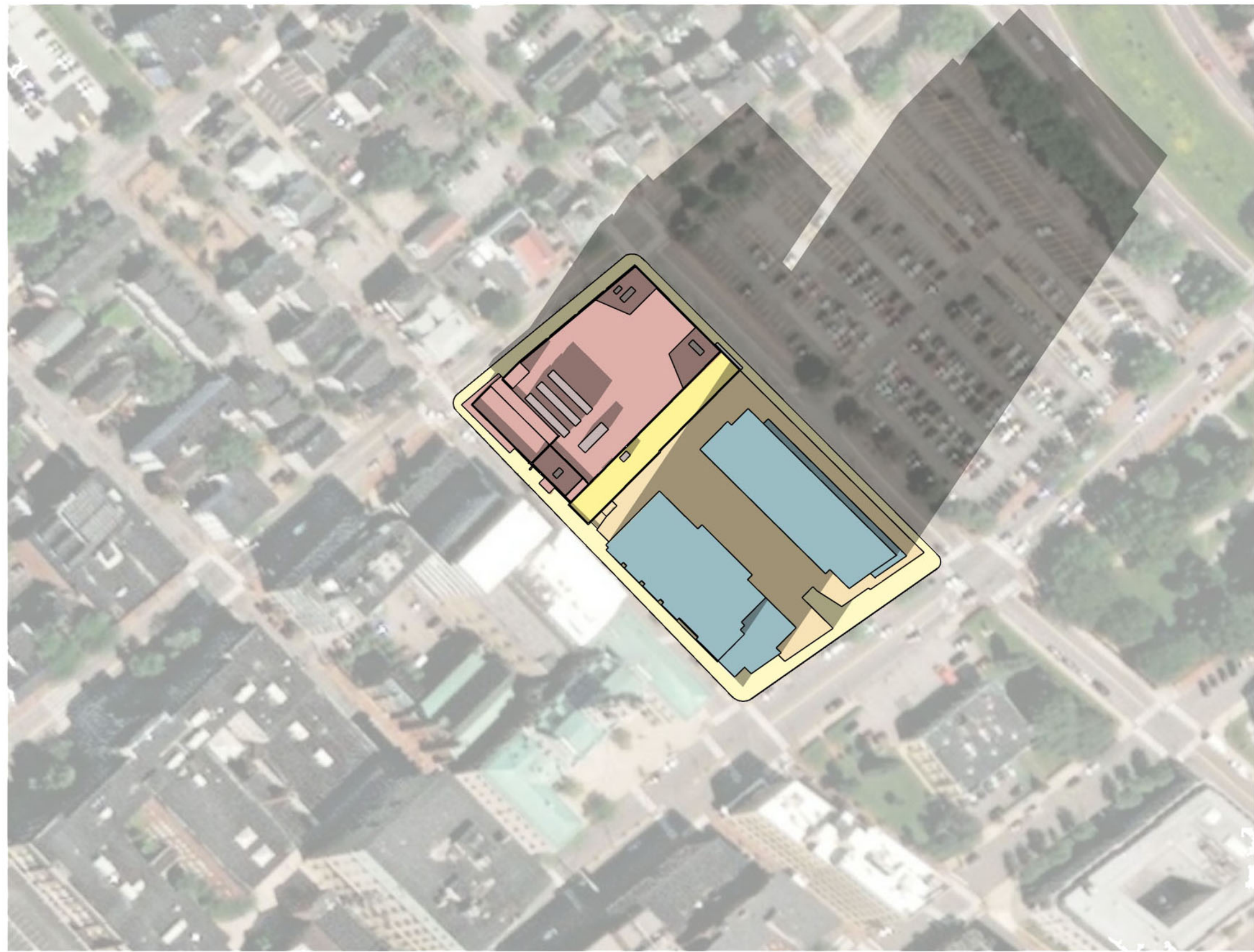
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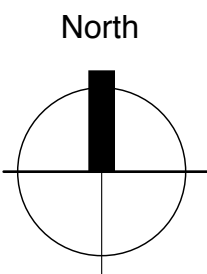


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DECEMBER 21



PORTLAND MUSIC HALL
PORTLAND , MAINE



SEAL:

REVISIONS:		
12/18/24	PLANNING SUB.	

DAIG PROJECT #: 24003
DRAWING TITLE:
**SHADOW STUDY
DECEMBER 21**
SCALE: As Noted.
SHEET #:

STORMWATER MANAGEMENT REPORT

For

**244 CUMBERLAND AVENUE
LOT 3 OF 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE**

Prepared for

Portland Music Holdings, LLC

December, 2024



Table of Contents

Contents

1. Introduction.....	1
2. Existing Conditions	2
3. Soils.....	2
4. Proposed Site Improvements.....	3
5. Hydrologic Modeling	3
6. Existing Conditions Model.....	3
7. Proposed Conditions Model.....	3
8. Stormwater Management.....	5
Basic Standard - Chapter 500, Section 4(B)	5
General Standard - Chapter 500, Section 4(C).....	5
Redevelopment Standards - Chapter 500, Section (C)(2)(d), City Technical Standards – Section II-D	6
Flooding Standard - Chapter 500, Section 4(F), City Technical Standards – Section II-C	6
9. Summary.....	9

Appendices

Appendix 1A: Hydrologic Modeling – Existing Conditions (HydroCAD) Summary	
Appendix 1B: Hydrologic Modeling – Proposed Conditions (HydroCAD) Summary	
Appendix 2: Inspection, Maintenance and Housekeeping Plan	
Appendix 3: Flood Insurance Rate Map	
Appendix 4: Subsurface Investigations	
Appendix 5: Stormwater Management Plans	

**STORMWATER MANAGEMENT REPORT
244 CUMBERLAND AVENUE
LOT 3 OF 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE**

1. Introduction

This Stormwater Management Plan and Report presents analyses performed to address stormwater management for the proposed development of Lot 3 of the 385 Congress Street Subdivision. The stormwater management controls outlined in this report are designed to suit the proposed development and to comply with applicable state and local regulatory requirements.

The project is comprised of the proposed development of a music event venue on Lot 3, a site occupying 0.88 acres located at the corner of Myrtle Street and Cumberland Avenue in Portland. Lot 3 is a portion of a larger 2.26-acre parcel bounded by Congress Street, Myrtle Street, Cumberland Avenue, and Pearl Street. The project is one of three phases for a Master Plan of Development for this larger site approved by the planning board in August 2022. An adjacent hotel project on Lot 1 of the subdivision was approved by the planning board in February 2023 and has not begun construction.

Development of the site is subject to the City of Portland's post-construction stormwater management standards, which adopt the MDEP Chapter 500 Basic, General, and Flooding standards, including the redevelopment standards, as incorporated into the City of Portland Land Use Ordinance and Site Plan review regulations. The project is a redevelopment project resulting in less than 5,000 sf of non-rooftop impervious area. As such, the City's stormwater standards for redevelopment do not require stormwater quality treatment.

The site is located in an area served by a combined sewer system where the City of Portland seeks to mitigate and reduce combined sewer overflow (CSO) events. The design storm event for CSO evaluation is a 1" rainfall, 24-hour design storm (CSO Storm).

Based on discussions with City staff during the Master Development Plan and Lot 1 Site Plan Review, the stormwater analysis and the proposed detention system have been designed to reduce the rate of runoff from the project site to the extent practicable during this 1" CSO Storm event.

The project site and the remaining land are currently fully developed with two buildings and surface parking. The site generally slopes from east to west (Congress Street toward Cumberland Avenue) with an approximately 12' change in grade along Myrtle Street and Pearl Street. The existing site includes a system of catch basins that connect into the City's combined sewer in the surrounding streets, ultimately discharging to the west along Myrtle Street and Pearl Street toward Marginal Way.

The City is undertaking a study for the future construction of storm drainage and sanitary sewer separation along Pearl Street from Marginal Way to Congress Street. In anticipation of future offsite improvements, Staff have requested that the projects associated with the Master Plan of Development for the property:

- Separate their sanitary sewer and storm drainage on site prior to connection into the City system;
- Direct as much of the storm drainage from the project site (and remaining land identified as Lot 1 and Lot 2) to the combined sewer in Pearl Street, with a connection near Cumberland Avenue to facilitate future separation, and;
- Detain and reduce the peak rate of runoff from the redeveloped areas of the site to the extent practicable during a 1-inch, 24-hour rainfall event to reduce flows during the City's CSO storm event.

2. Existing Conditions

The City's drainage system abutting the site is a combined sewer system tributary to an overflow location at the Back Cove discharging into Casco Bay. Base flow in the system is conveyed to the Portland wastewater treatment plant. This site is not tributary to any urban impaired streams or significant pond or lake watersheds defined in Chapter 502 of the Maine Department of Environmental Protection (MDEP) regulations.

The proposed development area of the site is not located in an identified flood zone shown on the FEMA Flood Insurance Rate Map for the City of Portland, Community Panel 2300510013B dated July 17, 1986. A copy of the Flood Insurance Rate Map is attached in appendix 3.

3. Soils

Soil information for the site was obtained from the USGS United States Department of Agriculture and Natural Resource Conservation Service's Web Soil Survey site. Boring logs from the site's geotechnical exploration reports indicate a groundwater depth of approximately 15 feet. The Hydrologic Groups (HSG) of the soils on site as classified by the Soil Conservation Service is as follows:

Soil Map Symbol	Soil Name	Slope (%)	HSG
HIB	Hinckley loamy sand	3-8	A

Hydrologic Soil Group boundaries are delineated on the Watershed Map. A copy of the Medium Intensity Soil Survey is included in Appendix 4.

4. Proposed Site Improvements

The proposed development consists of a subdivision plan amendment revising the lot line between Lots 2 and 3 and a major site plan review for the development of the revised Lot 3. The revised Lot 3 will be redeveloped as a commercial development.

The abutting Lot 1 to the east was approved as a proposed hotel and condominium development in September of 2023. Lot 2 is the remaining land retained by the owner for future development, currently envisioned as a residential condominium development.

5. Hydrologic Modeling

In order to evaluate drainage characteristics as a result of the proposed development, a quantitative analysis was performed to determine peak runoff rates in the pre-development and post-development conditions. The evaluation was performed using the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)". HydroCAD computer software was utilized to perform the calculations.

6. Existing Conditions Model

The pre-development watershed plan consists of four subcatchments labeled 1.1S through 2.2S in the HydroCAD model. Two locations are identified as Points of Analysis (POA) for comparing peak runoff rates. These two POAs represent flows in the existing combined sewers in Pearl Street at Cumberland Avenue (POA-1) and Myrtle Street at Cumberland Avenue (POA-2).

POA-1 is located at the northerly (plan northwest) corner of the larger project site where runoff from the site is tributary to the 18" diameter combined sewer in Pearl Street at Cumberland Avenue. Subcatchments 1.1S represents on-site areas tributary to POA-1 and Subcatchment 1.2S represents offsite areas to the northeast contributing runoff to this point of analysis. The total modeled drainage area tributary to POA-1 in the pre-development condition is approximately 4.04 acres.

POA-2 is located at the westerly (plan southwest) corner of the larger project site where runoff from the site is tributary to the combined sewer in Myrtle Street at Cumberland Avenue. Subcatchments 2.1S and 2.2S represent on-site and offsite areas tributary to POA-2 contributing runoff to this point of analysis. The total modeled drainage area tributary to POA-2 in the pre-development condition is approximately 1.54 acres.

7. Proposed Conditions Model

The post-development watershed presents a consistent overall drainage area tributary to the points of analysis; subdividing the area into its anticipated post development subcatchments that will result from the proposed redevelopment of the site.

POA-1:

In the post-development model, subcatchment 10.1S represents offsite areas draining to POA-1 and is unaffected by the proposed development.

Subcatchment 10.2S represents the existing onsite area that will remain undeveloped.

Subcatchment 10.3S represents the proposed site development. As part of the current Site Plan application for Lot 3, this area will be minimally improved. Draining generally in its existing condition revised with connections to the proposed storm drain serving lot 3.

The proposed development of Lot 3 will include detention to store the required Stormwater Quality (WQv) volume and to provide peak runoff control provided by a corrugated metal pipe (CMP) detention system.

Analysis has been performed to evaluate two conditions:

- Assuming Lot 3 is constructed in isolation, with Lot 1 and Lot 2 remaining undeveloped. The overall post-development tributary area tributary to POA-1 increases to 4.51 acres; an increase of 0.47 acres due to the redirection of storm drainage from Myrtle Street (POA-2) to Pearl Street (POA-1) as requested by the City to facilitate its future combined sewer separation objectives. Refer to Plan Sheet 2 of 3 “Proposed Conditions SWM Plan – Lot 3 Only”.
- Assuming Lot 1 is developed as currently approved along with Lot 3, the overall post-development tributary area tributary to POA-1 increases to 4.51 acres; an increase of 0.47 acres due to the redirection of storm drainage from Myrtle Street (POA-2) to Pearl Street (POA-1) as requested by the City to facilitate its future combined sewer separation objectives. This analysis incorporates the stormwater management systems approved in the Hotel Site Plan Review. Refer to Plan Sheet 3 of 3 “Proposed Conditions SWM Plan – Full”.

The planned Hotel development on Lot 1 is proposed to include a treatment and detention system comprised of a 48” diameter CMP subsurface detention. A preliminary design of the full build-out condition for Lot 1 and Lot 3 is included in the analysis.

Upon installation of the Lot 1 and Lot 3 system, peak flows at POA-1 are reduced to pre-development levels detaining runoff associated with the re-direction of tributary areas from POA -2 to POA-1 that has been requested by the City.

POA-2:

In the Post-development model subcatchments 20.1S represents off-site areas draining to the Myrtle Street combined sewer.

Analysis has been performed to evaluate two conditions:

- Assuming Lot 3 is constructed in isolation, and Lot 1 and Lot 2 remain undeveloped. The drainage area at POA-1 sees a corresponding increase in tributary area.
- and
- Assuming Lot 1 and Lot 3 are developed as currently proposed. The drainage area at POA-1 sees a corresponding increase in tributary area.

8. Stormwater Management

Municipal Requirements

The project is the redevelopment of a fully developed site, creating less than one acre of impervious area such that an MDEP Chapter 500 Stormwater permit is not required.

The redevelopment of Lot 3, upon completion, will result in less than 5,000 sf of non-rooftop impervious area on the site. As such, the City's Stormwater Standards for Redevelopment (Technical Manual Section 5.II.D) do not apply and stormwater quality treatment to meet the General Standards is not required.

The City of Portland Technical Manual Section 5.II-C states that all Major site plans are required to meet the Maine DEP Chapter 500 flooding standard.

The project proposes a subsurface detention system below the lower-level garage to detain runoff meeting the flooding standards. The proposed system will direct the separated site drainage to the intersection of Pearl Street and Cumberland Avenue to facilitate the City's future combined sewer separation efforts. The proposed system will detain and reduce flows from the site to the maximum extent practicable during a smaller 1" rain event to advance the City's Combined Sewer Overflow (CSO) objectives for this area of the City. This approach is consistent with the Stormwater management approach approved in the MDP for the project site and the Lot 1 Hotel site plan approval and as required by the City in its sewer capacity review findings for those developments.

Basic Standard - Chapter 500, Section 4(B)

The MDEP Basic Standards apply to all City site plans, requiring that grading or other construction activities on the site do not impede or otherwise alter drainage ways to have an unreasonable adverse impact. We have avoided adverse impacts by providing an Erosion & Sedimentation Control Plan, and an Inspection, Maintenance and Housekeeping Plan (Appendix 2) to be implemented during construction and post-construction stabilization of the site. These construction requirements have been developed following Best Management Practice guidelines.

General Standard - Chapter 500, Section 4(C)

The MDEP General Standards do not apply as this project disturbs less than one acre and creates less than one acre of impervious area.

Redevelopment Standards - Chapter 500, Section (C)(2)(d), City Technical Standards – Section II-D

Because the General Standards do not apply to this project, the MDEP Redevelopment Standards also do not apply.

The redevelopment of Lot 3, upon completion, will result in less than 5,000 sf of non-rooftop impervious area on the site. As such, the City's Stormwater Standards for Redevelopment (Technical Manual Section 5.II.D) do not apply and stormwater quality treatment to meet the General Standards is not required.

Because the project is located in a combined sewer watershed, flooding control has been provided to reduce rates of runoff in the 1" CSO storm event.

Flooding Standard - Chapter 500, Section 4(F), City Technical Standards – Section II-C

The City of Portland Technical Manual Section 5.II-C states that all Major site plans are required to meet the Maine DEP Chapter 500 flooding standard.

The Flooding Standard requires a project's stormwater management system detain, retain, or result in the infiltration of stormwater from 24-hour storms of the 2, 10, and 25-year frequencies such that the peak flows of stormwater from the project site do not exceed the peak flows of stormwater prior to undertaking the project. Minor increases that do not exceed the capacity of existing systems may be approved on a case-by-case basis.

To address this standard, a runoff evaluation was performed using the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)". HydroCAD computer software was utilized to perform the calculations.

Because the site will be developed in phases as outlined in the approved master plan, the site has been evaluated in two (2) conditions:

- Assuming Lot 3 is developed in isolation with Lot 1 and Lot 2 remaining undeveloped and
- Assuming Lot 1 and Lot 3 are developed as proposed with below-grade detention systems.

For this report it is anticipated that Lot 3 will be developed first and will include a 48" diameter CMP detention system as a standalone project.

The remaining land will be developed concurrently or later, with a second 48" diameter CMP detention system to meet the flooding standards.

Runoff curve numbers were determined for each of the watersheds by measuring the area of each hydrologic soil group within each type of land cover. Pre-development land cover was determined based on survey data, field reconnaissance and aerial photography. Post-development land cover is based on the proposed construction.

Times of concentration were determined from site topographic maps in accordance with SCS procedures, with a minimum of 6 minutes (0.1 hour).

The 24-hour rainfall values utilized in the hydrologic model were obtained from Appendix H of MDEP's Chapter 500: Stormwater Management (effective date August 2015). Rainfall values for Cumberland County (Southeast) are listed in the table below.

Storm Frequency Precipitation (in./24 hr) Cumberland County (Southeast)	
2-year	3.1
10-year	4.6
25-year	5.8

Analysis No. 1 Lot 3 Developed in Isolation

The following table presents the results of the peak runoff calculations at the analysis points for the existing and proposed conditions upon completion of the Lot 3 development. These results assume that the remaining land on Lots 1 and 2 drains in its pre-development condition.

Peak Runoff Rate Summary Table			
Analysis Point	Storm Event	Existing Conditions (cfs)	Proposed Conditions (cfs)
POA-1	1-Inch	3.3	3.3
	2-year	11.9	12.2
	10-year	18.0	18.1
	25-year	22.8	24.5
POA-2	1-Inch	1.3	0.9
	2-year	4.6	3.2
	10-year	6.9	4.8
	25-year	8.7	6.1

The results indicate that the peak rate of runoff at POA 1 in Pearl Street is slightly increased in the 2, 10, and 25-year storm events. This is expected due to the requested diversion of runoff to Pearl Street and consistent with stormwater management plan approved for the adjacent Lot 1 project.

The HydroCAD calculations for this analysis are appended to this report (Appendix 1) along with the Stormwater Management Plans (Appendix 5).

To confirm that the Lot 3 project meets the flooding standard the following table compares the peak rates of runoff from the Lot 3 building site in isolation. This analysis presents the results for pond node 1P representing the system detaining runoff from the building rooftop (subcatchment 10.3S)

Peak Runoff Rate Summary Table			
Analysis Point	Storm Event	Un-Detained Runoff Subcatchment 10.3S (cfs)	Detention System Discharge Node 1P (cfs)
10.3S Pond 1P	1-Inch	0.8	0.5
	2-year	2.5	1.6
	10-year	3.8	2.7
	25-year	4.8	4.4

Analysis No. 2 Lot 1 and Lot 3 Fully Developed

The following table presents the results of the peak runoff calculations at the analysis points for the existing and proposed conditions upon the construction of both the proposed Lot 1 and the Lot 3 detention and treatment systems.

Peak Runoff Rate Summary Table			
Analysis Point	Storm Event	Existing Conditions (cfs)	Proposed Conditions (cfs)
POA-1	1-Inch	3.3	3.2
	2-year	11.9	11.3
	10-year	18.0	16.6
	25-year	22.8	22.6
POA-2	1-Inch	1.3	0.9
	2-year	4.6	3.2
	10-year	6.9	4.8
	25-year	8.7	6.1

The results indicate that the peak rate of runoff is at or reduced from predevelopment rates in all storm events evaluated. The HydroCAD calculations for this analysis are appended to this report (Appendix 1) along with the Stormwater Management Plans (Appendix 5).

9. Summary

The proposed development has been designed to manage stormwater runoff through Best Management Practices meeting the applicable City of Portland Stormwater Management Standards. Peak rates of runoff from the project site are reduced from the pre-development conditions for the 1", 2, 10, and 25-year storm events.

Prepared by:

SEBAGO TECHNICS, INC.



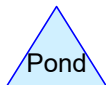
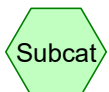
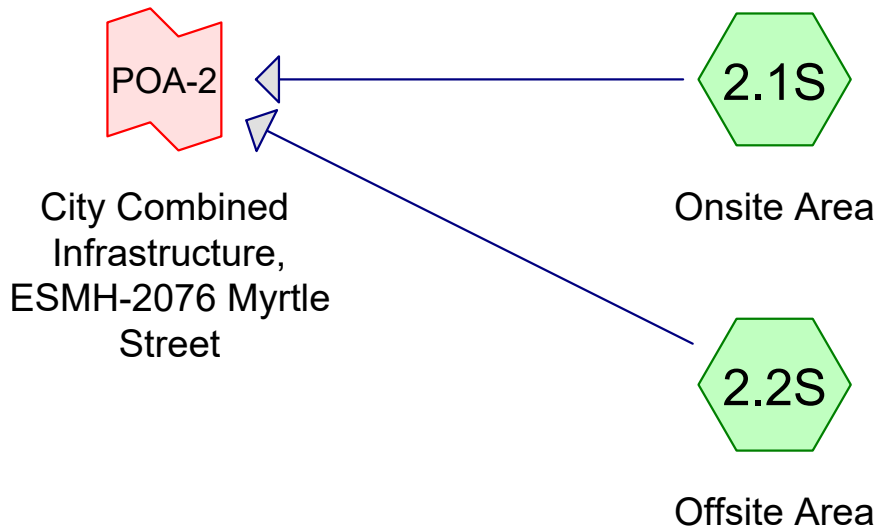
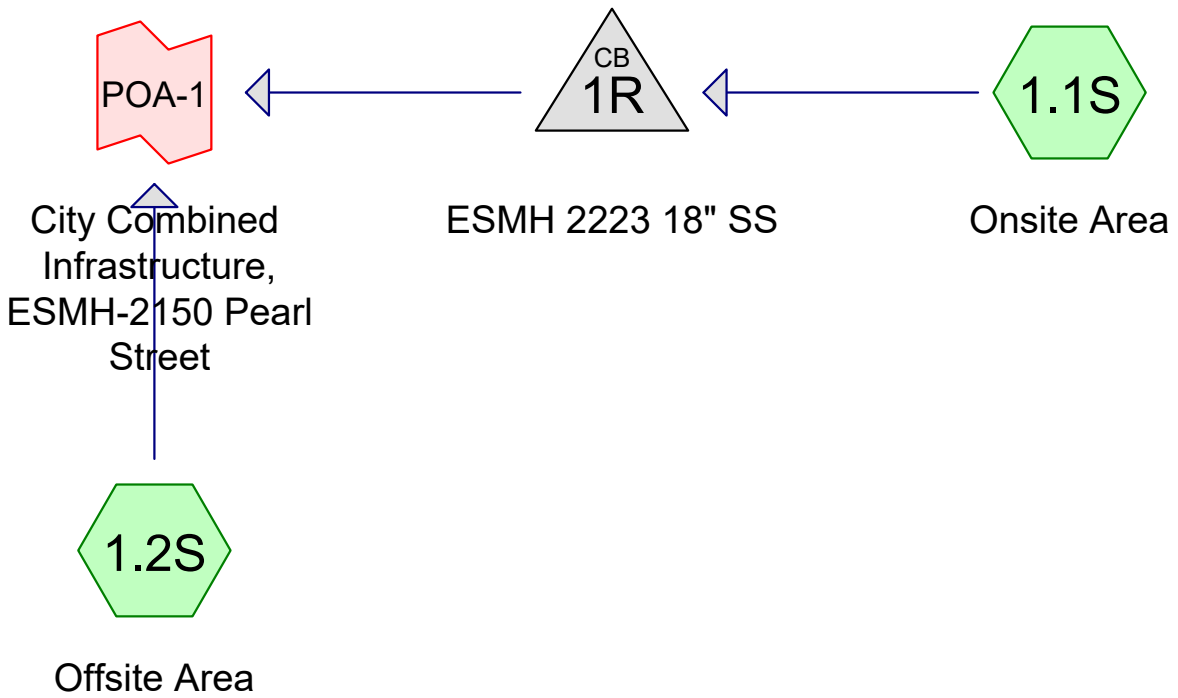
Christopher P. Taylor, P.E.
Project Manager



Dylan J. Stuart
Civil Engineer

Appendix 1A

Hydrologic Modeling - Existing Conditions (HydroCAD) Summary



Routing Diagram for 19371-05 PRE
 Prepared by Sebago Technics, Printed 12/2/2024
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.063	39	>75% Grass cover, Good, HSG A (1.1S, 1.2S, 2.1S)
5.511	98	Paved parking & Roofs (1.1S, 1.2S, 2.1S, 2.2S)
5.574	97	TOTAL AREA

19371-05 PRE*Type III 24-hr 1-Inch Rainfall=1.00"*

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Page 3

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1.1S: Onsite Area Runoff Area=77,085 sf 97.07% Impervious Runoff Depth=0.63"
Tc=6.0 min CN=96 Runoff=1.3 cfs 0.093 af

Subcatchment1.2S: Offsite Area Runoff Area=98,796 sf 99.77% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=2.0 cfs 0.149 af

Subcatchment2.1S: Onsite Area Runoff Area=21,392 sf 98.85% Impervious Runoff Depth=0.71"
Tc=6.0 min CN=97 Runoff=0.4 cfs 0.029 af

Subcatchment2.2S: Offsite Area Runoff Area=45,519 sf 100.00% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=0.9 cfs 0.069 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.13' Inflow=1.3 cfs 0.093 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=1.3 cfs 0.093 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=3.3 cfs 0.242 af
Primary=3.3 cfs 0.242 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=1.3 cfs 0.098 af
Primary=1.3 cfs 0.098 af

Total Runoff Area = 5.574 ac Runoff Volume = 0.340 af Average Runoff Depth = 0.73"
1.13% Pervious = 0.063 ac 98.87% Impervious = 5.511 ac

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
 Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1.1S: Onsite Area Runoff Area=77,085 sf 97.07% Impervious Runoff Depth=2.65"
 Tc=6.0 min CN=96 Runoff=5.1 cfs 0.391 af

Subcatchment1.2S: Offsite Area Runoff Area=98,796 sf 99.77% Impervious Runoff Depth=2.87"
 Tc=6.0 min CN=98 Runoff=6.8 cfs 0.542 af

Subcatchment2.1S: Onsite Area Runoff Area=21,392 sf 98.85% Impervious Runoff Depth=2.76"
 Tc=6.0 min CN=97 Runoff=1.5 cfs 0.113 af

Subcatchment2.2S: Offsite Area Runoff Area=45,519 sf 100.00% Impervious Runoff Depth=2.87"
 Tc=6.0 min CN=98 Runoff=3.1 cfs 0.250 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.74' Inflow=5.1 cfs 0.391 af
 18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=5.1 cfs 0.391 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=11.9 cfs 0.933 af
 Primary=11.9 cfs 0.933 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=4.6 cfs 0.363 af
 Primary=4.6 cfs 0.363 af

Total Runoff Area = 5.574 ac Runoff Volume = 1.295 af Average Runoff Depth = 2.79"
1.13% Pervious = 0.063 ac 98.87% Impervious = 5.511 ac

19371-05 PRE*Type III 24-hr 10-YEAR Rainfall=4.60"*

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Page 5

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1.1S: Onsite Area Runoff Area=77,085 sf 97.07% Impervious Runoff Depth=4.14"
Tc=6.0 min CN=96 Runoff=7.8 cfs 0.610 af

Subcatchment1.2S: Offsite Area Runoff Area=98,796 sf 99.77% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=10.2 cfs 0.825 af

Subcatchment2.1S: Onsite Area Runoff Area=21,392 sf 98.85% Impervious Runoff Depth=4.25"
Tc=6.0 min CN=97 Runoff=2.2 cfs 0.174 af

Subcatchment2.2S: Offsite Area Runoff Area=45,519 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=4.7 cfs 0.380 af

Pond 1R: ESMH 2223 18" SS Peak Elev=41.21' Inflow=7.8 cfs 0.610 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=7.8 cfs 0.610 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=18.0 cfs 1.435 af
Primary=18.0 cfs 1.435 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=6.9 cfs 0.554 af
Primary=6.9 cfs 0.554 af

Total Runoff Area = 5.574 ac Runoff Volume = 1.988 af Average Runoff Depth = 4.28"
1.13% Pervious = 0.063 ac 98.87% Impervious = 5.511 ac

Summary for Subcatchment 1.1S: Onsite Area

Runoff = 9.9 cfs @ 12.08 hrs, Volume= 0.786 af, Depth= 5.33"
 Routed to Pond 1R : ESMH 2223 18" SS

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	74,829	98	Paved parking & Roofs
	2,256	39	>75% Grass cover, Good, HSG A
	77,085	96	Weighted Average
	2,256		2.93% Pervious Area
	74,829		97.07% Impervious Area

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

Summary for Subcatchment 1.2S: Offsite Area

Runoff = 12.9 cfs @ 12.08 hrs, Volume= 1.051 af, Depth= 5.56"
 Routed to Link POA-1 : City Combined Infrastructure, ESMH-2150 Pearl Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	98,565	98	Paved parking & Roofs
	231	39	>75% Grass cover, Good, HSG A
	98,796	98	Weighted Average
	231		0.23% Pervious Area
	98,565		99.77% Impervious Area

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

Summary for Subcatchment 2.1S: Onsite Area

Runoff = 2.8 cfs @ 12.08 hrs, Volume= 0.223 af, Depth= 5.44"
 Routed to Link POA-2 : City Combined Infrastructure, ESMH-2076 Myrtle Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

19371-05 PRE

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

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Page 7

	Area (sf)	CN	Description
*	21,146	98	Paved parking & Roofs
	246	39	>75% Grass cover, Good, HSG A
	21,392	97	Weighted Average
	246		1.15% Pervious Area
	21,146		98.85% Impervious Area

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

Summary for Subcatchment 2.2S: Offsite Area

Runoff = 5.9 cfs @ 12.08 hrs, Volume= 0.484 af, Depth= 5.56"
 Routed to Link POA-2 : City Combined Infrastructure, ESMH-2076 Myrtle Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	45,519	98	Paved parking & Roofs
	45,519		100.00% Impervious Area

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

Summary for Pond 1R: ESMH 2223 18" SS

Inflow Area = 1.770 ac, 97.07% Impervious, Inflow Depth = 5.33" for 25-YEAR event
 Inflow = 9.9 cfs @ 12.08 hrs, Volume= 0.786 af
 Outflow = 9.9 cfs @ 12.08 hrs, Volume= 0.786 af, Atten= 0%, Lag= 0.0 min
 Primary = 9.9 cfs @ 12.08 hrs, Volume= 0.786 af
 Routed to Link POA-1 : City Combined Infrastructure, ESMH-2150 Pearl Street

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Peak Elev= 41.73' @ 12.08 hrs
 Flood Elev= 48.67'

Device	Routing	Invert	Outlet Devices
#1	Primary	39.62'	18.0" Round Culvert L= 80.0' Ke= 0.500 Inlet / Outlet Invert= 39.62' / 37.46' S= 0.0270 ' / ' Cc= 0.900 n= 0.013 Clay tile, Flow Area= 1.77 sf

Primary OutFlow Max=9.9 cfs @ 12.08 hrs HW=41.73' TW=0.00' (Dynamic Tailwater)

↑ **1=Culvert** (Inlet Controls 9.9 cfs @ 5.61 fps)

Summary for Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street

Inflow Area = 4.038 ac, 98.59% Impervious, Inflow Depth = 5.46" for 25-YEAR event
Inflow = 22.8 cfs @ 12.08 hrs, Volume= 1.837 af
Primary = 22.8 cfs @ 12.08 hrs, Volume= 1.837 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

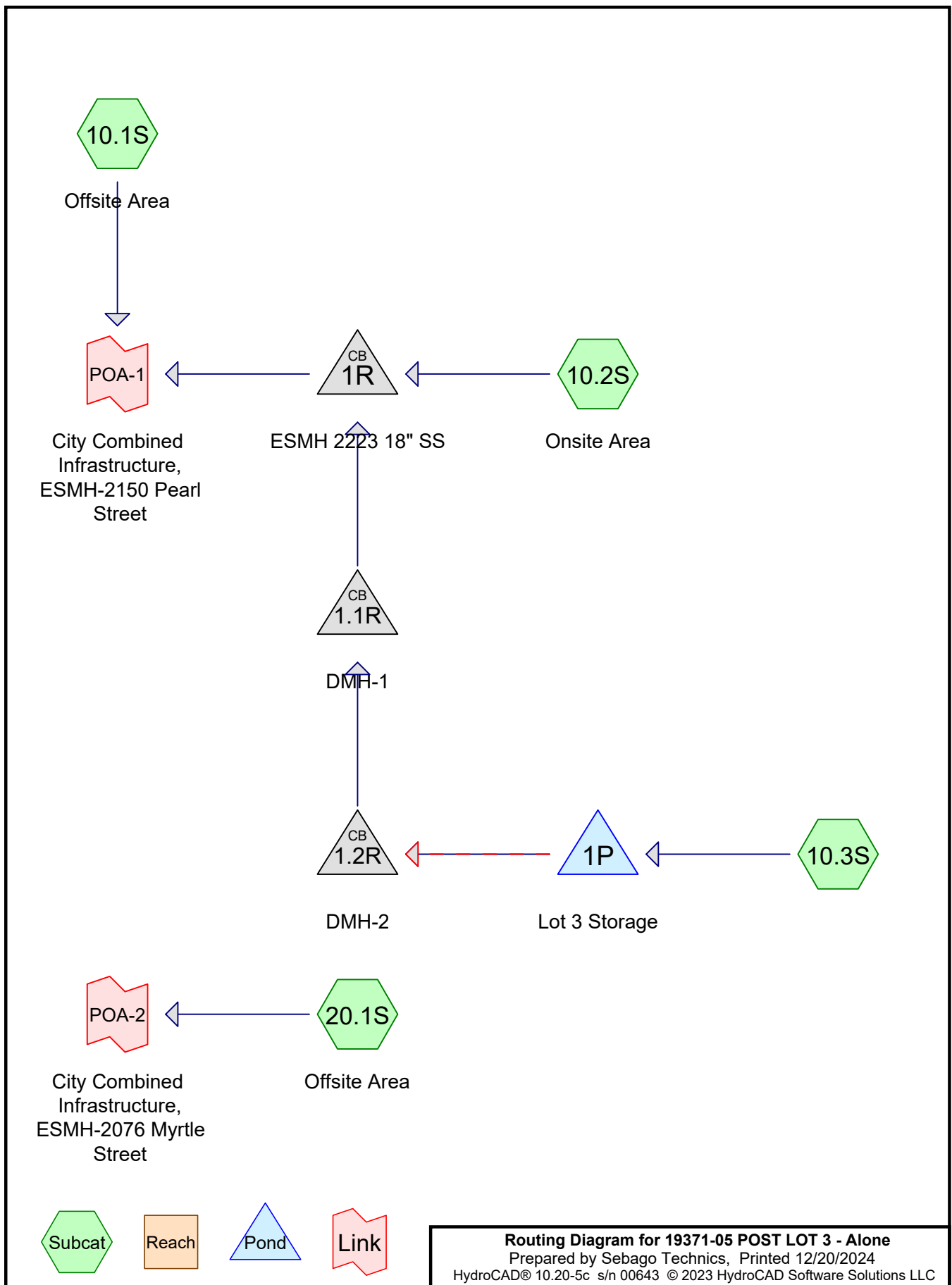
Summary for Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street

Inflow Area = 1.536 ac, 99.63% Impervious, Inflow Depth = 5.52" for 25-YEAR event
Inflow = 8.7 cfs @ 12.08 hrs, Volume= 0.707 af
Primary = 8.7 cfs @ 12.08 hrs, Volume= 0.707 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Appendix 1B

Hydrologic Modeling - Proposed Conditions (HydroCAD) Summary



19371-05 POST LOT 3 - Alone

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.048	39	>75% Grass cover, Good, HSG A (10.1S, 10.2S, 20.1S)
5.526	98	Paved parking & Roofs (10.1S, 10.2S, 10.3S, 20.1S)
5.574	97	TOTAL AREA

19371-05 POST LOT 3 - Alone

Type III 24-hr 1-Inch Rainfall=1.00"

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Page 3

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10.1S: Offsite Area Runoff Area=99,424 sf 99.56% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=2.0 cfs 0.150 af

Subcatchment10.2S: Onsite Area Runoff Area=60,035 sf 97.42% Impervious Runoff Depth=0.63"
Tc=6.0 min CN=96 Runoff=1.0 cfs 0.072 af

Subcatchment10.3S: Runoff Area=36,895 sf 100.00% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=0.8 cfs 0.056 af

Subcatchment20.1S: Offsite Area Runoff Area=46,452 sf 99.75% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=0.9 cfs 0.070 af

Pond 1.1R: DMH-1 Peak Elev=41.41' Inflow=0.5 cfs 0.056 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=0.5 cfs 0.056 af

Pond 1.2R: DMH-2 Peak Elev=42.11' Inflow=0.5 cfs 0.056 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=0.5 cfs 0.056 af

Pond 1P: Lot 3 Storage Peak Elev=44.67' Storage=780 cf Inflow=0.8 cfs 0.056 af
Outflow=0.5 cfs 0.056 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.13' Inflow=1.3 cfs 0.128 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=1.3 cfs 0.128 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=3.3 cfs 0.279 af
Primary=3.3 cfs 0.279 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=0.9 cfs 0.070 af
Primary=0.9 cfs 0.070 af

Total Runoff Area = 5.574 ac Runoff Volume = 0.349 af Average Runoff Depth = 0.75"
0.86% Pervious = 0.048 ac 99.14% Impervious = 5.526 ac

19371-05 POST LOT 3 - Alone*Type III 24-hr 2-YEAR Rainfall=3.10"*

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Page 4

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10.1S: Offsite Area Runoff Area=99,424 sf 99.56% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=6.9 cfs 0.545 af

Subcatchment10.2S: Onsite Area Runoff Area=60,035 sf 97.42% Impervious Runoff Depth=2.65"
Tc=6.0 min CN=96 Runoff=4.0 cfs 0.304 af

Subcatchment10.3S: Runoff Area=36,895 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=2.5 cfs 0.202 af

Subcatchment20.1S: Offsite Area Runoff Area=46,452 sf 99.75% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=3.2 cfs 0.255 af

Pond 1.1R: DMH-1 Peak Elev=41.71' Inflow=1.6 cfs 0.202 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=1.6 cfs 0.202 af

Pond 1.2R: DMH-2 Peak Elev=42.39' Inflow=1.6 cfs 0.202 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=1.6 cfs 0.202 af

Pond 1P: Lot 3 Storage Peak Elev=45.49' Storage=1,550 cf Inflow=2.5 cfs 0.202 af
Outflow=1.6 cfs 0.202 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.78' Inflow=5.4 cfs 0.507 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=5.4 cfs 0.507 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=12.2 cfs 1.052 af
Primary=12.2 cfs 1.052 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=3.2 cfs 0.255 af
Primary=3.2 cfs 0.255 af

Total Runoff Area = 5.574 ac Runoff Volume = 1.307 af Average Runoff Depth = 2.81"
0.86% Pervious = 0.048 ac 99.14% Impervious = 5.526 ac

19371-05 POST LOT 3 - Alone

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

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Page 5

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10.1S: Offsite Area Runoff Area=99,424 sf 99.56% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=10.3 cfs 0.830 af

Subcatchment10.2S: Onsite Area Runoff Area=60,035 sf 97.42% Impervious Runoff Depth=4.14"
Tc=6.0 min CN=96 Runoff=6.1 cfs 0.475 af

Subcatchment10.3S: Runoff Area=36,895 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=3.8 cfs 0.308 af

Subcatchment20.1S: Offsite Area Runoff Area=46,452 sf 99.75% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=4.8 cfs 0.388 af

Pond 1.1R: DMH-1 Peak Elev=41.93' Inflow=2.7 cfs 0.308 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=2.7 cfs 0.308 af

Pond 1.2R: DMH-2 Peak Elev=42.60' Inflow=2.7 cfs 0.308 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=2.7 cfs 0.308 af

Pond 1P: Lot 3 Storage Peak Elev=46.12' Storage=2,140 cf Inflow=3.8 cfs 0.308 af
Outflow=2.7 cfs 0.308 af

Pond 1R: ESMH 2223 18" SS Peak Elev=41.23' Inflow=7.9 cfs 0.783 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=7.9 cfs 0.783 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=18.1 cfs 1.613 af
Primary=18.1 cfs 1.613 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=4.8 cfs 0.388 af
Primary=4.8 cfs 0.388 af

Total Runoff Area = 5.574 ac Runoff Volume = 2.001 af Average Runoff Depth = 4.31"
0.86% Pervious = 0.048 ac 99.14% Impervious = 5.526 ac

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

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Page 6

Summary for Subcatchment 10.1S: Offsite Area

Runoff = 13.0 cfs @ 12.08 hrs, Volume= 1.058 af, Depth= 5.56"

Routed to Link POA-1 : City Combined Infrastructure, ESMH-2150 Pearl Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	98,988	98	Paved parking & Roofs
	436	39	>75% Grass cover, Good, HSG A
	99,424	98	Weighted Average
	436		0.44% Pervious Area
	98,988		99.56% Impervious Area

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

Summary for Subcatchment 10.2S: Onsite Area

Runoff = 7.7 cfs @ 12.08 hrs, Volume= 0.612 af, Depth= 5.33"

Routed to Pond 1R : ESMH 2223 18" SS

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	58,489	98	Paved parking & Roofs
	1,546	39	>75% Grass cover, Good, HSG A
	60,035	96	Weighted Average
	1,546		2.58% Pervious Area
	58,489		97.42% Impervious Area

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

Summary for Subcatchment 10.3S:

Runoff = 4.8 cfs @ 12.08 hrs, Volume= 0.393 af, Depth= 5.56"

Routed to Pond 1P : Lot 3 Storage

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

19371-05 POST LOT 3 - Alone

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

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Page 7

	Area (sf)	CN	Description
*	36,895	98	Paved parking & Roofs
	36,895		100.00% Impervious Area

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

Summary for Subcatchment 20.1S: Offsite Area

Runoff = 6.1 cfs @ 12.08 hrs, Volume= 0.494 af, Depth= 5.56"
 Routed to Link POA-2 : City Combined Infrastructure, ESMH-2076 Myrtle Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	46,336	98	Paved parking & Roofs
	116	39	>75% Grass cover, Good, HSG A
	46,452	98	Weighted Average
	116		0.25% Pervious Area
	46,336		99.75% Impervious Area

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

Summary for Pond 1.1R: DMH-1

Inflow Area = 0.847 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
 Inflow = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af
 Outflow = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af, Atten= 0%, Lag= 0.0 min
 Primary = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af
 Routed to Pond 1R : ESMH 2223 18" SS

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Peak Elev= 42.45' @ 12.11 hrs
 Flood Elev= 48.60'

Device	Routing	Invert	Outlet Devices
#1	Primary	41.07'	24.0" Round Culvert L= 2.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 41.07' / 41.06' S= 0.0050 ' S= 0.0050 ' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=5.3 cfs @ 12.12 hrs HW=42.44' TW=42.18' (Dynamic Tailwater)

↑ **1=Culvert** (Outlet Controls 5.3 cfs @ 3.28 fps)

Summary for Pond 1.2R: DMH-2

Inflow Area = 0.847 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
 Inflow = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af
 Outflow = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af, Atten= 0%, Lag= 0.0 min
 Primary = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af
 Routed to Pond 1.1R : DMH-1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Peak Elev= 42.97' @ 12.12 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	41.80'	24.0" Round Culvert L= 127.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 41.80' / 41.17' S= 0.0050 ' S Cc= 0.900 n= 0.012, Flow Area= 3.14 sf

Primary OutFlow Max=4.4 cfs @ 12.12 hrs HW=42.96' TW=42.44' (Dynamic Tailwater)
 ↑ **1=Culvert** (Outlet Controls 4.4 cfs @ 3.35 fps)

Summary for Pond 1P: Lot 3 Storage

Inflow Area = 0.847 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
 Inflow = 4.8 cfs @ 12.08 hrs, Volume= 0.393 af
 Outflow = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af, Atten= 8%, Lag= 2.2 min
 Primary = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af
 Routed to Pond 1.2R : DMH-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Peak Elev= 46.27' @ 12.12 hrs Surf.Area= 875 sf Storage= 2,274 cf

Plug-Flow detention time= 59.0 min calculated for 0.393 af (100% of inflow)
 Center-of-Mass det. time= 59.1 min (804.8 - 745.7)

Volume	Invert	Avail.Storage	Storage Description
#1	43.45'	3,016 cf	48.0" Round Pipe Storage x 3 L= 80.0'

Device	Routing	Invert	Outlet Devices
#1	Primary	42.45'	18.0" Round Culvert L= 21.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 42.45' / 42.30' S= 0.0071 ' S Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	42.45'	0.7" Vert. Orifice C= 0.600 Limited to weir flow at low heads
#3	Device 1	44.45'	16.0" W x 3.0" H Vert. WQV Orifice C= 0.600 Limited to weir flow at low heads
#4	Device 1	46.00'	5.0' long Sharp-Crested Rectangular Weir 2 End Contraction(s)

19371-05 POST LOT 3 - Alone

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

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Page 9

Primary OutFlow Max=4.4 cfs @ 12.12 hrs HW=46.27' TW=42.96' (Dynamic Tailwater)

- ↑ **1=Culvert** (Passes 4.4 cfs of 14.9 cfs potential flow)
- ↑ **2=Orifice** (Orifice Controls 0.0 cfs @ 8.76 fps)
- ↑ **3=WQV Orifice** (Orifice Controls 2.1 cfs @ 6.27 fps)
- ↑ **4=Sharp-Crested Rectangular Weir** (Weir Controls 2.3 cfs @ 1.70 fps)

Summary for Pond 1R: ESMH 2223 18" SS

Inflow Area = 2.225 ac, 98.41% Impervious, Inflow Depth = 5.42" for 25-YEAR event
Inflow = 11.8 cfs @ 12.10 hrs, Volume= 1.005 af
Outflow = 11.8 cfs @ 12.10 hrs, Volume= 1.005 af, Atten= 0%, Lag= 0.0 min
Primary = 11.8 cfs @ 12.10 hrs, Volume= 1.005 af
Routed to Link POA-1 : City Combined Infrastructure, ESMH-2150 Pearl Street

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Peak Elev= 42.28' @ 12.10 hrs
Flood Elev= 48.67'

Device	Routing	Invert	Outlet Devices
#1	Primary	39.62'	18.0" Round Culvert L= 80.0' Ke= 0.500 Inlet / Outlet Invert= 39.62' / 37.46' S= 0.0270 '/' Cc= 0.900 n= 0.013 Clay tile, Flow Area= 1.77 sf

Primary OutFlow Max=11.7 cfs @ 12.10 hrs HW=42.27' TW=0.00' (Dynamic Tailwater)

- ↑ **1=Culvert** (Inlet Controls 11.7 cfs @ 6.63 fps)

Summary for Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street

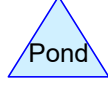
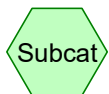
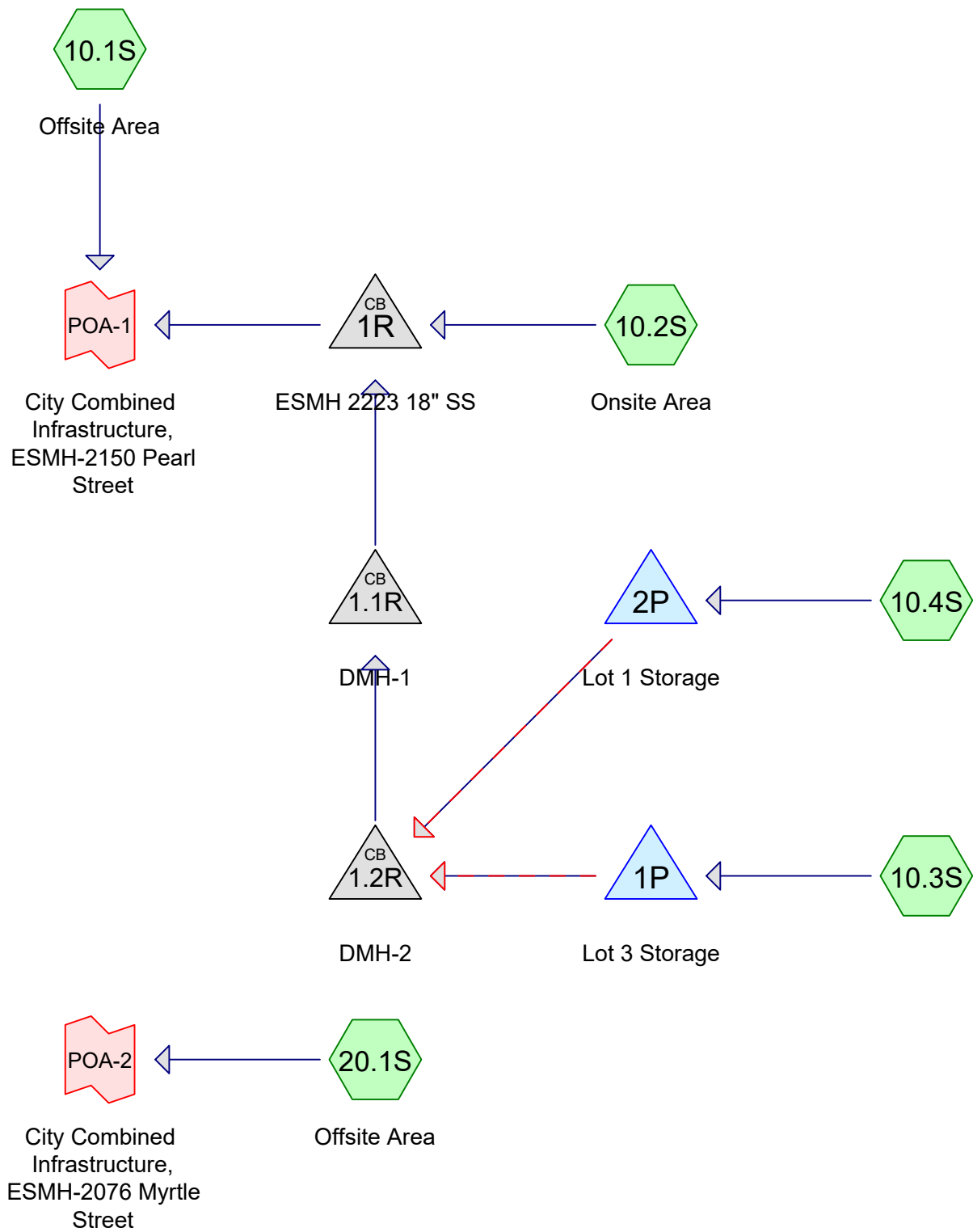
Inflow Area = 4.508 ac, 98.99% Impervious, Inflow Depth = 5.49" for 25-YEAR event
Inflow = 24.5 cfs @ 12.10 hrs, Volume= 2.062 af
Primary = 24.5 cfs @ 12.10 hrs, Volume= 2.062 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Summary for Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street

Inflow Area = 1.066 ac, 99.75% Impervious, Inflow Depth = 5.56" for 25-YEAR event
Inflow = 6.1 cfs @ 12.08 hrs, Volume= 0.494 af
Primary = 6.1 cfs @ 12.08 hrs, Volume= 0.494 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs



Routing Diagram for 19371-05 POST LOT 3 - Full Buildout

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19371-05 POST LOT 3 - Full Buildout

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Page 2

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.053	39	>75% Grass cover, Good, HSG A (10.1S, 10.2S, 20.1S)
5.521	98	Paved parking & Roofs (10.1S, 10.2S, 10.3S, 10.4S, 20.1S)
5.574	97	TOTAL AREA

19371-05 POST LOT 3 - Full Buildout*Type III 24-hr 1-Inch Rainfall=1.00"*

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Page 3

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10.1S: Offsite Area Runoff Area=103,524 sf 99.36% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=2.1 cfs 0.157 af

Subcatchment10.2S: Onsite Area Runoff Area=32,224 sf 95.20% Impervious Runoff Depth=0.56"
Tc=6.0 min CN=95 Runoff=0.5 cfs 0.035 af

Subcatchment10.3S: Runoff Area=36,895 sf 100.00% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=0.8 cfs 0.056 af

Subcatchment10.4S: Runoff Area=23,708 sf 100.00% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=0.5 cfs 0.036 af

Subcatchment20.1S: Offsite Area Runoff Area=46,452 sf 99.75% Impervious Runoff Depth=0.79"
Tc=6.0 min CN=98 Runoff=0.9 cfs 0.070 af

Pond 1.1R: DMH-1 Peak Elev=41.53' Inflow=0.8 cfs 0.092 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=0.8 cfs 0.092 af

Pond 1.2R: DMH-2 Peak Elev=42.21' Inflow=0.8 cfs 0.092 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=0.8 cfs 0.092 af

Pond 1P: Lot 3 Storage Peak Elev=44.67' Storage=780 cf Inflow=0.8 cfs 0.056 af
Outflow=0.5 cfs 0.056 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.11' Inflow=1.2 cfs 0.126 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=1.2 cfs 0.126 af

Pond 2P: Lot 1 Storage Peak Elev=45.42' Storage=362 cf Inflow=0.5 cfs 0.036 af
Outflow=0.4 cfs 0.036 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=3.2 cfs 0.283 af
Primary=3.2 cfs 0.283 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=0.9 cfs 0.070 af
Primary=0.9 cfs 0.070 af

Total Runoff Area = 5.574 ac Runoff Volume = 0.353 af Average Runoff Depth = 0.76"
0.96% Pervious = 0.053 ac 99.04% Impervious = 5.521 ac

19371-05 POST LOT 3 - Full Buildout

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

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Page 4

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10.1S: Offsite Area Runoff Area=103,524 sf 99.36% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=7.1 cfs 0.568 af

Subcatchment10.2S: Onsite Area Runoff Area=32,224 sf 95.20% Impervious Runoff Depth=2.55"
Tc=6.0 min CN=95 Runoff=2.1 cfs 0.157 af

Subcatchment10.3S: Runoff Area=36,895 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=2.5 cfs 0.202 af

Subcatchment10.4S: Runoff Area=23,708 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=1.6 cfs 0.130 af

Subcatchment20.1S: Offsite Area Runoff Area=46,452 sf 99.75% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=3.2 cfs 0.255 af

Pond 1.1R: DMH-1 Peak Elev=41.88' Inflow=2.4 cfs 0.332 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=2.4 cfs 0.332 af

Pond 1.2R: DMH-2 Peak Elev=42.55' Inflow=2.4 cfs 0.332 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=2.4 cfs 0.332 af

Pond 1P: Lot 3 Storage Peak Elev=45.49' Storage=1,550 cf Inflow=2.5 cfs 0.202 af
Outflow=1.6 cfs 0.202 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.62' Inflow=4.2 cfs 0.490 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=4.2 cfs 0.490 af

Pond 2P: Lot 1 Storage Peak Elev=46.32' Storage=963 cf Inflow=1.6 cfs 0.130 af
Outflow=0.9 cfs 0.130 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=11.3 cfs 1.057 af
Primary=11.3 cfs 1.057 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=3.2 cfs 0.255 af
Primary=3.2 cfs 0.255 af

Total Runoff Area = 5.574 ac Runoff Volume = 1.312 af Average Runoff Depth = 2.83"
0.96% Pervious = 0.053 ac 99.04% Impervious = 5.521 ac

19371-05 POST LOT 3 - Full Buildout*Type III 24-hr 10-YEAR Rainfall=4.60"*

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Page 5

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment10.1S: Offsite Area Runoff Area=103,524 sf 99.36% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=10.7 cfs 0.864 af

Subcatchment10.2S: Onsite Area Runoff Area=32,224 sf 95.20% Impervious Runoff Depth=4.02"
Tc=6.0 min CN=95 Runoff=3.2 cfs 0.248 af

Subcatchment10.3S: Runoff Area=36,895 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=3.8 cfs 0.308 af

Subcatchment10.4S: Runoff Area=23,708 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=2.4 cfs 0.198 af

Subcatchment20.1S: Offsite Area Runoff Area=46,452 sf 99.75% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=4.8 cfs 0.388 af

Pond 1.1R: DMH-1 Peak Elev=42.10' Inflow=3.8 cfs 0.506 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=3.8 cfs 0.506 af

Pond 1.2R: DMH-2 Peak Elev=42.78' Inflow=3.8 cfs 0.506 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=3.8 cfs 0.506 af

Pond 1P: Lot 3 Storage Peak Elev=46.12' Storage=2,140 cf Inflow=3.8 cfs 0.308 af
Outflow=2.7 cfs 0.308 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.91' Inflow=6.2 cfs 0.754 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=6.2 cfs 0.754 af

Pond 2P: Lot 1 Storage Peak Elev=47.11' Storage=1,528 cf Inflow=2.4 cfs 0.198 af
Outflow=1.1 cfs 0.198 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=16.6 cfs 1.618 af
Primary=16.6 cfs 1.618 af

Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street Inflow=4.8 cfs 0.388 af
Primary=4.8 cfs 0.388 af

Total Runoff Area = 5.574 ac Runoff Volume = 2.006 af Average Runoff Depth = 4.32"
0.96% Pervious = 0.053 ac 99.04% Impervious = 5.521 ac

19371-05 POST LOT 3 - Full Buildout

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

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Page 6

Summary for Subcatchment 10.1S: Offsite Area

Runoff = 13.5 cfs @ 12.08 hrs, Volume= 1.102 af, Depth= 5.56"

Routed to Link POA-1 : City Combined Infrastructure, ESMH-2150 Pearl Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	102,863	98	Paved parking & Roofs
	661	39	>75% Grass cover, Good, HSG A
	103,524	98	Weighted Average
	661		0.64% Pervious Area
	102,863		99.36% Impervious Area

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

Summary for Subcatchment 10.2S: Onsite Area

Runoff = 4.1 cfs @ 12.08 hrs, Volume= 0.321 af, Depth= 5.21"

Routed to Pond 1R : ESMH 2223 18" SS

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	30,678	98	Paved parking & Roofs
	1,546	39	>75% Grass cover, Good, HSG A
	32,224	95	Weighted Average
	1,546		4.80% Pervious Area
	30,678		95.20% Impervious Area

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

Summary for Subcatchment 10.3S:

Runoff = 4.8 cfs @ 12.08 hrs, Volume= 0.393 af, Depth= 5.56"

Routed to Pond 1P : Lot 3 Storage

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

19371-05 POST LOT 3 - Full Buildout

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

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Page 7

	Area (sf)	CN	Description
*	36,895	98	Paved parking & Roofs
	36,895		100.00% Impervious Area

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

Summary for Subcatchment 10.4S:

Runoff = 3.1 cfs @ 12.08 hrs, Volume= 0.252 af, Depth= 5.56"
 Routed to Pond 2P : Lot 1 Storage

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	23,708	98	Paved parking & Roofs
	23,708		100.00% Impervious Area

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

Summary for Subcatchment 20.1S: Offsite Area

Runoff = 6.1 cfs @ 12.08 hrs, Volume= 0.494 af, Depth= 5.56"
 Routed to Link POA-2 : City Combined Infrastructure, ESMH-2076 Myrtle Street

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	46,336	98	Paved parking & Roofs
	116	39	>75% Grass cover, Good, HSG A
	46,452	98	Weighted Average
	116		0.25% Pervious Area
	46,336		99.75% Impervious Area

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

Summary for Pond 1.1R: DMH-1

Inflow Area = 1.391 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
 Inflow = 5.6 cfs @ 12.12 hrs, Volume= 0.645 af
 Outflow = 5.6 cfs @ 12.12 hrs, Volume= 0.645 af, Atten= 0%, Lag= 0.0 min
 Primary = 5.6 cfs @ 12.12 hrs, Volume= 0.645 af
 Routed to Pond 1R : ESMH 2223 18" SS

19371-05 POST LOT 3 - Full Buildout

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

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Page 8

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Peak Elev= 42.35' @ 12.12 hrs

Flood Elev= 48.60'

Device	Routing	Invert	Outlet Devices
#1	Primary	41.07'	24.0" Round Culvert L= 2.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 41.07' / 41.06' S= 0.0050 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=5.6 cfs @ 12.12 hrs HW=42.35' TW=41.57' (Dynamic Tailwater)↑**1=Culvert** (Barrel Controls 5.6 cfs @ 3.74 fps)**Summary for Pond 1.2R: DMH-2**

Inflow Area = 1.391 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
Inflow = 5.6 cfs @ 12.12 hrs, Volume= 0.645 af
Outflow = 5.6 cfs @ 12.12 hrs, Volume= 0.645 af, Atten= 0%, Lag= 0.0 min
Primary = 5.6 cfs @ 12.12 hrs, Volume= 0.645 af
Routed to Pond 1.1R : DMH-1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Peak Elev= 43.04' @ 12.13 hrs

Device	Routing	Invert	Outlet Devices
#1	Primary	41.80'	24.0" Round Culvert L= 127.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 41.80' / 41.17' S= 0.0050 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf

Primary OutFlow Max=5.6 cfs @ 12.12 hrs HW=43.04' TW=42.35' (Dynamic Tailwater)↑**1=Culvert** (Outlet Controls 5.6 cfs @ 3.88 fps)**Summary for Pond 1P: Lot 3 Storage**

Inflow Area = 0.847 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
Inflow = 4.8 cfs @ 12.08 hrs, Volume= 0.393 af
Outflow = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af, Atten= 8%, Lag= 2.2 min
Primary = 4.4 cfs @ 12.12 hrs, Volume= 0.393 af
Routed to Pond 1.2R : DMH-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Peak Elev= 46.27' @ 12.12 hrs Surf.Area= 875 sf Storage= 2,274 cf

Plug-Flow detention time= 59.0 min calculated for 0.393 af (100% of inflow)

Center-of-Mass det. time= 59.1 min (804.8 - 745.7)

19371-05 POST LOT 3 - Full Buildout

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

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Page 9

Volume	Invert	Avail.Storage	Storage Description
#1	43.45'	3,016 cf	48.0" Round Pipe Storage x 3 L= 80.0'

Device	Routing	Invert	Outlet Devices
#1	Primary	42.45'	18.0" Round Culvert L= 21.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 42.45' / 42.30' S= 0.0071 ' S= 0.0071 ' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	42.45'	0.7" Vert. Orifice C= 0.600 Limited to weir flow at low heads
#3	Device 1	44.45'	16.0" W x 3.0" H Vert. WQV Orifice C= 0.600 Limited to weir flow at low heads
#4	Device 1	46.00'	5.0' long Sharp-Crested Rectangular Weir 2 End Contraction(s)

Primary OutFlow Max=4.4 cfs @ 12.12 hrs HW=46.27' TW=43.04' (Dynamic Tailwater)

- ↑ **1=Culvert** (Passes 4.4 cfs of 14.9 cfs potential flow)
- ↑ **2=Orifice** (Orifice Controls 0.0 cfs @ 8.66 fps)
- ↑ **3=WQV Orifice** (Orifice Controls 2.1 cfs @ 6.27 fps)
- ↑ **4=Sharp-Crested Rectangular Weir** (Weir Controls 2.3 cfs @ 1.70 fps)

Summary for Pond 1R: ESMH 2223 18" SS

Inflow Area = 2.131 ac, 98.33% Impervious, Inflow Depth = 5.44" for 25-YEAR event
 Inflow = 9.4 cfs @ 12.11 hrs, Volume= 0.966 af
 Outflow = 9.4 cfs @ 12.11 hrs, Volume= 0.966 af, Atten= 0%, Lag= 0.0 min
 Primary = 9.4 cfs @ 12.11 hrs, Volume= 0.966 af
 Routed to Link POA-1 : City Combined Infrastructure, ESMH-2150 Pearl Street

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
 Peak Elev= 41.60' @ 12.11 hrs
 Flood Elev= 48.67'

Device	Routing	Invert	Outlet Devices
#1	Primary	39.62'	18.0" Round Culvert L= 80.0' Ke= 0.500 Inlet / Outlet Invert= 39.62' / 37.46' S= 0.0270 ' S= 0.0270 ' Cc= 0.900 n= 0.013 Clay tile, Flow Area= 1.77 sf

Primary OutFlow Max=9.4 cfs @ 12.11 hrs HW=41.60' TW=0.00' (Dynamic Tailwater)

- ↑ **1=Culvert** (Inlet Controls 9.4 cfs @ 5.33 fps)

Summary for Pond 2P: Lot 1 Storage

Inflow Area = 0.544 ac, 100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
 Inflow = 3.1 cfs @ 12.08 hrs, Volume= 0.252 af
 Outflow = 1.3 cfs @ 12.27 hrs, Volume= 0.252 af, Atten= 57%, Lag= 11.1 min
 Primary = 1.3 cfs @ 12.27 hrs, Volume= 0.252 af
 Routed to Pond 1.2R : DMH-2

Routing by Dyn-Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

19371-05 POST LOT 3 - Full Buildout

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

Prepared by Sebago Technics

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Page 10

Peak Elev= 47.90' @ 12.27 hrs Surf.Area= 533 sf Storage= 2,021 cf

Plug-Flow detention time= 40.3 min calculated for 0.252 af (100% of inflow)

Center-of-Mass det. time= 40.5 min (786.1 - 745.7)

Volume	Invert	Avail.Storage	Storage Description
#1	44.55'	2,262 cf	48.0" Round Pipe Storage x 2 L= 90.0'

Device	Routing	Invert	Outlet Devices
#1	Primary	44.55'	12.0" Round Culvert L= 4.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 44.55' / 44.43' S= 0.0300 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 0.79 sf
#2	Device 1	44.55'	0.6" Vert. Orifice C= 0.600 Limited to weir flow at low heads
#3	Device 1	45.10'	8.0" W x 3.0" H Vert. WQV Orifice C= 0.600 Limited to weir flow at low heads
#4	Device 1	48.02'	5.0' long Sharp-Crested Rectangular Weir 2 End Contraction(s)

Primary OutFlow Max=1.3 cfs @ 12.27 hrs HW=47.90' TW=42.76' (Dynamic Tailwater)

- 1=Culvert (Passes 1.3 cfs of 6.4 cfs potential flow)
 2=Orifice (Orifice Controls 0.0 cfs @ 8.77 fps)
 3=WQV Orifice (Orifice Controls 1.3 cfs @ 7.87 fps)
 4=Sharp-Crested Rectangular Weir(Controls 0.0 cfs)

Summary for Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street

Inflow Area = 4.508 ac, 98.88% Impervious, Inflow Depth = 5.50" for 25-YEAR event
 Inflow = 22.6 cfs @ 12.10 hrs, Volume= 2.068 af
 Primary = 22.6 cfs @ 12.10 hrs, Volume= 2.068 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Summary for Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street

Inflow Area = 1.066 ac, 99.75% Impervious, Inflow Depth = 5.56" for 25-YEAR event
 Inflow = 6.1 cfs @ 12.08 hrs, Volume= 0.494 af
 Primary = 6.1 cfs @ 12.08 hrs, Volume= 0.494 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs

Appendix 2

Inspection, Maintenance and Housekeeping Plan



INSPECTION, MAINTENANCE, AND HOUSEKEEPING PLAN

For:
244 CUMBERLAND AVENUE
LOT 3 OF 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE

By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine

Introduction

The following plan outlines the anticipated inspection and maintenance procedures for the erosion and sedimentation control measures and stormwater management facilities for the project. This plan outlines housekeeping requirements that shall be followed during and after construction. These procedures shall be followed to ensure the intended function of the designed measures and to prevent unreasonably adverse impacts to the surrounding environment.

The procedures outlined in this Inspection, Maintenance and Housekeeping Plan are provided as an overview of the anticipated practices to be used on this site. In some instances, additional measures may be required due to unexpected conditions. For additional detail on any of the erosion and sedimentation control measures or stormwater management devices to be utilized on this project, refer to the most recently revised edition of the "Maine Erosion and Sedimentation Control BMP" manual and/or the "Stormwater Management for Maine: Best Management Practices" manual as published by the Maine Department of Environmental Protection (MDEP).

During Construction

1. **Inspection:** During construction, it is the Contractor's responsibility to comply with the inspection and maintenance procedures outlined in this section. These responsibilities include inspecting disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. These areas shall be inspected at least once a week as well as before and after a storm event (0.5" of rainfall), and prior to completing permanent stabilization measures. A person with knowledge of erosion and stormwater control, including the standards and conditions in any applicable permits, shall conduct the inspections.
2. **Maintenance:** All measures shall be maintained in an effective operating condition until areas are permanently stabilized. If Best Management Practices (BMPs) need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation must be completed within 7 calendar days and prior to any storm event (0.5" of rainfall).
3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained on-site. 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, material storage areas, and vehicle access

General Site

INSPECTION MAINTENANCE AND HOUSEKEEPING FORM			
General Information			
Project Name:		Inspection Date:	
Project Location:		Current Weather:	
		Date / Amount Last Precip:	
BMP Owner:		Company conducting inspection:	
Owner Mailing Address:		Company Mailing Address	
Owner Phone #:		Company Phone #:	
Owner Email:		Inspector Name:	
		Inspector Email:	
Site Element	Suggested Maintenance (recm'd frequency)	Observations	Inspection Notes/Recommended Action
Vegetated Areas	Inspect Slopes/Embankments for erosion (annually)		
	Replant bare areas or areas of sparse growth (annually)		
Paved Surfaces	Clear accumulated winter sand (annually)		
	Remove sediment along edges of parking and within low spots/pockets (annually)		
Ditches/Swales	Remove obstructions/debris/sediment (monthly)		
	Inspect for erosion/repair as needed (annually)		
	Remove woody vegetation (annually)		
	Mow vegetated ditches (annually)		
Catch Basins	Remove sediment/debris from sump (annually)		
Culverts	Remove sediment/debris from inlet/outlet aprons (annually)		
	Inspect inlet/outlet aprons for erosion, repair as needed (annually)		
	Inspect, repair as needed, riprap aprons for dislodged/sparse coverage (annually)		
Pipe Outlets	Remove sediment/debris from outlet aprons (annually)		
	Inspect outlet aprons for erosion, repair as needed (annually)		
	Inspect, repair as needed, riprap aprons for dislodged/sparse coverage (annually)		
Additional Notes/Observations:			

points to the site. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations 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 appropriate regulatory agency upon request. The permittee shall retain a copy of the log for a period of at least three years from the completion of permanent stabilization.

4. **Specific Inspection and Maintenance Tasks:** The following is a list of erosion control and stormwater management measures and the specific inspection and maintenance tasks to be performed during construction.

A. Sediment Barriers:

- Hay bale barriers, silt fences, and filter berms shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
- If the fabric on a silt fence or filter barrier should decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, it shall be replaced.
- Sediment deposits should be removed after each storm event (0.5" of rainfall). They must be removed before deposits reach approximately one-half the height of the barrier.
- Filter berms shall 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.

B. Erosion Control Blankets:

- Inspect these reinforced areas semi-annually and after significant rainfall events for slumping, sliding, seepage, and scour. Pay close attention to unreinforced areas adjacent to the erosion control blankets, which may experience accelerated erosion.
- Review all applicable inspection and maintenance procedures recommended by the specific blanket manufacturer. These tasks shall be included in addition to the requirements of this plan.

C. Stabilized Construction Entrances/Exits:

- 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. The entrance should then be reconstructed.
- Areas that have received mud-tracking or sediment deposits shall be swept or washed. Washing shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device (not into storm drains, ditches, or waterways).

D. Temporary Seed and Mulch:

- Mulched areas should be inspected after rain events to check for rill erosion.
- If less than 90% of the soil surface is covered by mulch, additional mulch shall be applied in bare areas.
- In applications where seeding and mulch have been applied in conjunction with erosion control blankets, the blankets must be inspected after rain events for dislocation or undercutting.
- Mulch shall continue to be reapplied until 95% of the soil surface has established temporary vegetative cover.

E. Stabilized Temporary Drainage Swales:

- Sediment accumulation in the swale shall be removed once the cross section of the swale is reduced by 25%.
- The swales shall be inspected after rainfall events. Any evidence of sloughing of the side slopes or channel erosion shall be repaired and corrective action should be taken to prevent reoccurrence of the problem.
- In addition to the stabilized lining of the channel (i.e., erosion control blankets), stone check dams may be needed to further reduce channel velocity.

F. Catch basins:

- Inspect and, if required, clean-out basins at least once a year, preferably in early spring.
- Cleaning of catch basins will be required when sediment of at least 6 inches accumulates in the sump.
- Clean out must include the removal and legal disposal of accumulated sediments and debris at the bottom of the basin, at any inlet grates, at any inflow channels to the basin, and at any pipes between basins.

5. **Housekeeping:** The following general performance standards apply to the proposed project.

- 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, and appropriate spill prevention, containment, and response planning and implementation.
- B. Groundwater protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors, accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of 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. Fugitive sediment and dust: Actions must be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.

- D. Debris and other materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.
- E. Trench or foundation dewatering: Trench dewatering is the removal of water from trenches, foundations, cofferdams, ponds, and other areas within the construction area that retain water after excavation. In most cases, the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved.

Post-Construction

1. **Inspection**: After construction, it is the responsibility of the owner or assigned heirs to comply with the inspection and maintenance procedures outlined in this section. All measures must be maintained in effective operating condition. The owner shall inspect and maintain the BMPs, including but not limited to any parking areas, catch basins, drainage swales, treatment and detention systems, pipes and related structures, in accordance with municipal and state inspection, cleaning and maintenance requirements of the approved post-construction stormwater management plan.
2. **Specific Inspection and Maintenance Tasks**: The following is a list of permanent erosion control and stormwater management measures and the inspection and maintenance tasks to be performed after construction. 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 local municipality in the annual report.

A. Vegetated Areas:

- Inspect vegetated areas, particularly slopes and embankments, early in the growing season or after heavy rains (>0.5") to identify active or potential erosion problems.
- Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows.

B. Removal of Winter Sand:

- Clear accumulations of winter sand in parking lots.
- Accumulations on pavement may be removed by pavement sweeping.

3. Documentation:

- A. The owner or operator of a BMP or a qualified post-construction stormwater inspector hired by that person, shall, as required by the local municipality, provide a completed and signed certification on a form provided by the local municipality, certifying that the person has inspected the BMP(s) and that they are adequately maintained and functioning as intended by the approved post-construction stormwater management plan, or that they required maintenance or repair, including the record of the deficiency and corrective action(s) taken.
- B. A log summarizing the inspections and any corrective action taken must be maintained. 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 controls. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations 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 appropriate regulatory agency upon request. A sample "Stormwater Inspection and Maintenance Form" has been included as Attachment 1 of this Inspection, Maintenance, and Housekeeping Plan.

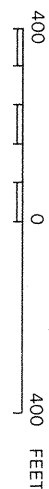
- 4. Duration of Maintenance:** Perform maintenance as described and required for any associated permits unless and until the system is formally accepted by a municipality or quasi-municipal district, or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system. Upon such assumption of responsibility, the association becomes a co-permittee for this purpose only and must comply with all terms and conditions of the permit.

Appendix 3

Flood Insurance Rate Map



APPROXIMATE SCALE



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
PORTLAND, MAINE
CUMBERLAND COUNTY

PANEL 13 OF 17
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230051 0013 B
EFFECTIVE DATE:
JULY 17, 1986

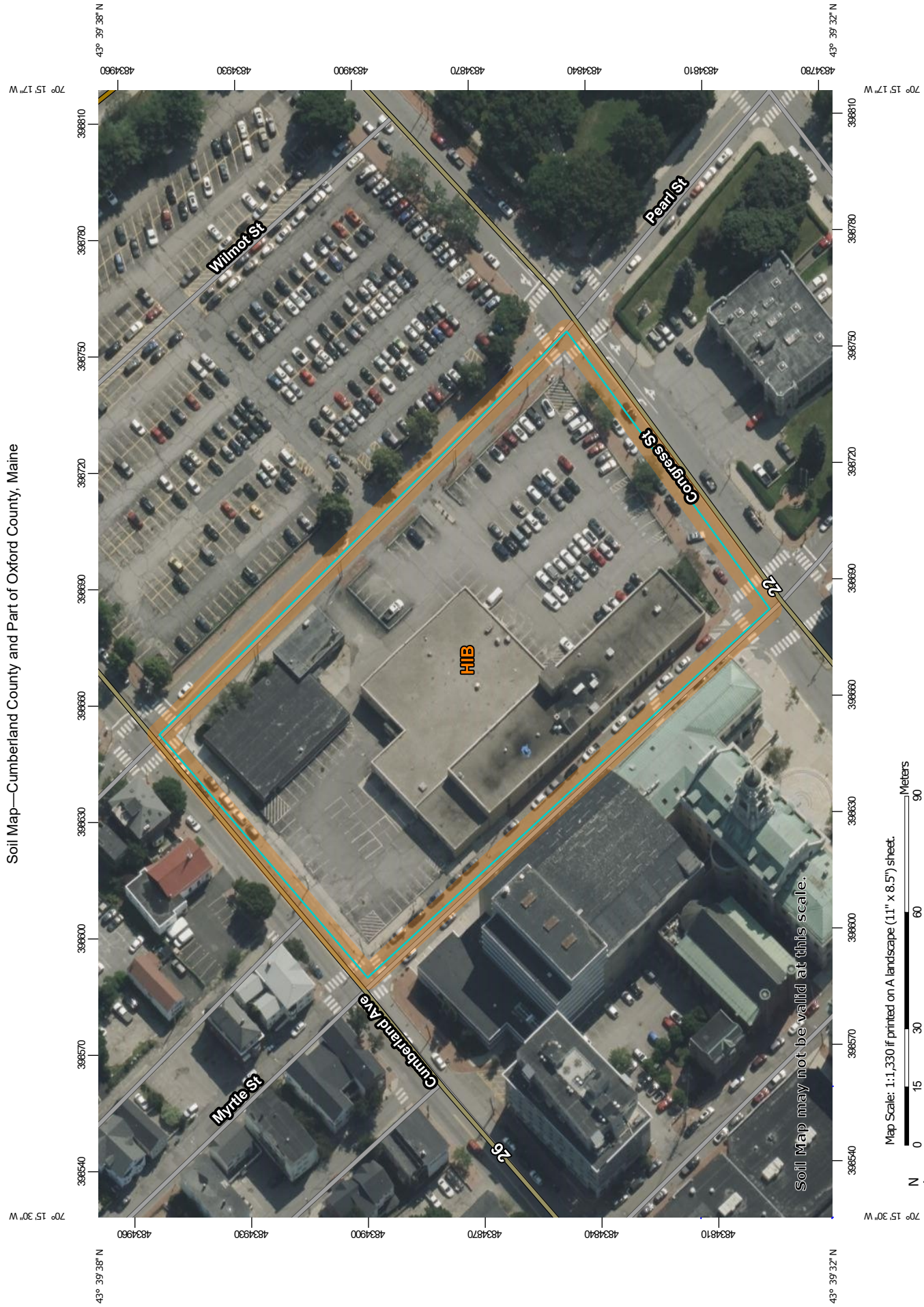


Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Appendix 4

Subsurface Investigations



MAP LEGEND



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.
Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine

Survey Area Data: Version 18, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 22, 2021—Oct 7, 2021

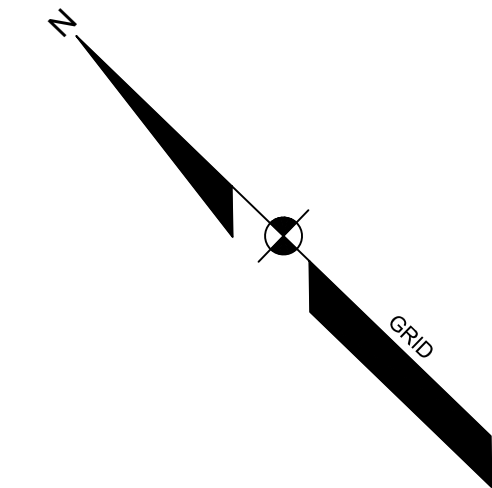
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
HIB	Hinckley loamy sand, 3 to 8 percent slopes	3.0	100.0%
Totals for Area of Interest		3.0	100.0%

Appendix 5

Stormwater Management Plans



LOT 3 BUILDOUT:

STORMWATER PEAK DISCHARGE SUMMARY TABLE						
POINT OF ANALYSIS	2-YEAR STORM		10-YEAR STORM		25-YEAR STORM	
	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)
POA-1	11.9	12.2	18.0	18.1	22.8	24.5
POA-2	4.6	3.2	6.9	4.8	8.7	6.1

FUTURE BUILDOUT:

STORMWATER PEAK DISCHARGE SUMMARY TABLE						
POINT OF ANALYSIS	2-YEAR STORM		10-YEAR STORM		25-YEAR STORM	
	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)
POA-1	11.9	11.3	18.0	16.6	22.8	22.6
POA-2	4.6	3.2	6.9	4.8	8.7	6.1

EXISTING CONDITIONS LEGEND

	WATERSHED BOUNDARY
	TIME OF CONCENTRATION
	REACH
	SUBCATCHMENT LABEL
	REACH
	POINT OF ANALYSIS
	STORMWATER TREATMENT/DETENTION POND
	HSG #
	SOILS BOUNDARY

LEGEND

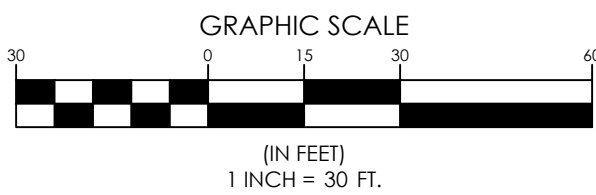
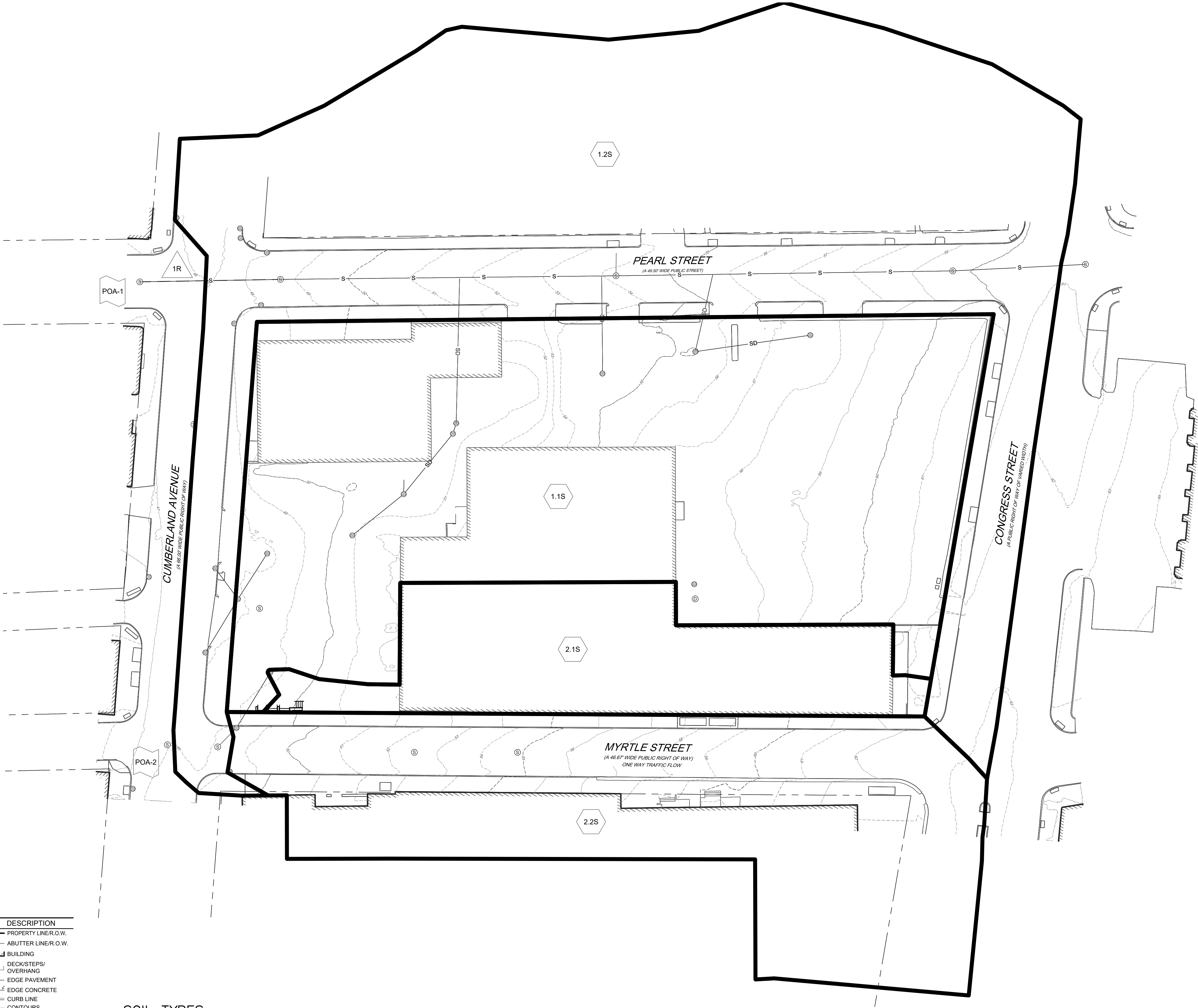
EXISTING	DESCRIPTION
	PROPERTY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	BUILDING
	DECK/STEPS/ OVERHANG
	EDGE PAVEMENT
	EDGE CONCRETE
	CURB LINE
	CONTOURS
	SANITARY SEWER
	SANITARY MANHOLE
	STORM DRAIN
	DRAINAGE MANHOLE
	CATCH BASIN

SOIL TYPES

SYMBOL	SOIL SERIES	PHASE	SLOPE	HSG	DRAINAGE CLASS
HIB	HINCKLEY	LOAMY SAND	3-8%	A	EXCESSIVELY DRAINED

NOTES:

- EXISTING CONDITIONS INFORMATION IS BASED ON AN ELECTRONIC SURVEY FILE PREPARED BY SEBAGO TECHINCS, INC. IN DECEMBER 2019. TOPOGRAPHIC INFORMATION IS BASED ON A COMBINATION OF SURVEYED DATA WITHIN THE LIMITS OF PROPOSED WORK.
- ON-SITE SOIL INFORMATION IS BASED ON THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS) CUSTOM SOIL RESOURCE REPORT FOR CUMBERLAND COUNTY, MAINE, DATED MAY 26, 2022.



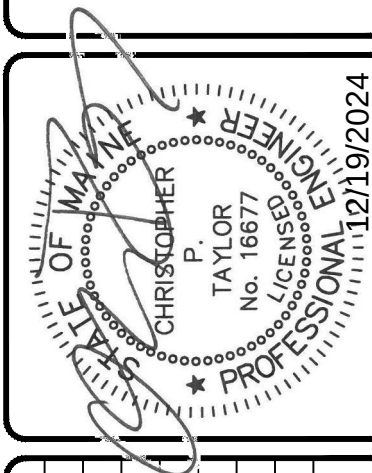
EXISTING CONDITIONS SWM PLAN

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC

DESIGNED	DJS
DRAWN	DJS
CHECKED	CPT
DATE	11/07/24
SCALE	1" = 30'
PROJECT	19371-05

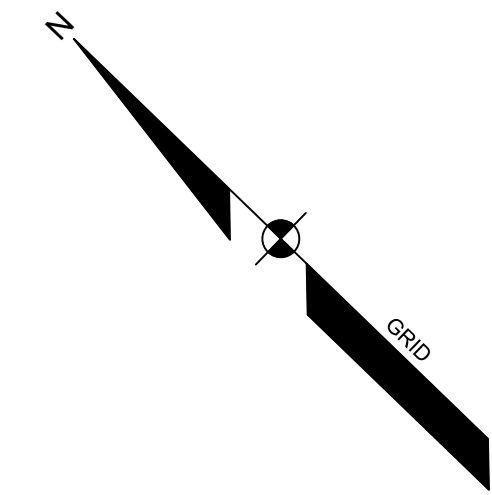
SHEET 1 OF 3

CHRISTOPHER P. TAYLOR, P.E. 16877



ISSUED FOR MAJOR SITE PLAN APPLICATION	
REV. BY:	DATE:
A	CPT 12/19/2024
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.	





LOT 3 BUILDOUT:

STORMWATER PEAK DISCHARGE SUMMARY TABLE						
POINT OF ANALYSIS	2-YEAR STORM		10-YEAR STORM		25-YEAR STORM	
	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)
POA-1	11.9	12.2	18.0	18.1	22.8	24.5
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FUTURE BUILDOUT:

STORMWATER PEAK DISCHARGE SUMMARY TABLE						
POINT OF ANALYSIS	2-YEAR STORM		10-YEAR STORM		25-YEAR STORM	
	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)	PRE (CFS)	POST (CFS)
POA-1	11.9	11.3	18.0	16.6	22.8	22.6
POA-2	4.6	3.2	6.9	4.8	8.7	6.1

PROPOSED CONDITIONS LEGEND

	WATERSHED BOUNDARY
	TIME OF CONCENTRATION
	REACH
	SUBCATCHMENT LABEL
	REACH
	POINT OF ANALYSIS
	STORMWATER TREATMENT/DETENTION POND
	HSG #
	HSG #
	SOILS BOUNDARY

LEGEND

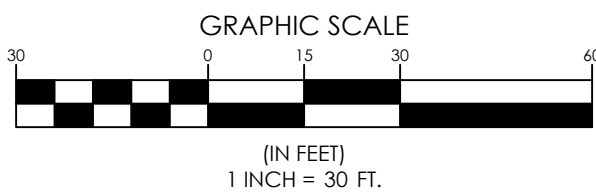
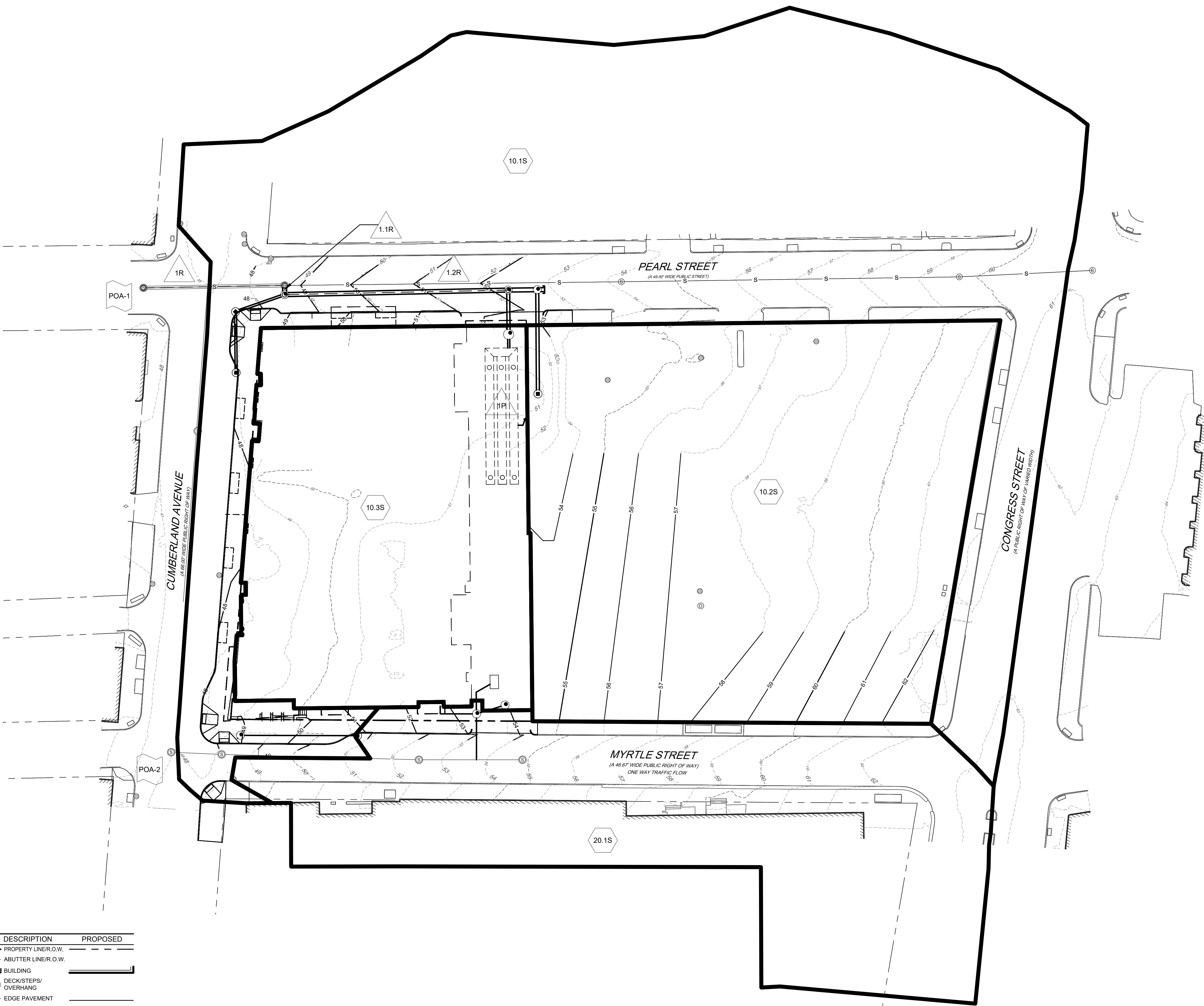
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	ABUTTER LINE/R.O.W.	
	BUILDING	
	DECK/STEPS/OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	CURB LINE	
	CONTOURS	
	STORM DRAIN	
	DRAINAGE MANHOLE	
	CATCH BASIN	

SOIL TYPES

SYMBOL	SOIL SERIES	PHASE	SLOPE	HSG	DRAINAGE CLASS
HIB	HINCKLEY	LOAMY SAND	3-8%	A	EXCESSIVELY DRAINED

NOTES:

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- ON-SITE SOIL INFORMATION IS BASED ON THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS) CUSTOM SOIL RESOURCE REPORT FOR CUMBERLAND COUNTY, MAINE, DATED MAY 26, 2022.



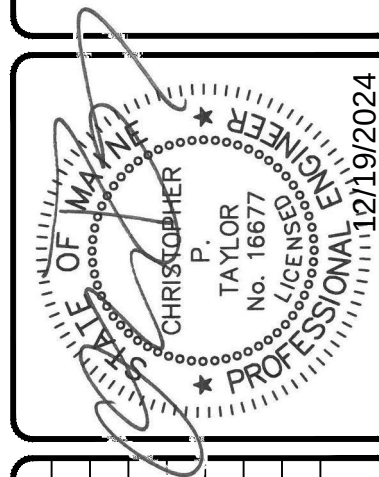
PROPOSED CONDITIONS SWM PLAN - LOT 3 ONLY

OF: PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE
FOR: PORTLAND MUSIC HOLDINGS, LLC

DESIGNED	DJS
DRAWN	DJS
CHECKED	CPT
DATE	11/07/24
SCALE	1" = 30'
PROJECT	19371-05

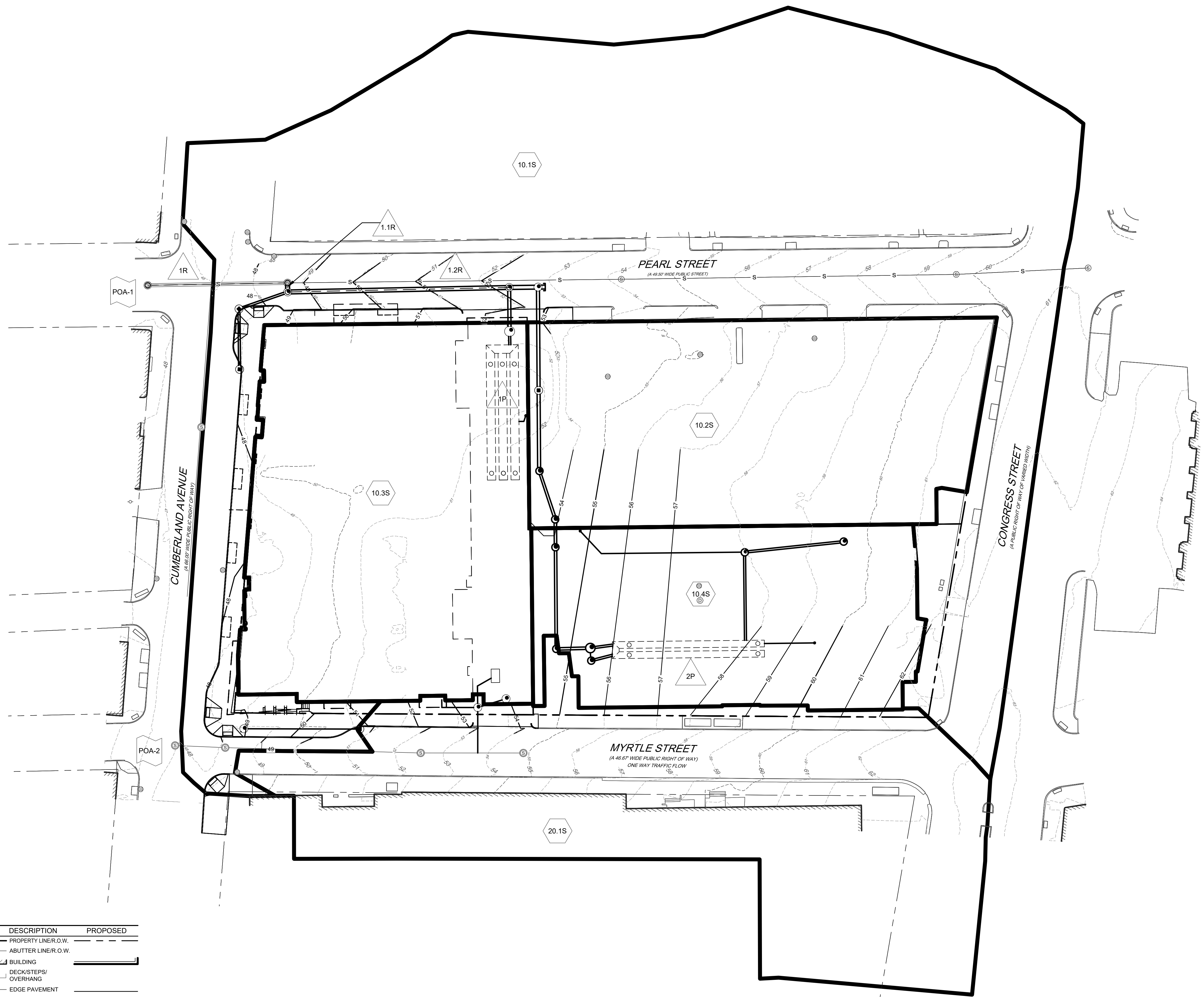
SHEET 2 OF 3

CHRISTOPHER P. TAYLOR, P.E. 16877

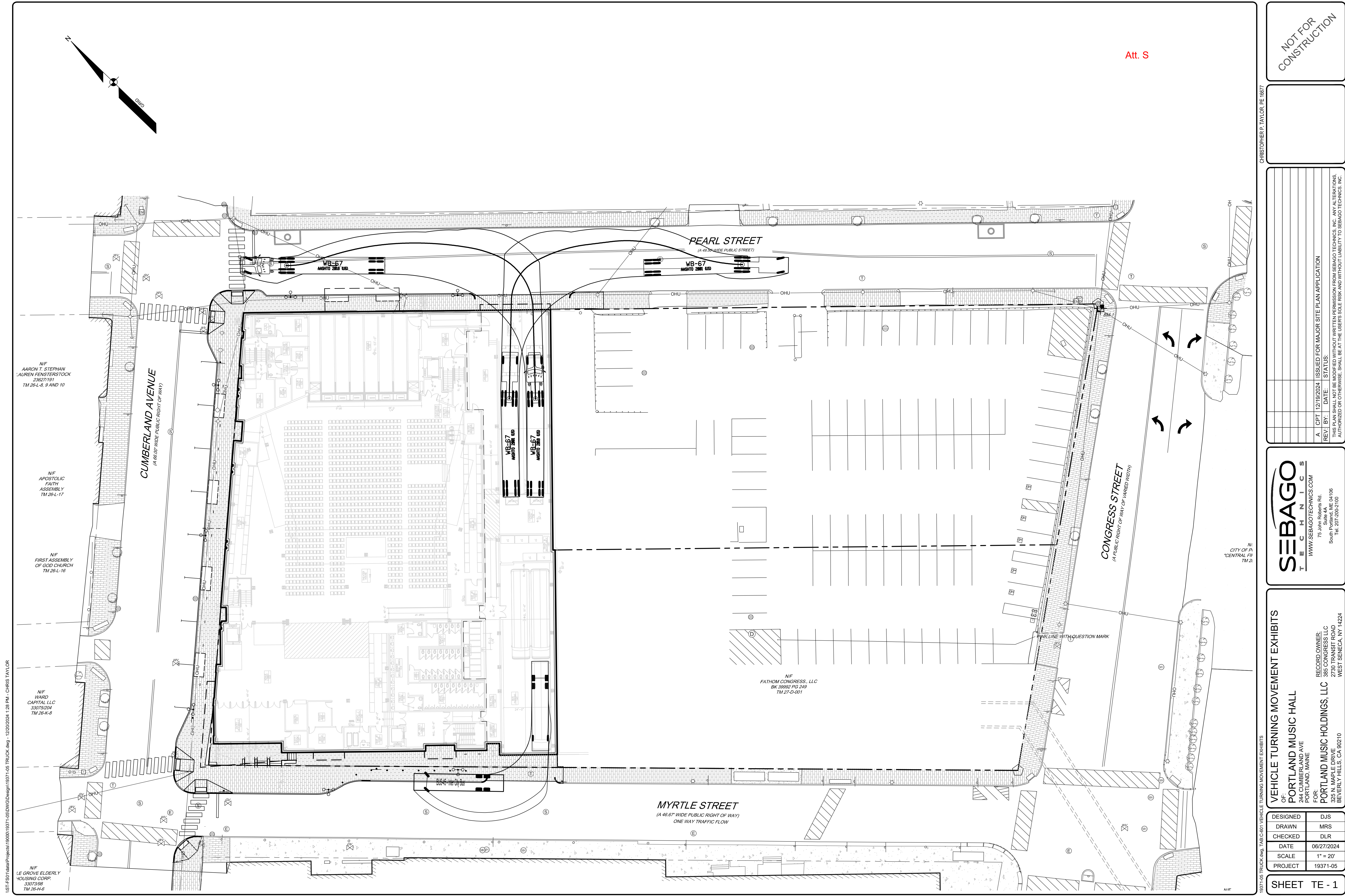


ISSUED FOR MAJOR SITE PLAN APPLICATION	
REV. BY:	DATE:
A	CPT 12/19/2024
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.	





THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.



\\STFS01\data\Projects\19000\19371-05\DWG\Design\19371-05 TRUCK.dwg - 12/20/2024 1:28 PM - CHRIS TAYLOR

N/F
LE GROVE ELDERLY
HOUSING CORP.
33073-98
TM 26-H-6

N/F
WARD
CAPITAL LLC
33072-204
TM 26-K-3

N/F
FIRST ASSEMBLY
OF GOD CHURCH
TM 26-L-16

N/F
ARISTOLIC
FAITH
ASSEMBLY
TM 26-L-17

N/F
AARON T. STEPHAN
LAUREN FENSTERSTOCK
33627-191
TM 26-L-8, 9 AND 10

CUMBERLAND AVENUE
(A 68.00' WIDE PUBLIC RIGHT OF WAY)

PEARL STREET
(A 49.36' WIDE PUBLIC STREET)

MYRTLE STREET
(A 46.67' WIDE PUBLIC STREET)
ONE WAY TRAFFIC FLOW

CONGRESS STREET
(A PUBLIC RIGHT OF WAY OF VARIED WIDTH)

N/E

N/
CITY OF PORTLAND
CENTRAL FIRE
TM 21

19371-05 TRUCK.dwg, TABS C-601 VEHICLE TURNING MOVEMENT EXHIBITS

VEHICLE TURNING MOVEMENT EXHIBITS

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
385 CONGRESS LLC
2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET TE - 1

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
REV	BY	DATE	STATUS
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.			

CHRISTOPHER P. TAYLOR PE 16877

NOT FOR
CONSTRUCTION

Att. S

PORTLAND MUSIC HALL
PORTLAND, MAINE

[illegible]

SCALE: As Noted.
SHEET #:

Page 289

Record

Project: Portland Music Hall
244 Cumberland Ave, Portland, Maine
Neighborhood Meeting

Date/Time of Meeting: Tuesday, January 27, 2025 6:00 p.m. to 7:30 p.m.

Location: Press Hotel, Composing Room,
119 Exchange Street, Portland, Maine

Development team members that were in attendance at the meeting.

Name	Organization	Email
Todd Goldenfarb	Mile Marker Investments	tgoldenfarb@ramcompaniesusa.com
Howard Goldenfarb	RAM Companies	hg@ramcompaniesusa.com
Don Law	Live Nation New England	donaldlaw@livenation.com
Christopher Taylor	Sebago Technics	ctaylor@sebagotechnics.com
Daniel Riley	Sebago Technics	driley@sebagotechnics.com
Matt Tonello	Consigli	mtonello@consigli.com

The meeting sign-in sheet for members of the public is enclosed.

Members of the development team were introduced, and an overview of the proposed project was provided.

Below is a list of documents that were shown and presented at the neighborhood meeting.

- Overall Site Plan (Sheet C-100) for Portland Music Hall, dated 12/19/2024, prepared by Sebago Technics.
- Building Floor Plans (4 Sheets) for Portland Music Hall, dated 12/18/2024, prepared by D'AIQ Architects.
- Building Elevations (2 Sheets) for Portland Music Hall, dated 12/18/2024, prepared by D'AIQ Architects.
- Rendered image of the proposed Portland Music Hall, view from Cumberland Ave and Myrtle Street intersection.

Below is a list of the questions and concerns raised by members of the public during the meeting:

1. Could you speak a bit programmatically about what's going on on the Pearl Street side of the building? I think you have an opportunity to activate some of the windows on the Pearl Street side. I would encourage you to work to not make it as alley-ish as it is currently proposed.
2. Have any of you tried to park in Portland on a Saturday night? If you've got a show at your new venue, there's a show at Merrill Auditorium, and there's a show at the Civic Center, how will the city handle the parking and traffic chaos?
3. My concern is parking. Will you have parking at this venue?
4. Yesterday we had a concert that was sold out at Merrill Auditorium. The line wrapped around the city block. We had individuals reach out to us and say that they tried to get into a parking lot for over 25 minutes and ended up turning away even though they had already purchased a ticket to the concert. Given the current congestion, how will adding another 3,000-seat venue without a parking option impact the area?
5. What market research did you do to show that this venue will expand the music show market and won't take away from existing venues? Will the room be available to rent from outside promoters?
6. What research have you done to prove that we need a venue of 3,000 in between the existing venues? What research have you done to prove that this is actually going to benefit the city in a good way?
7. Why does Live Nation want to come to Portland and build a 3,500-seat venue when there are already several venues with similar capacities? What's going to be going on inside the restaurants and concessions within the building?
8. What do you think it will do to the noise level in the neighborhood? It gets noisy in the summertime with the windows open.
9. Is it true that Live Nation is currently involved in a lawsuit with the Department of Justice, and did you take that into account when deciding to partner with them?
10. I'd love to hear you talk about Live Nation's mission and values statement and how it aligns with our community vision. What are Live Nation's values outside of financial contributions?
11. When you go to do your programming and scheduling, will you be mindful of what's happening at other local venues? Will you work with the community to figure out potential conflicts in programming?
12. Thank you for reaching out to the neighborhood association. That goes a long way to build goodwill. Can you commit to using union labor at this facility?
13. I've lived in Portland for 50 years, and I've been a block of this land for the last 35 years. I would welcome this being here in this neighborhood and in Portland. I hope you maintain a good relationship with the community. I see what happens every time Merrill has an event, we have cars, sure enough, we have cars parked illegally on the streets all the time, and probably the old port is filled up. But if you have working relationships with the parking lots around, I don't see this as a big deal. Many people coming out of here are either going to dissipate. Go out to dinner or they're going to go right to the car that's not a big effect on our neighborhood.

14. There have been a lot of restaurant closures recently. How is offering a \$20 starting wage not going to pull workers from other industries, forcing more closures in town? Where are these workers going to live given the lack of affordable housing?
15. I'd like to ask you if you would make a commitment to us for two things. One, is a parking study on a Saturday night when there's something going on at the three big events, three big venues like yours, the Merrill's, and the Civic Center. And then also an independent traffic flow study to see what the traffic will be like with all these venues going.
16. What is green about this building?
17. Have you discussed communication with other music venues (other than Merrill Auditorium) on the peninsula? Will you have meetings with other music venues, from small to large?
18. Have you done a market study for Portland and the Portland community? Can you clarify your programming and how it will impact local arts organizations?
19. Can you point to another market with a similar population where this has been a success? Can you provide a success story of a similar project?
20. Could talk about actually the building, because that's what we're going to live with for a very long time. Could you talk about what the heights of the building are, it looks like there's a penthouse or an elevator, what height that is, what plans do you have for rooftop performances and cleaning? Will there be screening of the rooftop mechanical equipment? Many famous concerts or music venues did include housing as part of their program, Carnegie Hall and Radio City Music Hall. This is the dense part of town. Our comprehensive plan pushes for density and height in this area. You have a fairly low-height building. Did you consider raising the building's height to include housing?
21. Can you talk about your value creation and value retention for the local economy, especially during the off-season? How many Events will you have? Have you done an economic impact study?
22. My understanding is this is the first of the two meetings that the city requires. Or are there more? You're also going to have historic preservation with the proximity to City Hall.
23. Could use the Bayside Neighborhood Association as a conduit to respond to some of these questions?
24. Are you surprised by the response? Can you point your finger at another market in that 60,000 to 70,000 person population, where this, anecdotally, has been a success for you guys?
25. What would you say to those concerned about Live Nation getting a strong foothold in the community and potentially impacting local venues?
26. Why wasn't one person in this room, in the arts organization world approached, before this meeting? And why weren't we invited?
27. What is the target audience for this venue?

SIGN IN SHEET

PORTLAND MUSIC HALL - 244 CUMBERLAND AVENUE
 NEIGHBORHOOD MEETING
 JANUARY 27, 2025; 6 PM AT PRESS HOTEL, 119 EXCHANGE ST, PORTLAND, ME

MEMBER OF PUBLIC IN ATTENDANCE NAME	EMAIL ADDRESS
DAN RILEY SEBAGO TECHNICS	DRILEY@SEBAGOTECHNICS
MATTHEW TONELLO CONSIGLI	mtone110@consigli.com
SALLY WILLIAMS	gardenlite@gmail.com
Justin Cartisinger	_____
Tom BLACKBURN	Blackburn1998@gmail.com
Wendy Drexler	wdrexler@gmail.com
Jim Brady	jameshbrady@gmail.com
McGrath Hathaway	McGrath@StateTheatrePortland.com
Dinah Minot	Creative Portland

SIGN IN SHEET

PORTLAND MUSIC HALL - 244 CUMBERLAND AVENUE
NEIGHBORHOOD MEETING

JANUARY 27, 2025; 6 PM AT PRESS HOTEL, 119 EXCHANGE ST, PORTLAND, ME

NAME	ADDRESS
ALLEN FRANK	243 CUMBERLAND AVE PORTLAND, ME 04103
Alison Frazee	Greater Portland Landmarks, 511 Congress
Land Jacobs	59 STATE ST
Meg Shorette	836 Washington Ave
Josh Schlenker	7 Carter Brook Dr. Scarborough
Thomas Sepulveda	43 MYRTLE ST PORTLAND
Carolyn Nihon (Portland Symphony)	85 Exchange Street, Portland
Allison Page (Portland Symphony)	85 Exchange Street Portland
LAUREN WAYNE STATE THEATRE	365 STEVENS AVE.

SIGN IN SHEET

PORTLAND MUSIC HALL – 244 CUMBERLAND AVENUE
 NEIGHBORHOOD MEETING
 JANUARY 27, 2025; 6 PM AT PRESS HOTEL, 119 EXCHANGE ST, PORTLAND, ME

NAME	ORGANIZATION	ADDRESS
Robert Sylwain	Bayside Neighborhood Assoc	167 Fabunth St. Oth
Justa May	Thompsons Point	27 Thompsons Point Road.
Tim Sweet	State Theatre	35 Summit St Portland
Cecil Gardner	Maine Tourism/Legal Partner	166 Forest Street
Derek Lombardi	Maine Craft Distilling	51 Inverness St. Portland
Emily Isaacson	Classical Upright	
Anastasia Carter	Top of the Old Port	119 Pearl St Portland
Aimee McPetrin	Portland Ovation	120 Exchange St.
Emily Reed	One for all	181 State St

Maile Butler OUTTOWN 9 Brown St.

SIGN IN SHEET

PORTLAND MUSIC HALL – 244 CUMBERLAND AVENUE
NEIGHBORHOOD MEETING

JANUARY 27, 2025; 6 PM AT PRESS HOTEL, 119 EXCHANGE ST, PORTLAND, ME

NAME	ORGANIZATION	ADDRESS
AUDIE LEAHY	MEETALICS' HALL	519 CONGRESS STREET.
Erin Lyne	Portland Ovations	120 Exchange St
Alice Kornhauser	PCMF	88 Bedford St
Camp Schullman	neighbor	21 Chace St.
Jay York	neighbor	58 Wilnot St. & 146 Pearl St.

'Andres Llorente' via Planning Board <planningboard@portlandmaine.gov>

Fri, Jan 24, 3:13 PM (4 days ago)



to planningboard 

Planning board of Portland Maine,

Please don't approve a plan to build some unnecessary Ticketmaster/Live Nation event venue near Portland City Hall. In my opinion it is insane that you are even considering the proposal. However, given the fact that the planning board didn't block the disrespectful plans of an unproven soccer venture with such a terrible name that their management must be equally awful, I feel you need to hear as much public opinion as possible.

Everyone on the planet hates the nefarious monopoly that is Ticketmaster. Just today I walked to my local theater, the beloved State Theater, in order to evade the price gouging policies of Ticketmaster online. Did you know that there is an historic 1,800 seat venue in downtown Portland; the State Theater was not once, but twice lovingly restored by the community in the last 30 years and would certainly suffer with the introduction of a corporate invader. Is that what the planning board wants? Is it your intention to let a historic fixture in the community that supports other smaller venues in the city languish so the city can get some short term benefit from a faceless greedy entity? Their lawyers will surely find ways to avoid paying anything other than nominal taxes.

A venue so close to City Hall also competes with the 1,900 seat Merrill Auditorium, and therefore the city itself. That doesn't seem like a very good idea. Imagine the parking and crowd problems in the event of a two-event side by side night. We are not a community with great public transportation; the entire downtown would be overrun and paralyzed.

It wasn't too long ago that taxpayers ponied up for a renovation of the Cumberland County Civic Center (whose name was sacrificed to an insurance company) and here we are considering handing over valuable land and city resources to a developer with a terrible reputation.

Your focus should be on as much affordable housing as possible, infill housing to increase density, free transportation, cycling/walking/alternative transportation green links, and park space including carbon-sink, green areas. That's city planning for the future, not an ugly stadium (we have one of those already). A plaza, a park, and an innovative and sustainable public housing project...yes. Concession to Ticketmaster/Live Nation that they are the good guys...absolutely not.

I suggest concentrating on structures the city desperately needs, and not those it definitely does not, for example a 3,000 seat venue nestled between two others of nearly 2,000 and an arena for 6,000.

It's a terrible idea in case you haven't figured that out by now.

Andres Llorente
Portland, ME

'nathaniel.kraft' via Planning and Urban Development <planning@portlandmaine.gov> 3:13 PM (1 minute ago)

to planning@portlandmaine.gov   

Dear esteemed members of the City of Portland Planning Board,

My name is Nathaniel Kraft. I've been a resident of Portland since 2012. I have not often engaged in city politics directly. I'm emailing because I feel very strongly about this issue, and how it will directly impact our community in the city of Portland.

During the time we have lived here, my family and I have attended countless live performances at The State, Port City Music, Portland House of Music, Thompson's Point, Blue, Merrill Auditorium, and Cross Insurance Arena. I've attended so many live music events that its now hard for me to remember them all.

One of the reasons my family moved to Portland, ME, in 2012 is that it was a historic city that had seemingly escaped the homogenization, gentrification, and corporate hollowing-out that we had seen taking place in so many major cities over the past several decades. We fell in love with this community and its people. Among the characteristics we fell in love with was the thriving art scene, INCLUDING the music scene that had been nurtured and grown, lovingly, by local businesses.

To this day, going to The State, and the other local venues, feels like a magical experience to me and my family. I treasure and value what the owners and operators of these venues have created here in this special place. While at the State, I often marvel at its history, and how it was successfully resurrected in the 2000s to become the local landmark we know and love today. I chuckle at its seedy history, and take in its architecture while waiting for a band to take the stage.

When I read a Press Herald article on March 3rd, about the giant, monopolistic company Live Nation aspiring to create a music venue in Portland, I became both distraught, and incredibly angry.

Live Nation Entertainment, as you know, also owns and operates Ticketmaster. According to Wikipedia, "It promotes, operates and manages ticket sales for live entertainment internationally. It also owns and operates entertainment venues AND manages the careers of music artists."

Live Nation Entertainment, in plain language, constitutes a massive monopoly in the performing arts industry. In major cities, they often control ticketing, venues, promotion, AND MANAGEMENT of artists that perform at THEIR venues. In addition to this structural monopoly that they have constructed with little challenge over the past few decades -- they ALSO have monetized the secondary sales market of event tickets, making seeing popular artists in large cities prohibitively expensive to many fans, while turning an appreciation of the arts into an exercise in class warfare and capitalistic competition.

I very, VERY strongly believe that allowing Live Nation to build a 3,000+ seat venue will HARM Portland for years to come. It is yet another large corporation swooping in like a vampire to suck the blood from this city which was built up for decades by small businesses, artists, chefs, visionaries, and long-time residents.

They are not local. They are greed incarnate. They will absolutely cannibalize our beloved arts and music scene. They will capitalize on the hard work put in for many years by local music venues and promoters. They will be yet another step away from the character and culture of this city that Mainers and tourists love, and another step towards American corporate homogenization. Further, they will make downtown Portland even harder to visit and navigate for residents of the city and Cumberland County.

I adamantly believe that their tickets will be more expensive than those of local venues, and they will use their monopoly power to steal artists away from venues like Merrill, The State, Thompson's, and the Cross Insurance Area, all of which already seat 1000 - 9000 fans. They will very likely cause at least some of these venues -- local landmarks, local bulwarks of our unique city culture -- to close their doors permanently.

They will make being a fan of live performances in Portland more expensive for our residents. While they will create some jobs,

they will also funnel lots of money OUT of Portland, and Maine, out and away to the corporate monolith of Live Nation and its shareholders all over the world.

I hope you'll take my thoughts into consideration. Portland does not need Live Nation; and Live Nation will only harm the beauty and charm of this city, and it will harm local businesses; businesses that have stood by Portland through all its ups and downs.

Please let me know if there's anything else I can offer in terms of action or feedback on this topic.

Thank you for your time and consideration.

Sincerely,

Nathaniel Kraft

Nason's Corner neighborhood, District 3

Portland, Maine

Jon Petruschke jonpetruschke@gmail.com [via](mailto:jonpetruschke@gmail.com) portlandmaine.gov
to planningboard 

Thu, Mar 6, 9:59 PM (10 hours ago)



Hello Planning Board Members,

I am writing to express my strong opposition to Live Nation Ticketmaster's venue proposal in Portland. I have been a resident of Portland since 2002 and I am a small business owner.

I am afraid of the impact Live Nation Ticketmaster's proposed venue would have on Portland's economy and our vibrant arts scene. Tourism is so important for Maine, and Portland's arts scene is part of the draw.

Please keep our venues locally-owned. Do not approve Mile Marker Investments' proposal.

Thank you!

Sincerely,
Jon Petruschke

Professional Therapy Services

CREATIVE PORTLAND^{ME}

84 Free Street | Portland, ME 04101 | 207-370-4784 | info@creativeportland.com

Executive Committee
Creative Portland Board of Directors
Statement of Concern re: LIVE NATION proposal

Creative Portland is the City of Portland's official arts agency. Our mission is to support the creative economy through the arts and to nurture the local arts ecosystem by promoting Portland's cultural assets and artistic talents. Our programs and initiatives welcome all by providing resources and by forging partnerships and building community.

The current LIVE NATION venue proposal under the Planning Board's consideration, is a concern to our arts community who fear that a large monopoly operating in town might cause the shuttering of several arts organizations who currently showcase local & visiting artists and who operate music and performing arts venues. Although Creative Portland works hard to cultivate patronage through programs such as the [Creative Portland app](#), we are concerned that our cherished local arts organizations like State Theatre, Portland Ovarions and Portland Symphony would be in jeopardy if they were forced to compete with Live Nation's venue (working title: Portland Music Hall) to be built across the street from Merrill Auditorium.

Any questions, please do not hesitate to contact our Executive Committee or contact our Executive Director Dinah Minot at 207-370-4784.

Herb Ivy, President
 Kate Anker, Immediate Past President
 Clare E. Hannan, Vice President
 Dawn Reshen-Doty, Treasurer
 Matt Schwach, Secretary
 Dinah Minot, Assistant Secretary (dinah@creativeportland.com)

Creative Portland Board of Directors:

Kate Anker (Immediate Past President), Kirstie Archambault, David Brenerman, Tae Chong, Lucy Comaskey, Gib Foltz, Eliza Ginn, Lindsay Hancock, Clare E. Hannan (Vice President), Herb Ivy (President), Dinah Minot (Assistant Secretary), Zsafia McMullin, Daniel Minter, Councilor Regina Phillips (ex officio), Dawn Reshen-Doty (Treasurer), Matt Schwach (Secretary), and Greg Watson (ex officio)

Creative Portland's tax ID number is 27-0843775. Please retain this letter as proof of your tax-deductible contribution. For tax purposes, it will serve as a receipt for your gift.

Aurelia C Scott rekacs2556@gmail.com [via](#) portlandmaine.gov

Mon, Mar 17, 12:02 PM (2 days ago)



to planningboard

Hello,

PC5

I am writing to oppose the construction of a 65,340 square foot entertainment venue at 385 Congress Street. It is far too large a venue to have within a block of Merrill Auditorium, and in a downtown area where traffic is already tight. When there are events at Merrill, traffic is slow to stopped for blocks around. While the developers say that most people will not drive in, that simply cannot be true. Also, the crowds and noise associated with the category of performers anticipated by the developers would have a deleterious effect on the residential neighborhood closely surrounding the planned development. Additionally, the developers have no real connection to or appreciation of Portland, as evidenced by the proposed design, which has the look of a cookie-cutter suburban multiplex.

I do wish that the Planning Board would begin to reward inventive, forward-looking architecture to address Portland's real needs (à la some new Scandinavian inner-city developments).

In conclusion, I strongly oppose the proposed construction.

Respectfully,
Aurelia C. Scott



Carter Frank <cfrank@portlandmaine.gov>

Re: Portland Music Hall

1 message

Geoff Bowley <geoff@bowleybuilders.com>

Thu, Mar 20, 2025 at 7:41 AM

Reply-To: geoff@bowleybuilders.com

To: planningboard@portlandmaine.gov

Good Morning,

This email is in regards to the current application before the board scheduled for review on Tuesday, March 25th.

My family and I are native to Southern Maine and are in strong support of this project, the economic benefits it will provide to Portland and Maine in general, as well as its added contribution to the Arts, Culture, and Music environment of our State.

Please give this project the strong consideration it deserves.

Sincerely,
Geoff Bowley

Geoff Bowley geoff@bowleybuilders.com [via](#) portlandmaine.gov
to planningboard 

7:41 AM (1 hour ago)



Good Morning,

This email is in regards to the current application before the board scheduled for review on Tuesday, March 25th.

My family and I are native to Southern Maine and are in strong support of this project, the economic benefits it will provide to Portland and Maine in general, as well as its added contribution to the Arts, Culture, and Music environment of our State.

Please give this project the strong consideration it deserves.

Sincerely,
Geoff Bowley

From: **Thomas Blackburn** <tblackburn1948@gmail.com>

PC8

Date: Thu, Mar 20, 2025 at 5:06 PM

Subject: comments regarding the proposed music venue at 385 Congress St PL-003179-2024

To: <citymanager@portlandmaine.gov>

Good afternoon

I am reaching out to you because I find the access to make comments concerning this pending project scheduled for review on Tuesday March 25, 2025 very difficult on the Portland Website. Therefore I am directing this to you our City Manager. I request that this email be forwarded to the Planning Board so it can be part of the record.

I am a senior citizen and a long time resident of Portland. I live on Hanover Street, relatively close to this project. I am also part of a music rehearsal venue who rents to over 300 musicians performing in 80 bands.

Portland has an active music scene that hires many of the musicians who rehearse at our facility. The concern of many is the continued viability of these smaller clubs.

Unfortunately, Mile Marker has selected as its partner Live Nation an organization well known for predatory business practices. Despite all of the assurances Live Nation and its representative Don Law have offered There is a major concern that the presence of a 3300 seat venue with Live Nation as a business partner will stifle the vibrant music scene in Portland. I realize it is probably beyond the authority of the Planning Board to address this issue. However, if this project is approved the potential demise of Portland's music component of our creative economy. will rest upon your shoulders.

While, I don't have any suggested solutions, perhaps the much smarter members of the planning board or it's staff can find a way to mitigate the impacts mentioned herein and shared by hundreds of others involved in Portland's music community

Another concern is Parking. I note that no parking is required for this project other than a couple of semi truck loading areas. It is unfortunate that the City Council has adopted a vision of the city that assumes parking will resolve itself as residents use alternative transportation. That may become true in the distant future. It is short sighted for the present .

Hanover Street, while only 5 blocks away is continually challenged by finding parking spaces especially in the winter months. We have to engage in a continuous game of musical chairs with Cars.

Thank you.

Thomas Blackburn
[207-232-8328](tel:207-232-8328)

Aurelia C Scott <rekacs2556@gmail.com>

Mar 17, 2025, 12:02:56 PM (2 days ago)



to planningboard@portlandmaine.gov

Hello,

I am writing to oppose the construction of a 65,340 square foot entertainment venue at 385 Congress Street. It is far too large a venue to have within a block of Merrill Auditorium, and in a downtown area where traffic is already tight. When there are events at Merrill, traffic is slow to stopped for blocks around. While the developers say that most people will not drive in, that simply cannot be true. Also, the crowds and noise associated with the category of performers anticipated by the developers would have a deleterious effect on the residential neighborhood closely surrounding the planned development. Additionally, the developers have no real connection to or appreciation of Portland, as evidenced by the proposed design, which has the look of a cookie-cutter suburban multiplex.

I do wish that the Planning Board would begin to reward inventive, forward-looking architecture to address Portland's real needs (à la some new Scandinavian inner-city developments).

In conclusion, I strongly oppose the proposed construction.

Respectfully,
Aurelia C. Scott

Graham Winick <gwinick@gmail.com>

Mar 20, 2025, 10:24:58 PM (10 hours ago)



to planningboard@portlandmaine.gov

To whom it may concern.

I am writing in support of the proposed 3300 seat Portland Music Hall. I have worked in the fields of culture, entertainment and tourism for the past 30 years, mostly in the public sector in South Florida. We have seen how public investment in the arts and the creation of cultural venues has spurred neighborhood revitalization and growth, improved quality of life for residents, and became motivating factors for major increases in tourism, helping change the perception of seasonal visitation for our area. The social impact of the arts is also critical, as investment in the arts has proven to improve student testing and develop job skills that are more in demand, as well as support needed programs for the senior population. My eldest daughter is a recent transplant to Portland, Maine, and adding venues like this to the already terrific cultural arts and entertainment community there will certainly encourage me and my family to visit her and your wonderful city regularly.

Graham Winick
[305-608-4704](tel:305-608-4704)

Jenn Haas <jhaas10@outlook.com>
to planningboard@portlandmaine.gov

Mar 20, 2025, 7:32:27 PM (13 hours ago)



Hello,

As a resident of Maine, I would like to express my support for the proposed Portland music hall. This would be a wonderful addition to the performing arts scene in the region as well as bring economic support to the city in the form of job and entertainment (restaurants, hotels, and stores).

Regards,
Jennifer Haas

George Rheault <george.rheault@gmail.com>

10:19 AM (1 minute ago)



to Planning Board, jmy, Matthew Grooms, kkraft

Please note that opponents of the LIVENATION performance center proposal should ask themselves where they were about a year ago when an age-restricted affordable housing complex was being considered by the Planning Board for this same site (a/k/a 244 Cumberland Avenue).

Both the Planning Board and the planning staff sounded very UNenthusiastic and were not AT ALL encouraging towards the housing idea.

No surprise the applicant never came back to try to get the project approved. The housing applicant apparently knew where things were headed. Was LIVENATION already whispering in everyone's ears back then?

It will be interesting to see how the two projects for the same site get approached by the Planning Board.

Will the Planning Board and planning staff give the LIVENATION proposal the same level of scrutiny (including on similar issues like design) as the affordable housing complex?

The meeting packet for the housing proposal can be found here. The relevant meeting video begins shortly after the 1 hour 11 minute mark.

<https://portlandme.portal.civicclerk.com/event/6419/overview>

PC13

George Rheaultto Planning, me, Kevin, Matthew 

Please see attached a Boston Globe article from December 2024 discussing the announcement of LIVENATION's new proposal for a Portland, Maine venue.

Per the article (see excerpt below), the co-developer of the venue appears to have had discussions with various "insiders" in 2024 and claimed that the proposal had received encouragement to proceed from such insiders including from the neighborhood association (presumably the Bayside Neighborhood Association but it may also have been Portland Downtown, both of which may lay claim to this "turf").

Those who were approached by the co-developer and/or by LIVENATION should reveal when they first heard of the idea and when they had actual discussions with the development team about the details.

Also, when did the Planning Department have initial meetings with the development team? When EXACTLY was the official "pre-application" meeting for this project?

The public deserves to have a detailed sense of when this project was first being pitched to those in Portland and how it bubbled up from there and who was included AND excluded from those initial discussions.

Pending approval by city planners, Goldenfarb's firm plans to begin construction next fall and open for business in late 2027. Mile Marker has already discussed the proposal with city officials, including Portland Mayor Mark Dion and economic development director Greg Watson, as well as the chamber of commerce and the neighborhood association.

"We're getting a really strong response in a positive way," Goldenfarb said Friday.

Portland may be getting a big new concert venue

By [Mark Shanahan](#) Globe Staff, Updated December 20, 2024, 3:58 p.m.



Rendering of the proposed new concert venue in downtown Portland, Maine. LEONARDO RUBEN MERLOS

A Maine-based investment firm is teaming with Live Nation on a proposed new concert venue in downtown Portland.

Mile Marker Investments announced Friday it wants to build a 3,300-seat “state-of-the-art theater” at the edge of the [arts district](#) in Maine’s largest city.

The new 66,000-square-foot venue, which will tentatively be called the Portland Music Hall, is expected to host at least 125 concerts, comedy shows, and other events per year, and create more than 250 full-time jobs, according to the developer. It would be built on Cumberland Avenue, on property adjacent to Portland City Hall that is now occupied by a vacant printing-press building and a parking lot.

“Portland has an incredible history of live entertainment, amazing restaurants, shops, hotels, and cultural centers,” Todd Goldenfarb, a principal in Mile Marker Investments, said in a statement. “We are so happy to enhance that reputation and create more opportunities to see live acts here.”

Pending approval by city planners, Goldenfarb’s firm plans to begin construction next fall and open for business in late 2027. Mile Marker has already discussed the proposal with city officials, including Portland Mayor Mark Dion and economic development director Greg Watson, as well as the chamber of commerce and the neighborhood association.

“We’re getting a really strong response in a positive way,” Goldenfarb said Friday.

Currently, Portland’s concert stages include the [Cross Insurance Arena](#) (formerly the Cumberland County Civic Center), which can accommodate crowds of about 9,000; the historic [State Theatre](#), which has a capacity of about 1,900; and the city-run [Merrill Auditorium](#), which is comparable in size to the State Theatre. (Larger outdoor concerts are held at [Thompson’s Point](#).)

Mile Marker Investments said the new venue will have excellent acoustics and sightlines, a “classic marquee,” and a “retro-inspired” lobby. By teaming with the behemoth ticketing and concert-promotion company Live Nation, Mile Marker hopes to attract top-tier artists.

Don Law, Live Nation’s representative in New England, predicts the new concert venue will have a positive economic impact on Portland and Southern Maine.

“We see it time and again when a venue opens: a new option means more shows, for more fans, generating more activity downtown. It is especially impactful for restaurants and hotels,” Law said in a statement.

Goldenfarb said the venue’s proposed size and design are modeled closely on the [MGM Music Hall](#), which opened next to Fenway Park two years ago.

“Working with [Law] and his team, their feeling is that a lot of the shows that go to MGM and want to go to Portland will be able to now,” Goldenfarb said.

Mile Marker Investments was involved in the development of the Longfellow Hotel in Portland; commercial properties in South Portland and Austin, Texas; and residential developments in Austin and Miami Beach.

Mark Shanahan can be reached at mark.shanahan@globe.com. Follow him [@MarkAShanahan](#).

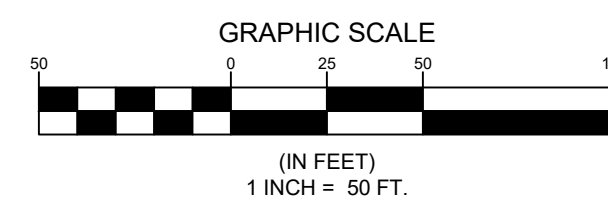
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244 CUMBERLAND AVE
LOT 3 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE

325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

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75 John Roberts Rd.
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South Portland, ME 04106
Tel. 207-200-2100

1310 BROADWAY
SOMERVILLE, MA 02144



SHEET NO.	SHEET TITLE
G-001	COVER SHEET
G-002	GENERAL NOTES LEGEND AND ABBREVIATIONS
C-002	DEMOLITION PLAN
C-100	OVERALL SITE PLAN
C-101	SITE PLAN - STREET LEVEL
C-200	OVERALL GRADING PLAN
C-201	GRADING PLAN - STREET LEVEL
C-300	UTILITY PLAN
C-301	PEARL STREET PLAN AND PROFILE
C-302	UTILITY SCHEDULES
C-401	LANDSCAPE PLAN
C-500	EROSION CONTROL NOTES
C-501	DETAILS
C-502	DETAILS
C-503	DETAILS
C-504	DETAILS
C-505	DETAILS
C-506	DETAILS
1 OF 2	EXISTING CONDITIONS
2 OF 2	EXISTING CONDITIONS - TABLES
1 OF 1	SUBDIVISION PLAN

	A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION	
	REV:	BY:	DATE:	STATUS:	
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COVER SHEET

F: PORTLAND MUSIC HALL
14 CUMBERLAND AVE
PORTLAND, MAINE

DR: PORTLAND MUSIC HOLDINGS, LLC
75 N. MAPLE DRIVE
EVERETT, HILLS, CA 90210

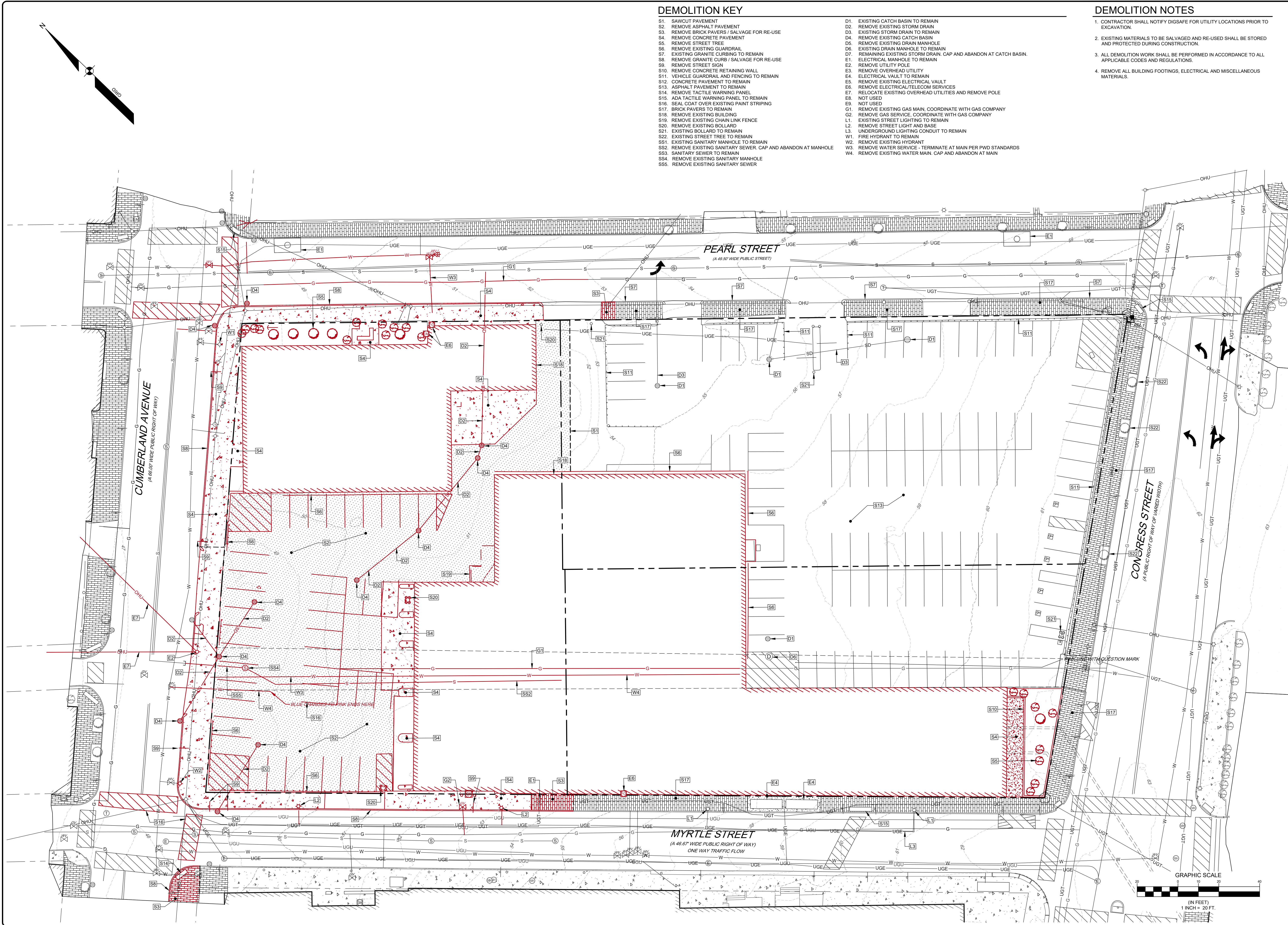
RECORD OWNER:
386 CONGRESS LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 50'
PROJECT	19371-05

SHEET G-001

TAX MAP 27 LOT D003

\\ac-s01\data\Projects\190001\1937-1\65DWG\Design\1937-1-65 DEMO.dwg - 12/20/2024 8:24 AM - CHRIS TAYLOR



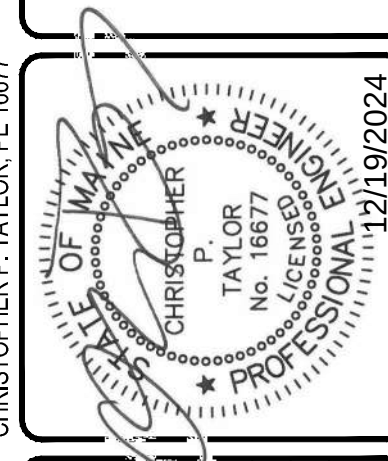
DEMOLITION KEY

- | | |
|---|---|
| S1. SAWCUT PAVEMENT | D1. EXISTING CATCH BASIN TO REMAIN |
| S2. REMOVE ASPHALT PAVEMENT | D2. REMOVE EXISTING STORM DRAIN |
| S3. REMOVE BRICK PAVERS / SALVAGE FOR RE-USE | D3. EXISTING STORM DRAIN TO REMAIN |
| S4. REMOVE CONCRETE PAVEMENT | D4. REMOVE EXISTING CATCH BASIN |
| S5. REMOVE STREET TREE | D5. REMOVE EXISTING DRAIN MANHOLE |
| S6. REMOVE EXISTING GUARDRAIL | D6. EXISTING DRAIN MANHOLE TO REMAIN |
| S7. EXISTING GRANITE CURBING TO REMAIN | D7. REMAINING EXISTING STORM DRAIN. CAP AND ABANDON AT CATCH BASIN. |
| S8. REMOVE GRANITE CURB / SALVAGE FOR RE-USE | E1. ELECTRICAL MANHOLE TO REMAIN |
| S9. REMOVE STREET SIGN | E2. REMOVE UTILITY POLE |
| S10. REMOVE CONCRETE RETAINING WALL | E3. REMOVE OVERHEAD UTILITY |
| S11. VEHICLE GUARDRAIL AND FENCING TO REMAIN | E4. ELECTRICAL VAULT TO REMAIN |
| S12. CONCRETE PAVEMENT TO REMAIN | E5. REMOVE EXISTING ELECTRICAL VAULT |
| S13. ASPHALT PAVEMENT TO REMAIN | E6. REMOVE ELECTRICAL/TELECOM SERVICES |
| S14. REMOVE TACTILE WARNING PANEL | E7. RELOCATE EXISTING OVERHEAD UTILITIES AND REMOVE POLE |
| S15. ADA TACTILE WARNING PANEL TO REMAIN | E8. NOT USED |
| S16. SEAL COAT OVER EXISTING PAINT STRIPING | E9. NOT USED |
| S17. BRICK PAVERS TO REMAIN | G1. REMOVE EXISTING GAS MAIN. COORDINATE WITH GAS COMPANY |
| S18. REMOVE EXISTING BUILDING | G2. REMOVE GAS SERVICE. COORDINATE WITH GAS COMPANY |
| S19. REMOVE EXISTING CHAIN LINK FENCE | L1. EXISTING STREET LIGHTING TO REMAIN |
| S20. REMOVE EXISTING BOLLARD | L2. REMOVE STREET LIGHT AND BASE |
| S21. EXISTING BOLLARD TO REMAIN | L3. UNDERGROUND LIGHTING CONDUIT TO REMAIN |
| S22. EXISTING STREET TREE TO REMAIN | W1. FIRE HYDRANT TO REMAIN |
| S23. EXISTING SANITARY MANHOLE TO REMAIN | W2. REMOVE EXISTING HYDRANT |
| SS2. REMOVE EXISTING SANITARY SEWER. CAP AND ABANDON AT MANHOLE | W3. REMOVE WATER SERVICE - TERMINATE AT MAIN PER PWD STANDARDS |
| SS3. SANITARY SEWER TO REMAIN | W4. REMOVE EXISTING WATER MAIN. CAP AND ABANDON AT MAIN |
| SS4. REMOVE EXISTING SANITARY MANHOLE | |
| SS5. REMOVE EXISTING SANITARY SEWER | |

DEMOLITION NOTES

1. CONTRACTOR SHALL NOTIFY DIGSAFE FOR UTILITY LOCATIONS PRIOR TO EXCAVATION.
2. EXISTING MATERIALS TO BE SALVAGED AND RE-USED SHALL BE STORED AND PROTECTED DURING CONSTRUCTION.
3. ALL DEMOLITION WORK SHALL BE PERFORMED IN ACCORDANCE TO ALL APPLICABLE CODES AND REGULATIONS.
4. REMOVE ALL BUILDING FOOTINGS, ELECTRICAL AND MISCELLANEOUS MATERIALS.

CHRISTOPHER P. TAYLOR PE 16877



ISSUED FOR MAJOR SITE PLAN APPLICATION	
REV. 1	DATE: 12/19/2024
BY: CPT	STATUS: ISSUED
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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DEMOLITION PLAN
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
385 CONGRESS LLC
2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-002

1. PARKING SIGNS MEETING CITY OF PORTLAND STANDARDS SHALL BE INSTALLED AT THE LOCATIONS INDICATED. SIGNAGE PROVIDED SHALL BE REVIEWED AND APPROVED BY THE CITY PARKING DIRECTOR. THE PARKING SCHEDULE SHALL BE AS NOTED BELOW UNLESS OTHERWISE APPROVED BY THE PLANNING AUTHORITY.
 - A. SPACES ON MYRTLE STREET SHALL BE 30 MINUTE TIME LIMIT PARKING.
 - B. SPACES ON CUMBERLAND AVENUE BETWEEN MYRTLE STREET AND PEARL STREET SHALL BE 2 HOUR TIME LIMIT PARKING
2. THE CITY WILL REVIEW CONDITIONS ON PEARL STREET POST-OCCUPANCY AND DETERMINE THE FEASIBILITY OF ON-STREET PARKING IN THE FUTURE

A CITY OF PORTLAND STANDARD STREET LIGHT- TECHNICAL STANDARDS FIGURE X-5F SEE DETAILS, COLOR GREEN

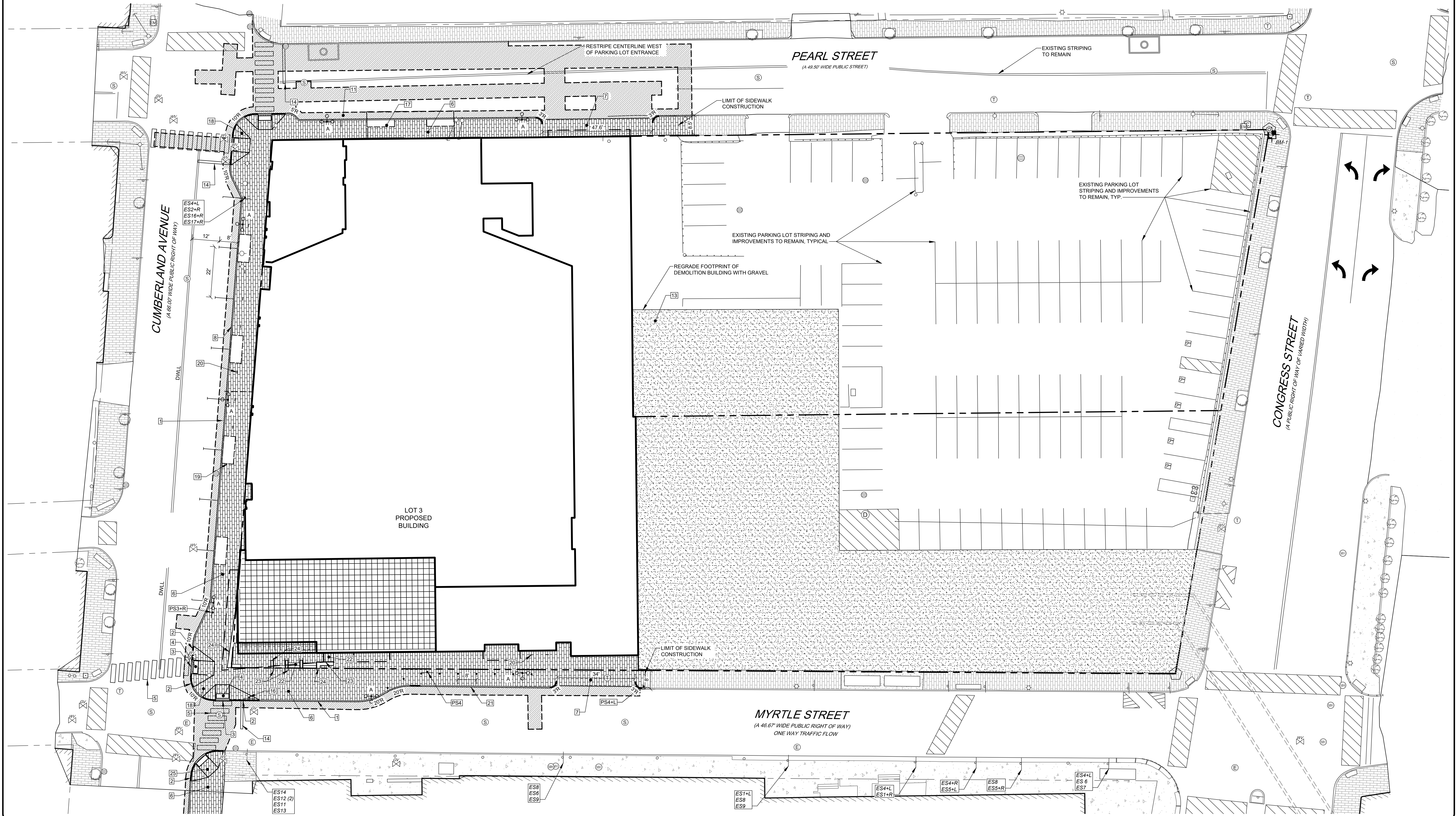
TOP LUMINAIRE: HOLOPHANE ESPLANADE SERIES ESPL2 P20 30K AS-CMC-TG3-S-P7-NL22-BDHF13-200CMC
LOWER LUMINAIRE: (2) HOLOPHANE PEDESTRIAN STREET LUMINAIRE SERIES ESPL2 P20 30K AS-CMC-TG3-S-P7-NL22-BDHF13-200CMC

REFER TO CITY OF PORTLAND TECHNICAL STANDARDS SECTION 10 MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS

1	RESET SALVAGED GRANITE CURB
2	GRANITE CURB TIP DOWN
3	NOT USED
4	2' X 2' TRUNCATED DOME PLATES
5	2' X 2' SOLID WHITE PAINT BARS, 2' APART, 8' WIDE
6	BRICK PAVERS
7	BRICK DRIVEWAY APRON
8	NEW TYPE 1 VERTICAL GRANITE CURB
9	LIGHT FIXTURE A - CITY STANDARD FIGURE X - 5F (COLOR GREEN)
10	NOT USED
11	ASPHALT PAVING
12	NOT USED
13	RAILROAD TIE WITH GRAVEL IN DEMOLISHED BUILDING AREAS
14	12" SOLID WHITE PAINT STOP BAR
15	NOT USED
16	MYRTLE STREET - ONE WAY SIGN
17	TREE PLANTING TIP WITH STRUCTURAL SOIL
18	CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19	ALUMINUM BRICK EDGE RESTRAINT (TYP)
20	BIKE RACK
21	BEVELED GRANITE CURB
22	STEP
23	HANDRAIL
24	CHEEK WALL
25	CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6D
26	NOT USED
27	NOT USED
28	NOT USED

PS1+R	30 MINUTE COMMERCIAL LOADING ZONE (6AM-6PM) + RIGHT ARROW
PS1+L	30 MINUTE COMMERCIAL LOADING ZONE (6AM-6PM) + LEFT ARROW
PS2	30 MINUTE PARKING
PS2+R	30 MINUTE PARKING + RIGHT ARROW
PS2+L	30 MINUTE PARKING + LEFT ARROW
PS3	2 HOUR PARKING
PS4	NO PARKING ANY TIME
PS4+R	NO PARKING ANY TIME + RIGHT ARROW
PS4+L	NO PARKING ANY TIME + LEFT ARROW
PS6	METERED PARKING

ES1+R	30 MINUTE COMMERCIAL LOADING ZONE (6AM-6PM) + RIGHT ARROW	ES7	SNOW HAULING YELLOW ZONE
ES1+L	30 MINUTE COMMERCIAL LOADING ZONE - LEFT ARROW	ES8	NO PARKING THIS SIDE OF STREET
ES2	30 MINUTE PARKING	ES9	TURN OFF ENGINE
ES2+R	30 MINUTE PARKING + RIGHT ARROW	ES10	30 MINUTE PARKING
ES2+L	30 MINUTE PARKING + LEFT ARROW	ES11	STOP
ES3	NOT USED	ES12	ONE WAY
ES4	NO PARKING ANY TIME	ES13	DO NOT ENTER
ES4+R	NO PARKING ANY TIME + RIGHT ARROW	ES14	STREET NAME (MYRTLE STREET)
ES4+L	NO PARKING ANY TIME + LEFT ARROW	ES15	2 HOUR PARKING + LEFT ARROW
ES5	HANDICAP RESERVED PARKING	ES16	2 HOUR PARKING + RIGHT ARROW
ES5+R	HANDICAP RESERVED PARKING + RIGHT ARROW	ES17	BLUE PARKING SIGN + RIGHT ARROW
ES5+L	HANDICAP RESERVED PARKING + RIGHT ARROW		
ES6	PASSPORT PARKING ZONE 7103		



NOT FOR CONSTRUCTION

STATE OF MARYLAND
CHRISTOPHER P. TAYLOR
P. TAYLOR
No. 16877
* PROFESSIONAL ENGINEER LICENSE *
12/19/2024

[illegible]

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75 John Roberts Rd.
Suller 14 NE 04106
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE PLAN

OF: **PORTLAND MUSIC HALL**

344 CUMBERLAND AVE
PORTLAND, MAINE

FOR

PORTLAND MUSIC HOLDINGS, LLC

325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

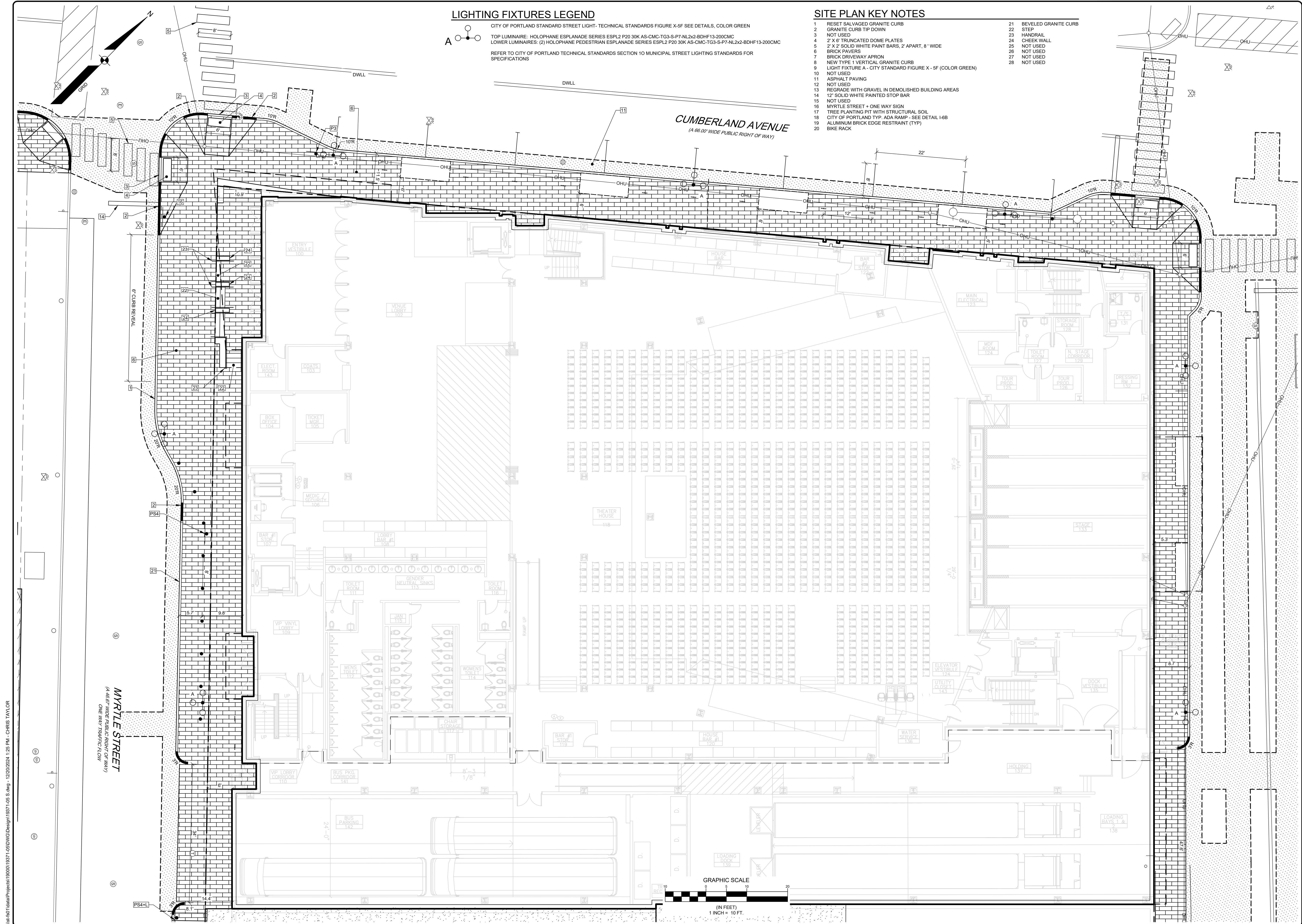
RECORD OWNER:
385 CONGRESS LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET

C-100

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LIGHTING FIXTURES LEGEND

A CITY OF PORTLAND STANDARD STREET LIGHT - TECHNICAL STANDARDS FIGURE X-5F SEE DETAILS, COLOR GREEN
TOP LUMINAIRE: HOLOPHANE ESPLANADE SERIES ESPL2 P20 30K AS-CMC-TG3-S-P7-NL2x2-BDHF13-200CMC
LOWER LUMINAIRES: (2) HOLOPHANE PEDESTRIAN ESPLANADE SERIES ESPL2 P20 30K AS-CMC-TG3-S-P7-NL2x2-BDHF13-200CMC
REFER TO CITY OF PORTLAND TECHNICAL STANDARDS SECTION 10 MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS

SITE PLAN KEY NOTES

- 1 RESET SALVAGED GRANITE CURB
- 2 GRANITE CURB TIP DOWN
- 3 NOT USED
- 4 2' X 6' TRUNCATED DOME PLATES
- 5 2' X 2' SOLID WHITE PAINT BARS, 2' APART, 8' WIDE
- 6 BRICK PAVERS
- 7 BRICK DRIVEWAY APRON
- 8 NEW TYPE 1 VERTICAL GRANITE CURB
- 9 LIGHT FIXTURE A - CITY STANDARD FIGURE X - 5F (COLOR GREEN)
- 10 NOT USED
- 11 ASPHALT PAVING
- 12 NOT USED
- 13 REGRADE WITH GRAVEL IN DEMOLISHED BUILDING AREAS
- 14 12" SOLID WHITE PAINTED STOP BAR
- 15 NOT USED
- 16 MYRTLE STREET - ONE WAY SIGN
- 17 TREE PLANTING PIT WITH STRUCTURAL SOIL
- 18 CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL 1-6B
- 19 ALUMINUM BRICK EDGE RESTRAINT (TYP)
- 20 BIKE RACK
- 21 BEVELED GRANITE CURB
- 22 STEP
- 23 HANDRAIL
- 24 CHEEK WALL
- 25 NOT USED
- 26 NOT USED
- 27 NOT USED
- 28 NOT USED

1937-165 S.dwg, TAB C-101 SITE PLAN - STREET LEVEL

SITE PLAN - STREET LEVEL
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
385 CONGRESS LLC
2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

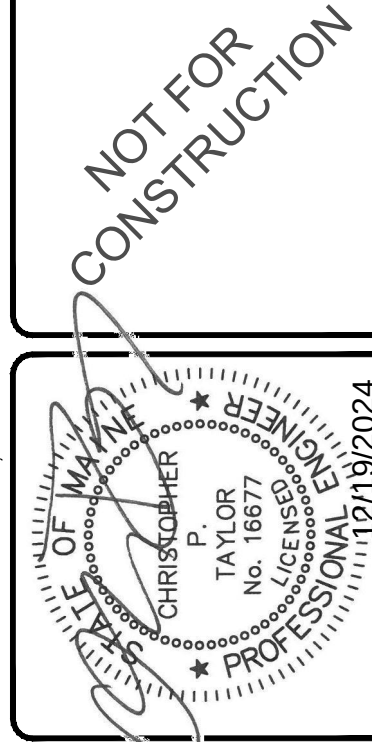
SHEET C-101

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South Portland, ME 04106
Tel. 207-200-2100

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1				
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3				
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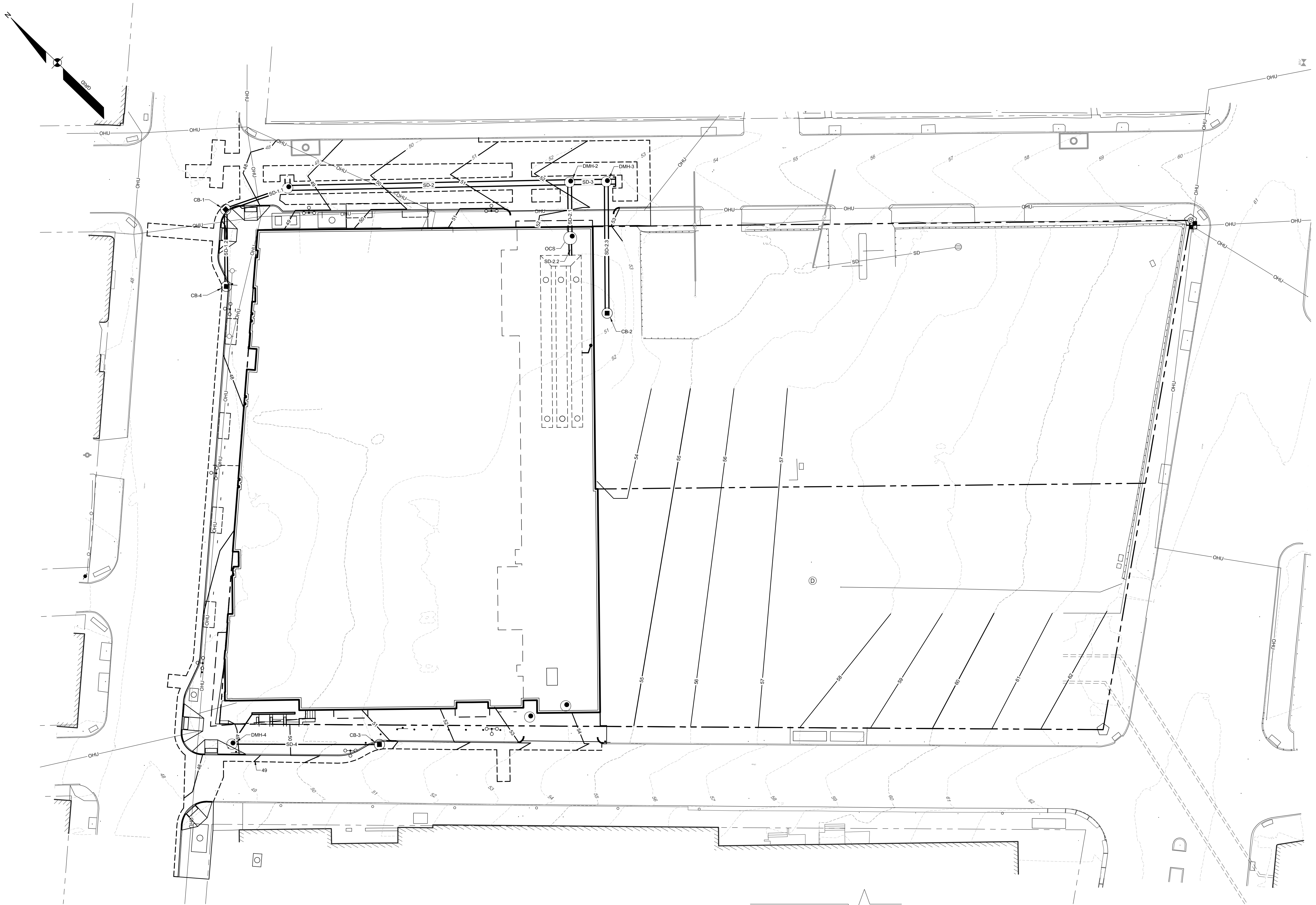
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CHRISTOPHER TAYLOR PE 16677

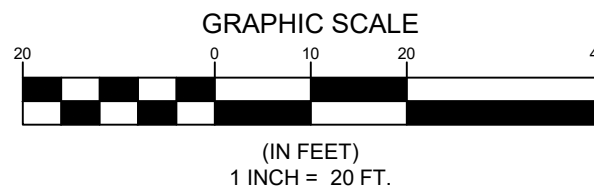


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PROJECT BENCHMARK
USC&G BRASS DISK SET IN
GRANITE STEP
DESIGNATION: TIDAL 38 STA 84
STAMPED 11/19/38
NAVD 88 ELEVATION = 68.55'
NGVD29 ELEVATION = 69.68'



1937-05_OAG.dwg TAB: C-200 OVERALL GRADING PLAN

OVERALL GRADING PLAN
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
385 CONGRESS LLC
Suite 4A
South Portland, ME 04106
Tel. 207.200.2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-200

CHRISTOPHER P. TAYLOR, PE 16677

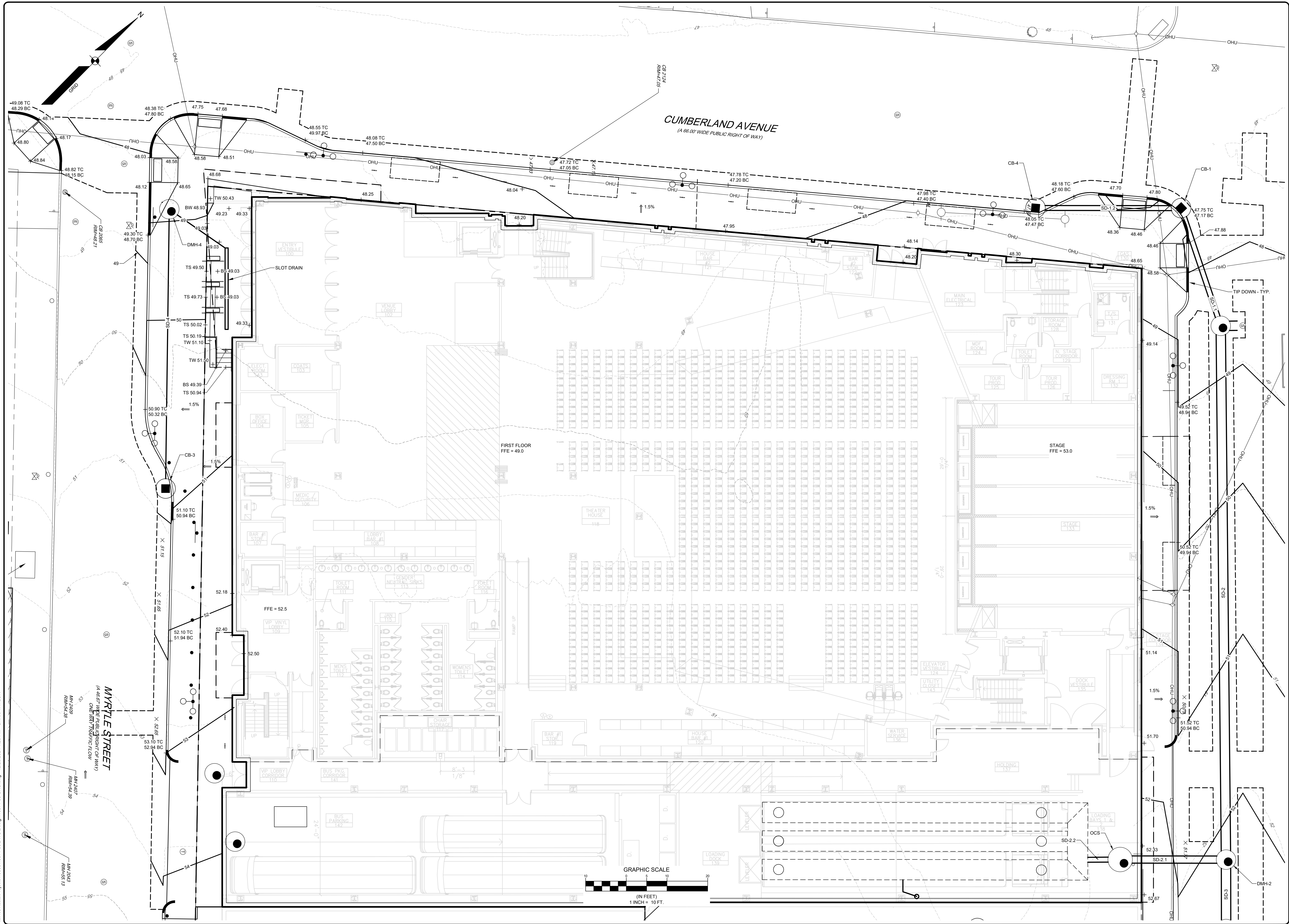


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BY:	DATE:
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South Portland, ME 04106
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1937-1-05 OAG.mxd TAB C-201 GRADING PLAN - STREET LEVEL

GRADING PLAN - STREET LEVEL
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
385 CONGRESS LLC
2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210

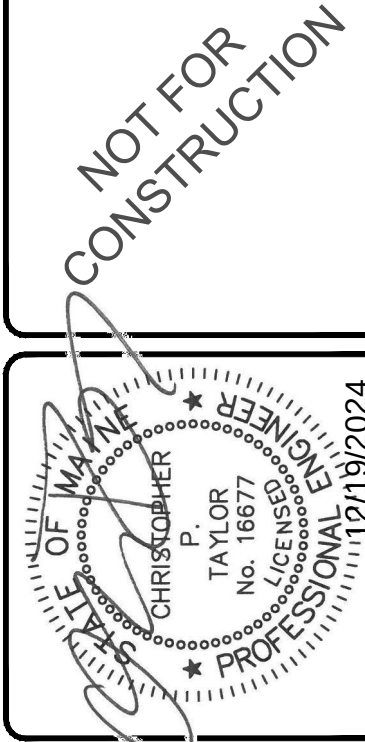
DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

SHEET C-201

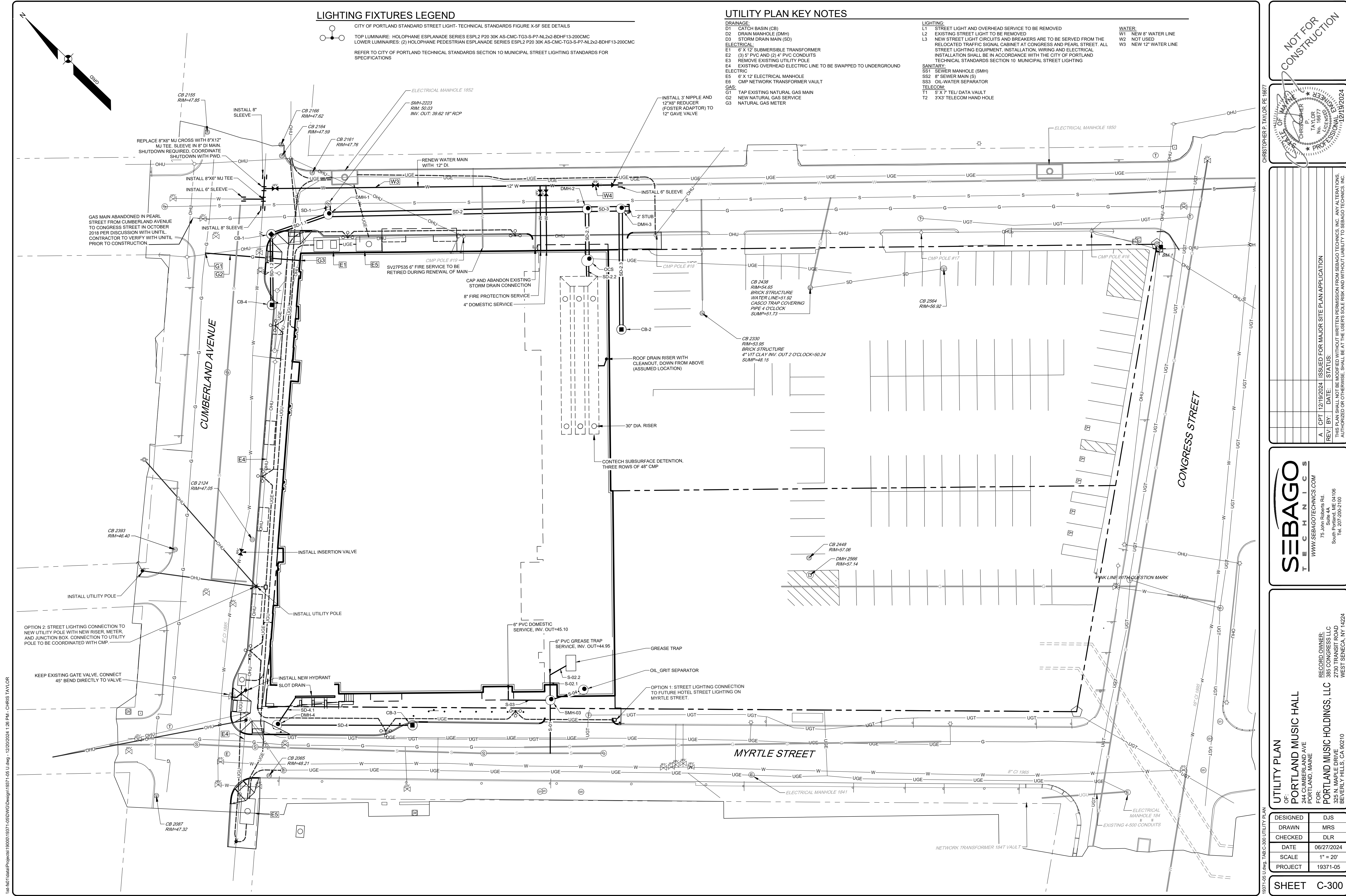
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South Portland, ME 04106
Tel. 207-200-2100

A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION	STATUS:
REV	BY	DATE	DATE	STATUS:
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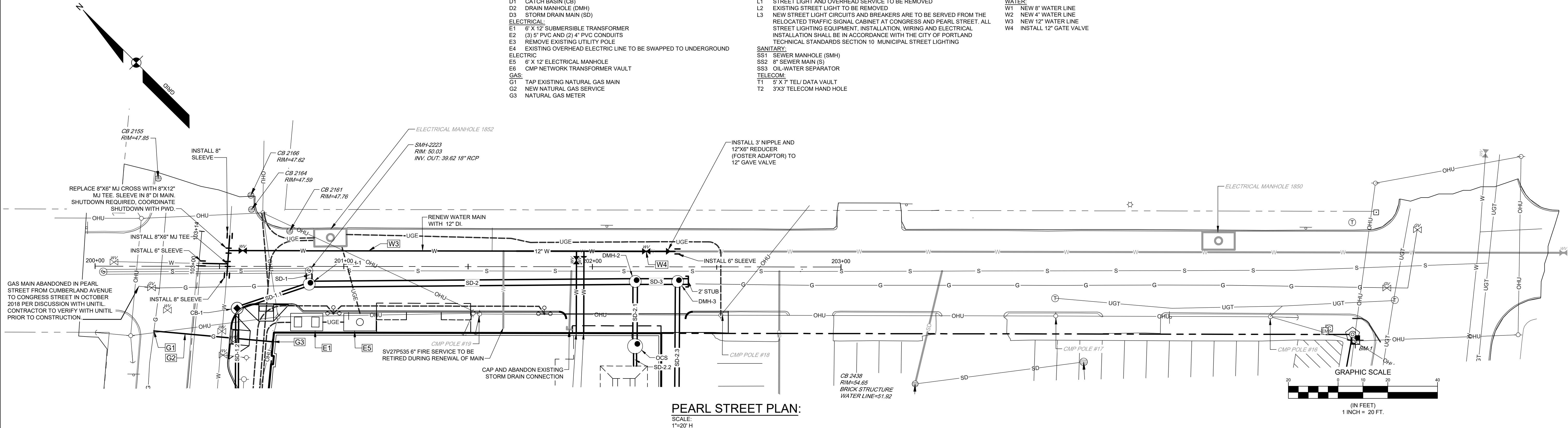
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UTILITY PLAN KEY NOTES

DRAINAGE
D1 CATCH BASIN (CB)
D2 DRAIN MANHOLE (DMH)
D3 STORM DRAIN MAIN (SD)
ELECTRICAL
E1 6" X 12" SUBMERSIBLE TRANSFORMER
E2 (3) 5" PVC AND (2) 4" PVC CONDUITS
E3 REMOVE EXISTING UTILITY POLE
E4 EXISTING OVERHEAD ELECTRIC LINE TO BE SWAPPED TO UNDERGROUND
ELECTRIC
E5 6" X 12" ELECTRICAL MANHOLE
E6 CMP NETWORK TRANSFORMER VAULT
GAS
G1 TAP EXISTING NATURAL GAS MAIN
G2 NEW NATURAL GAS SERVICE
G3 NATURAL GAS METER

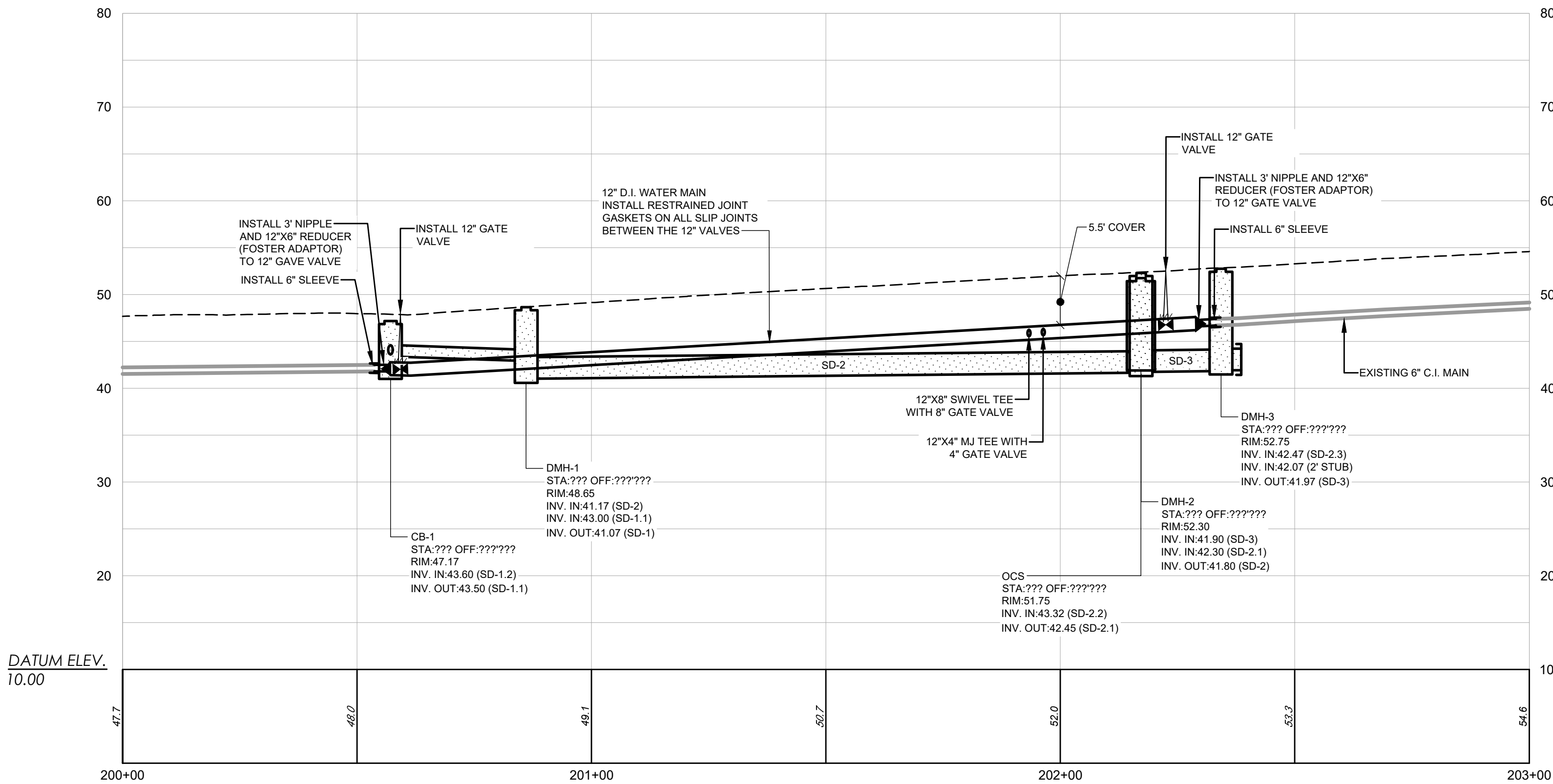
LIGHTING
L1 STREET LIGHT AND OVERHEAD SERVICE TO BE REMOVED
L2 EXISTING STREET LIGHT TO BE REMOVED
L3 NEW STREET LIGHT CIRCUITS AND BREAKERS ARE TO BE SERVED FROM THE RELOCATED TRAFFIC SIGNAL CABINET AT CONGRESS AND PEARL STREET. ALL STREET LIGHTING EQUIPMENT, INSTALLATION, WIRING AND ELECTRICAL INSTALLATION SHALL BE IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL STANDARDS SECTION 10 MUNICIPAL STREET LIGHTING
SANITARY
SS1 SEWER MANHOLE (SMH)
SS2 8" SEWER MAIN (S)
SS3 OIL-WATER SEPARATOR
TELECOM
T1 5" X 7" TEL/ DATA VAULT
T2 3'X3' TELECOM HAND HOLE

WATER:
W1 NEW 8" WATER LINE
W2 NEW 4" WATER LINE
W3 NEW 12" WATER LINE
W4 INSTALL 12" GATE VALVE



PEARL STREET PLAN:

SCALE:
1"=20' H



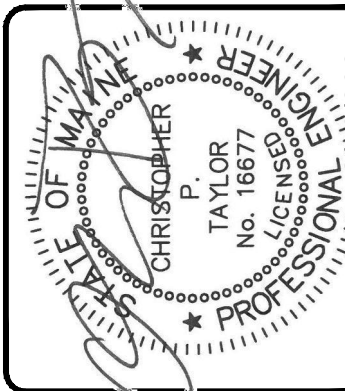
PEARL ST UTILITY PROFILE

SCALE:
1" = 20' H
1" = 10' V

NOTES:

1. DEPTH OF EXISTING ELECTRICAL, COMMUNICATION, AND GAS UTILITIES ARE UNKNOWN. CONTRACTOR SHALL VERIFY DEPTHS PRIOR TO CONSTRUCTION. ANY CONFLICTS SHALL BE COMMUNICATED TO ENGINEER.

NOT FOR
CONSTRUCTION



ISSUED FOR MAJOR SITE PLAN APPLICATION	
REV. BY:	STATUS:
A. CPT	12/19/2024
DATE:	DATE:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.	

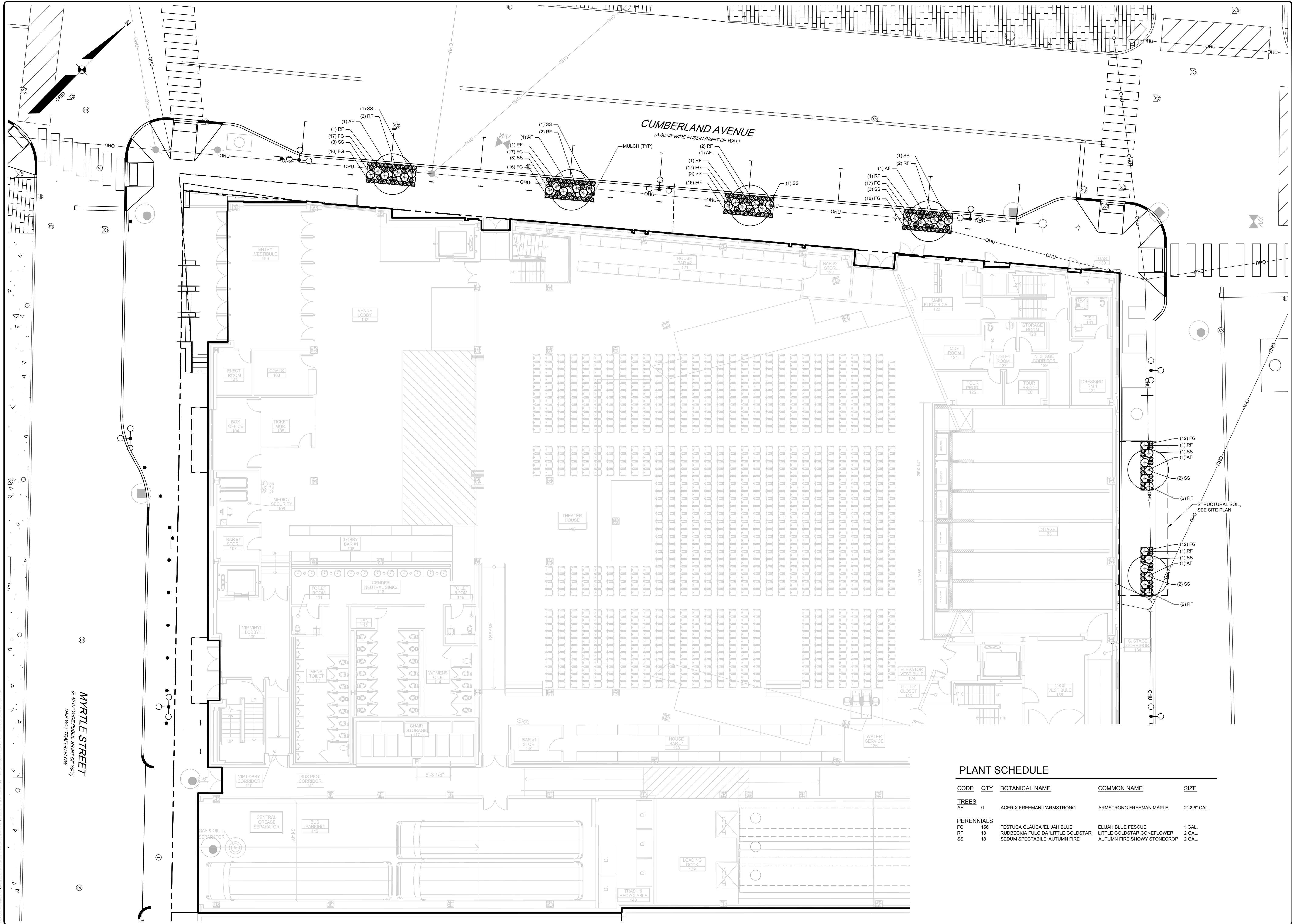


PEARL STREET PLAN AND PROFILE
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210
RECORD OWNER:
385 CONGRESS LLC
2730 TRANSIT ROAD
WEST SENeca, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	AS NOTED
PROJECT	19371-05

SHEET C-301

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1937-105 LS.dwg TAB LANDSCAPE PLAN

LANDSCAPE PLAN	
OF:	
PORTLAND MUSIC HALL	
244 CUMBERLAND AVE	
PORTLAND, MAINE	
FOR:	
PORTLAND MUSIC HOLDINGS, LLC	
RECORD OWNER:	
385 CONGRESS LLC	
2730 TRANSIT ROAD	
BEVERLY HILLS, CA 90210	
DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05
SHEET C-401	

SEBAGO

TECHNICS

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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

LANDSCAPE ARCHITECT	
THARYN S. NEIN-LARGE	
REGISTERED LANDSCAPE ARCHITECT	
STATE OF MAINE	
NO. 19371-05	
ISSUED FOR MAJOR SITE PLAN APPLICATION	
REV. BY:	DATE:
STATUS:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.	

NOT FOR CONSTRUCTION

THARYN S. NEIN-LARGE RLA 5287

EROSION CONTROL MEASURES

PRE-CONSTRUCTION PHASE

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS (SILT FENCE) WILL BE STAKED/INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. THE PLACEMENT OF SEDIMENT BARRIERS SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THIS CONSTRUCTION PLAN AND DETAILS IN THIS PLAN SET. THIS NETWORK IS TO BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

PRIOR TO ANY CLEARING OR GRUBBING, A CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED AT THE INTERSECTION OF THE PROPOSED ENTRANCES AND EXISTING ROADWAY TO AVOID TRACKING OF MUD, DUST AND DEBRIS FROM THE SITE.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A DETAILED SCHEDULE AND MARKED UP PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE MUNICIPAL STAFF. THREE COPIES OF THE SCHEDULE AND MARKED UP PLAN SHALL BE PROVIDED TO THE MUNICIPALITY THREE DAYS PRIOR TO THE SCHEDULED PRE-CONSTRUCTION MEETING. SPECIAL ATTENTION SHALL BE GIVEN TO THE 14 DAY LIMIT OF DISTURBANCE IN THE SCHEDULE ADDRESSING TEMPORARY AND PERMANENT VEGETATION MEASURES.

CONSTRUCTION AND POST-CONSTRUCTION PHASE

AREAS UNDERGOING ACTUAL CONSTRUCTION SHALL ONLY EXPOSE THAT AMOUNT OF MINERAL SOIL NECESSARY FOR PROGRESSIVE AND EFFICIENT CONSTRUCTION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD, SUCH AS ACTIVE EXCAVATION AND ACTIVE GRADING. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS ACTIVELY OCCURRING OR CAN BE MULCHED IN THE SAME DAY. OPEN AREAS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL, AS SHOWN ON THE DESIGN PLANS AND AS DESCRIBED WITHIN THIS EROSION CONTROL PLAN WITHIN SEVEN (7) DAYS OF DISTURBANCE. AREAS LOCATED WITHIN 100 FEET OF STREAMS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL WITHIN SEVEN (7) DAYS. REFER TO WINTER EROSION CONTROL NOTES FOR THE TREATMENT OF OPEN AREAS AFTER OCTOBER 1ST OF THE CONSTRUCTION YEAR.

THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

EROSION CONTROL APPLICATIONS & MEASURES

THE PLACEMENT OF EROSION CONTROL MEASURES SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS IN THE PLAN SET.

1. TEMPORARY MULCHING:

ALL DISTURBED AREAS SHALL BE MULCHED WITH MATERIALS SPECIFIED BELOW PRIOR TO ANY STORM EVENT. ALL DISTURBED AREAS NOT FINAL GRADED WITHIN 14 DAYS SHALL BE MULCHED. DISTURBED AREAS ADJACENT TO NATURAL RESOURCES THAT ARE NOT GRADED WITHIN SEVEN (7) DAYS SHALL BE MULCHED. ALSO, AREAS, WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED, SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING. EROSION CONTROL BLANKETS ARE RECOMMENDED TO BE USED AT THE BASE OF GRADED WATERWAYS AND ON SLOPES GREATER THAN 33%. MULCH ANCHORING SHOULD BE USED ON SLOPES GREATER THAN 5% AFTER SEPTEMBER 15TH OF THE CONSTRUCTION YEAR (SEE WINTER EROSION CONTROL NOTES).

TYPES OF MULCH:

HAY OR STRAW: SHALL BE APPLIED AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE).

EROSION CONTROL MIX: SHALL BE PLACED EVENLY AND MUST PROVIDE 100% SOIL COVERAGE. EROSION CONTROL MIX SHALL BE APPLIED SUCH THAT THE THICKNESS ON SLOPES AT 1:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. ON SLOPES BETWEEN 3:1 AND 2:1 SHALL BE 4 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THIS SHALL NOT BE USED ON SLOPES GREATER THAN 2:1.

EROSION CONTROL BLANKET: SHALL BE INSTALLED SUCH THAT CONTINUOUS CONTACT BETWEEN THE MAT AND THE SOIL IS OBTAINED. INSTALL BLANKETS AND STAPLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

2. SOIL STOCKPILES:

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES. SEDIMENT BARRIERS SHALL BE INSTALLED DOWNGRADE OF STOCKPILES, AND STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO THE STOCKPILE.

3. NATURAL RESOURCES PROTECTION:

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1 OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4 OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.

4. SEDIMENT BARRIERS:

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS SHALL BE STAKED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. SEDIMENT BARRIERS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION.

SILT FENCE: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE EFFECTIVE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES. IT IS RECOMMENDED THAT SILT FENCE BE REMOVED BY CUTTING THE FENCE MATERIALS AT GROUND LEVEL, SO AS TO AVOID ADDITIONAL SOIL DISTURBANCE.

HAY BALES: SHALL NOT BE INSTALLED ADJACENT TO WETLAND. INSTALL PER THE DETAIL ON THE PLANS. BALES SHALL BE WIRE-BOUND OR STRING-TIED AND THESE BINDINGS MUST REMAIN PARALLEL WITH THE GROUND SURFACE DURING INSTALLATION TO PREVENT DETRIORATION OF THE BINDINGS. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER.

EROSION CONTROL MIX: SHALL NOT BE USED ADJACENT TO WETLANDS. INSTALL PER THE DETAIL ON THE PLANS. THE MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. THE MIX COMPOSITION SHALL MEET THE STANDARDS DESCRIBED WITHIN THE MDEP BEST MANAGEMENT PRACTICES. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER. EROSION CONTROL MIX BERMS SHALL NOT BE USED AT THE BOTTOM OF STEEP SLOPES (>8%) OR SLOPES WITH FLOWING WATER.

CONTINUOUS CONTAINED BERM: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THIS SEDIMENT BARRIER IS EROSION CONTROL MIX PLACED WITH A SYNTHETIC TUBULAR NETTING AND PERFORMS AS A STURDY SEDIMENT BARRIER THAT WORKS WELL ON HARD GROUND SUCH AS FROZEN CONDITIONS, TRAVELED AREAS OR PAVEMENT. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

5. TEMPORARY CHECK DAMS:

SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. CHECK DAMS ARE TO BE PLACED WITHIN DITCHES/ SWALES AS SPECIFIED ON THE DESIGN PLANS IMMEDIATELY AFTER FINAL GRADING. CHECK DAMS MAY BE REMOVED ONLY AFTER THE ROADWAYS ARE PAVED AND THE VEGETATED SWALE ARE ESTABLISHED WITH AT LEAST 90% OF VIGOROUS PERENNIAL GROWTH. THE AREA BENEATH THE CHECK DAM MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER REMOVAL OF THE CHECK DAM.

STONE CHECK DAMS: STONE DAMS SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE AND PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAN THE OUTER EDGES.

HAY BALE CHECK DAMS: BALES SHALL BE WIRE-BOUND OR STRING-TIED. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER. HAY BALES SHALL BE PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAN THE OUTER EDGES.

MANUFACTURED CHECK DAMS: MANUFACTURED CHECK DAMS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF AUTHORIZED BY THE PROPER LOCAL, STATE OR FEDERAL REGULATING AGENCIES. THESE UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDATIONS.

6. STORMDRAIN INLET PROTECTION:

INLET PROTECTION SHALL BE PLACED AROUND A STORMDRAIN DROP INLET OR CURB INLET PRIOR TO PERMANENT STABILIZATION OF THE IMMEDIATE AND UPSTREAM DISTURBED AREAS. THEY SHALL BE CONSTRUCTED IN A MANNER THAT WILL FACILITATE CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENTS AND MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES. ANY RESULTANT PONDING OF WATER FROM THE PROTECTION METHOD MUST NOT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT AREAS OR STRUCTURES.

HAY BALE DROP INLET PROTECTION: WE DO NOT RECOMMEND THE USE OF HAY BALES AS INLET PROTECTION.

CONCRETE BLOCK AND STONE INLET SEDIMENT FILTER (DROP OR CURB INLET): SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE HEIGHT OF THE CONCRETE BLOCK BARRIER CAN VARY BUT MUST BE BETWEEN 12 AND 24 INCHES TALL. A MINIMUM OF 1 INCH CRUSHED STONE SHALL BE USED.

MANUFACTURED SEDIMENT BARRIERS AND FILTER (DROP OR CURB INLET): MANUFACTURED FILTERS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. STABILIZED CONSTRUCTION ENTRANCE/EXIT:

PRIOR TO CLEARING AND/OR GRUBBING THE SITE A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED WHEREVER TRAFFIC WILL EXIT THE CONSTRUCTION SITE ONTO A PAVED ROADWAY IN ORDER TO MINIMIZE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICALLY SWEEP TO FURTHER MINIMIZE THE TRACKING OF MUD, DUST OR DEBRIS FROM THE CONSTRUCTION AREA. THE TERM "SWEEP" IS UNDERSTOOD TO MEAN REMOVAL AND RECOVERY OF TRACKED SEDIMENT WITH A STREET SWEEPER, NOT BRUSHING THE MATERIAL INTO SWALES OR STRUCTURES WITH A MECHANICAL BROOM. STABILIZED CONSTRUCTION EXITS SHALL BE CONSTRUCTED IN AREAS SPECIFIED ON THE PLANS AND AS DETAILED ON THE PLANS. THE CONTRACTOR SHALL MAINTAIN THE STABILIZED CONSTRUCTION ENTRANCE UNTIL ALL DISTURBED AREAS ARE STABILIZED.

DUST CONTROL:

DUST CONTROL DURING CONSTRUCTION SHALL BE ACHIEVED BY THE USE OF A WATERING TRUCK TO PERIODICALLY SPRINKLE THE EXPOSED ROADWAY AREAS AS NECESSARY TO REDUCE DUST DURING THE DRY MONTHS. APPLYING OTHER DUST CONTROL PRODUCTS SUCH AS CALCIUM CHLORIDE OR OTHER MANUFACTURED PRODUCTS ARE ALLOWED IF AUTHORIZED BY THE PROPER LOCAL, STATE AND/OR FEDERAL REGULATING AGENCIES. HOWEVER, IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO MITIGATE DUST AND SOIL LOSS FROM THE SITE. IF OFFSITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NOT LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS.

TEMPORARY VEGETATION:

TEMPORARY VEGETATION SHALL BE APPLIED TO DISTURBED AREAS THAT WILL NOT RECEIVE FINAL GRADING FOR PERIODS UP TO 12 MONTHS. THIS PROCEDURE SHOULD BE USED EXTENSIVELY IN AREAS ADJACENT TO NATURAL RESOURCES. SEEDBED PREPARATION AND APPLICATION OF SEED SHALL BE CONDUCTED AS INDICATED IN THE PERMANENT VEGETATION SECTION OF THIS NARRATIVE. SPECIFIC SEEDS (FAST GROWING AND SHORT LIVING) SHALL BE SELECTED FROM THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUALS FOR CONTRACTORS AND ENGINEERS, LATEST REVISION. ALTERNATIVE EROSION CONTROL MEASURES SHOULD BE USED IF SEEDING CAN NOT BE DONE BEFORE SEPTEMBER 15TH OF THE CONSTRUCTION YEAR.

PERMANENT VEGETATION:

REVEGETATION MEASURES SHALL COMMENCE IMMEDIATELY UPON COMPLETION OF FINAL GRADING OF AREAS TO BE LOAMED AND SEEDED. THE APPLICATION OF SEED SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. PLEASE REFER TO THE WINTER EROSION CONTROL NOTES FOR MORE DETAIL. REVEGETATION MEASURES SHALL CONSIST OF THE FOLLOWING:

SEEDBED PREPARATION:

A. FOUR (4) INCHES OF LOAM SHALL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM SHALL BE FREE OF SUBSOIL, CLAY LUMPS, STONES AND OTHER OBJECTS OVER 2 INCHES OR LARGER IN ANY DIMENSION, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL.

B. SOILS TESTS SHALL BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. SOILS TESTS SHALL BE TAKEN PROMPTLY AS TO NOT INTERFERE WITH THE 14-DAY LIMIT ON SOIL EXPOSURE. BASED UPON TEST RESULTS, SOIL AMENDMENTS SHALL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IN LIEU OF SOIL TESTS, SOIL AMENDMENTS MAY BE APPLIED AS FOLLOWS:

ITEM	APPLICATION RATE
10-20-20 FERTILIZER (N-P205-K20 OR EQUAL)	18.4 LBS./1,000 S.F.
GROUND LIMESTONE (50% CALCIUM & MAGNESIUM OXIDE)	138 LBS./1,000 S.F.
C. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH PROPER EQUIPMENT. ROLL THE AREA TO FIRM THE SEEDBED EXCEPT ON CLAY OR SILTY SOILS OR COARSE SAND.	

APPLICATION OF SEED:

A. SEEDING: SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. GENERALLY A SEED MIXTURE MAY BE APPLIED AS FOLLOWS: (CONSERVATION MIX)

SEED TYPE	APPLICATION RATE
FESCUE, FAWN	0.34 LBS/1,000 S.F. (15 LBS/ACRE)
BIRD'S FOOT TREFOIL, VARIETY NOT STATED	0.28 LBS/1,000 S.F. (12 LBS/ACRE)
ANNUAL RYEGRASS	0.18 LBS/1,000 S.F. (8 LBS/ACRE)
TIMOTHY, CLIMAX	0.18 LBS/1,000 S.F. (8 LBS/ACRE)
ALSIKE CLOVER	0.11 LBS/1,000 S.F. (5 LBS/ACRE)
REDTOP	0.05 LBS/1,000 S.F. (2 LBS/ACRE)
TOTAL	1.14 LBS/1,000 S.F. (50 LBS/ACRE)

NOTE: A SPECIFIC SEED MIXTURE SHOULD BE CHOSEN TO MATCH THE SOILS CONDITION OF THE SITE. VARIOUS AGENCIES CAN RECOMMEND SEED MIXTURES. MDEP RECOMMENDED SEED MIXTURES ARE IN THE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 2016 OR LATEST REVISION.

B. HYDROSEEDING: SHALL BE CONDUCTED ON PREPARED AREAS WITH SLOPES LESS THAN 2:1. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.

C. MULCHING: SHALL COMMENCE IMMEDIATELY AFTER SEED IS APPLIED. REFER TO THE TEMPORARY MULCHING SECTION OF THIS NARRATIVE FOR DETAILS.

SODDING:

FOLLOWING SEEDBED PREPARATION, SOD CAN BE APPLIED IN LIEU OF SEEDING IN AREAS WHERE IMMEDIATE VEGETATION IS MOST BENEFICIAL SUCH AS DITCHES, AROUND STORMWATER DROP INLETS AND AREAS OF AESTHETIC VALUE. SOD SHOULD BE LAID AT RIGHT ANGLES TO THE DIRECTION OF FLOW, STARTING AT THE LOWEST ELEVATION. SOD SHOULD BE ROLLED OR TAMPED DOWN TO EVEN OUT THE JOINTS ONCE LAID DOWN, WHERE FLOW IS PREVALENT THE SOD MUST BE PROPERLY ANCHORED DOWN. IRRIGATE THE SOD IMMEDIATELY AFTER INSTALLATION. IN MOST CASES, SOD CAN BE ESTABLISHED BETWEEN APRIL 1ST AND NOVEMBER 15TH OF THE CONSTRUCTION YEAR, HOWEVER, REFER TO THE WINTER EROSION CONTROL NOTES FOR ANY ACTIVITIES AFTER OCTOBER 1ST.

STANDARDS FOR TIMELY STABILIZATION:

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE MDEP WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (1:6.7H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

- STABILIZE THE SLOPE WITH TEMPORARY VEGETATION** -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SLOPE BY NOVEMBER 1, THEN THE CONTRACTOR WILL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM 2(C) OF THIS STANDARD OR WITH STONE RIPRAP AS DESCRIBED IN ITEM 2(D.) OF THIS STANDARD.
- STABILIZE THE SLOPE WITH SOD** -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. 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 WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
- STABILIZE THE SLOPE WITH WOOD WASTE COMPOST** -- THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE CONTRACTOR WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE CONTRACTOR WILL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
- STABILIZE THE SLOPE WITH STONE RIPRAP** -- THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE CONTRACTOR WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS -- BY SEPTEMBER 15 THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION** -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE CONTRACTOR WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM 3(C) OF THIS STANDARD.
- STABILIZE THE SOIL WITH SOD** -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
- STABILIZE THE SOIL WITH MULCH** -- BY NOVEMBER 15 THE CONTRACTOR WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET. THE CONTRACTOR SHALL PROVIDE THE NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING DATES OF INSPECTIONS AND NECESSARY FOLLOW-UP WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS OF THIS PLAN WITHIN SEVEN (7) DAYS.

1. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, AND AT LEAST EVERY SEVEN (7) DAYS, THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES. THE CONTRACTOR SHALL PERFORM REPAIRS NO LATER THAN THE END OF THE NEXT WORKDAY, TO ALLOW CONTINUED PROPER FUNCTIONINGS OF THE EROSION CONTROL MEASURE. THE CONTRACTOR SHALL PROVIDE THE NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING DATES OF INSPECTIONS AND NECESSARY FOLLOW-UP WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS OF THIS PLAN WITHIN SEVEN (7) DAYS.

2. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDINGS, THE CONTRACTOR SHALL INSPECT THE WORK AREA SEMIMONTHLY UNTIL THE SEEDINGS HAVE BEEN ESTABLISHED. ESTABLISHED MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH. RESEEDING SHALL BE CARRIED OUT BY THE CONTRACTOR WITH FOLLOW-UP INSPECTIONS IN THE EVENT OF ANY FAILURES UNTIL VEGETATION IS ADEQUATELY ESTABLISHED.

HOUSEKEEPING:

1. **SPILL PREVENTION:** CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

2. **GROUNDWATER PROTECTION:** DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL, DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY OR TERTIARY CONTAINMENT. NO TRENCHING OR GROUNDWATER MONITORING MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MAY BE REQUIRED TO PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

3. **FUGITIVE SEDIMENT AND DUST:** ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SEE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. **DEBRIS AND OTHER MATERIALS:** MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

5. **EXCAVATION DE-WATERING:** EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE. LIKE A COFFERDAM SEDIMENTATION BASIN, AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

6. **AUTHORIZED NON-STORMWATER DISCHARGES:** IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES, WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST. THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

- DISCHARGES FROM FIREFIGHTING ACTIVITY;
- FIRE HYDRANT FLUSHINGS;
- VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS;
- ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- UNCONTAMINATED EXCAVATION DEWATERING;
- POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
- LANDSCAPE IRRIGATION.

7. **UNAUTHORIZED NON-STORMWATER DISCHARGES:** THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON-STORMWATER, OTHER THAN THOSE DISCHARGES. SPECIFICALLY, THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

- WASTEWATER FROM THE WASHOUT OR CLEAN OUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS OR OTHER CONSTRUCTION MATERIALS;
- FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE;
- SOAPS, SOLVENTS, OR DETERGENTS USED IN VEHICLE AND EQUIPMENT WASHING, AND
- TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE.

WINTER EROSION CONTROL MEASURES

THE WINTER CONSTRUCTION PERIOD IS FROM NOVEMBER 1 THROUGH APRIL 15. IF THE CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 75% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 1 THEN THE SITE NEEDS TO BE PROTECTED WITH OVER-WINTER STABILIZATION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. LIMIT THE EXPOSED AREA TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDER TAKEN DURING THE PROCEEDING 15 DAYS AND THAT CAN BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. ALL AREAS SHALL BE CONSIDERED TO BE DENIED UNTIL THE SUBBASE GRAVEL IS INSTALLED IN ROADWAY AREAS OR THE AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH RATE SHALL BE A MINIMUM OF 150 LBS./000 S.F. (3 TONS/ACRE) AND SHALL BE ANCHORED PROPERLY ANCHORED. THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

1. SOIL STOCKPILES

STOCKPILES OF SOIL OR SUBSOIL WILL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR AT 150 LBS/1,000 S.F. (3 TONS PER ACRE) OR WITH A FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES.

2. NATURAL RESOURCES PROTECTION

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION CATCH, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL MATS. DURING WINTER CONSTRUCTION, A DOUBLE LINE OF SEDIMENT BARRIERS (I.E. SILT FENCE BACKED WITH HAY BALES OR EROSION CONTROL MIX) WILL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA.

PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE. EXISTING PROJECTS NOT STABILIZED BY DECEMBER 1 SHALL BE PROTECTED WITH THE SECOND LINE OF SEDIMENT BARRIER TO ENSURE FUNCTIONALITY DURING THE SPRING THAW AND RAINS.

3. SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS SHALL CONSIST OF WOOD WASTE FILTER BERMS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES AND SEDIMENT SILT FENCES.

4. MULCHING

ALL AREA SHALL BE CONSIDERED TO BE DENIED UNTIL AREAS OF FUTURE LOAM AND SEED HAVE BEEN LOAMED, SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW WILL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA WILL BE PROPERLY STABILIZED WITH ANCHORED HAY OR STRAW OR EROSION CONTROL MATTING. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1,000 SQUARE FEET (3 TONS/ACRE) AND ADEQUATELY ANCHORED THAT GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH.

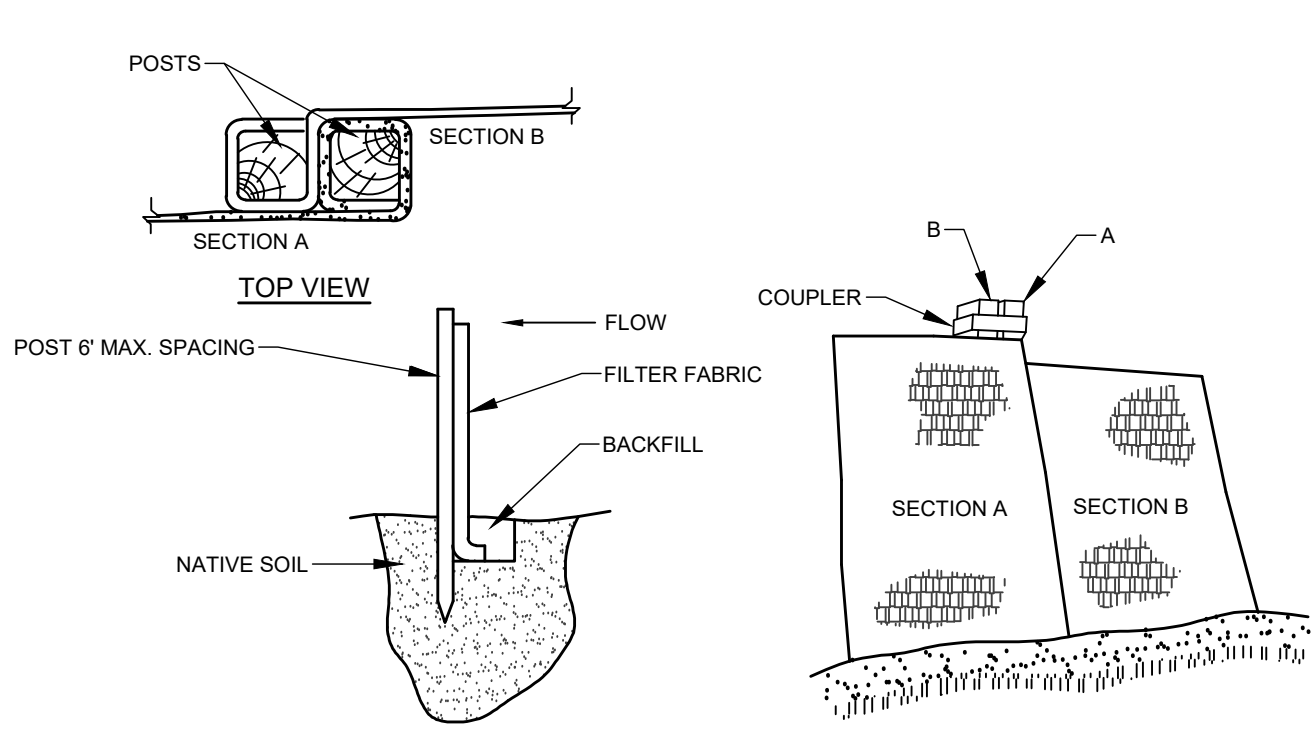
BETWEEN THE DATES OF SEPTEMBER 1 AND APRIL 15, ALL MULCH SHALL BE ANCHORED BY EITHER PEG LINE, MULCH NETTING, ASPHALT EMULSION CHEMICAL, TRACK OR WOOD CELLULOSE FIBER. WHEN GROUND SURFACE IS NOT VISIBLE THROUGH THE MULCH THEN COVER IS SUFFICIENT. AFTER NOVEMBER 1ST, MULCH AND ANCHORING OF ALL BARE SOIL SHALL OCCUR AT THE END OF EACH FINAL GRADING WORK DAY.

5. MULCHING ON SLOPES AND DITCHES

SLOPES SHALL NOT BE LEFT EXPOSED FOR ANY EXTENDED TIME OF WORK SUSPENSION UNLESS FULLY MULCHED AND ANCHORED WITH PEG AND NETTING OR WITH EROSION CONTROL BLANKETS. MULCHING SHALL BE APPLIED AT A RATE OF 230 LBS/1,000 S.F. ON ALL SLOPES GREATER THAN 8%. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 5%. EROSION CONTROL BLANKETS SHALL BE USED IN LIEU OF MULCH IN ALL DRAINAGE WAYS WITH SLOPES 8%. EROSION CONTROL MIX CAN BE USED TO SUBSTITUTE EROSION CONTROL BLANKETS ON ALL SLOPES EXCEPT DITCHES.

6. SEEDING

BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1ST, LOAM OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMAN

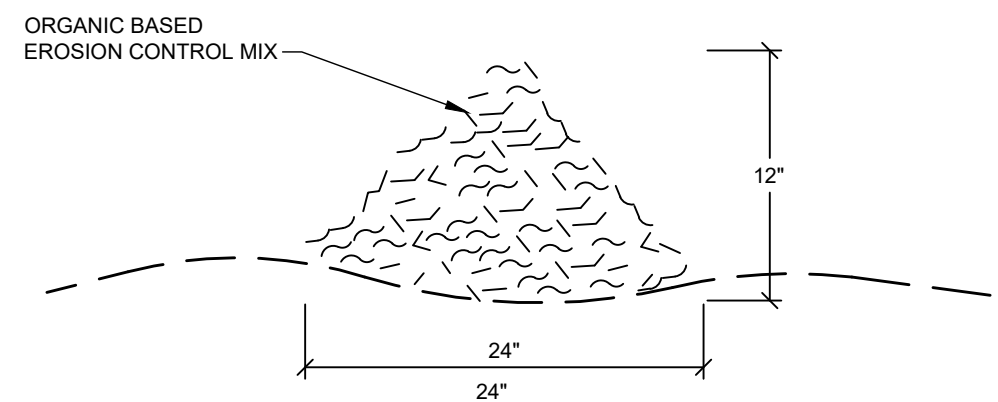


INSTALLATION:

1. EXCAVATE A 6"x 6" TRENCH ALONG THE LINE OF PLACEMENT FOR THE FILTER BARRIER.
2. UNROLL A SECTION AT A TIME AND POSITION THE POSTS AGAINST THE BACK (DOWNSTREAM) WALL OF THE TRENCH.
3. DRIVE POSTS INTO THE GROUND UNTIL APPROXIMATELY 2" OF FABRIC IS LYING ON THE TRENCH BOTTOM.
4. LAY THE TOE-IN FLAP OF FABRIC ONTO THE UNDISTURBED BOTTOM OF THE TRENCH, BACKFILL THE TRENCH AND TAMP THE SOIL. TOE-IN CAN ALSO BE ACCOMPLISHED BY LAYING THE FABRIC FLAP ON UNDISTURBED GROUND AND PILING AND TAMPING FILL AT THE BASE, BUT MUST BE ACCOMPANIED BY AN INTERCEPTION DITCH.
5. JOIN SECTION AS SHOWN ABOVE.
6. BARRIER SHALL BE MIRAFI SILT FENCE OR EQUAL.

FILTER BARRIER

NOT TO SCALE



COMPOSITION:

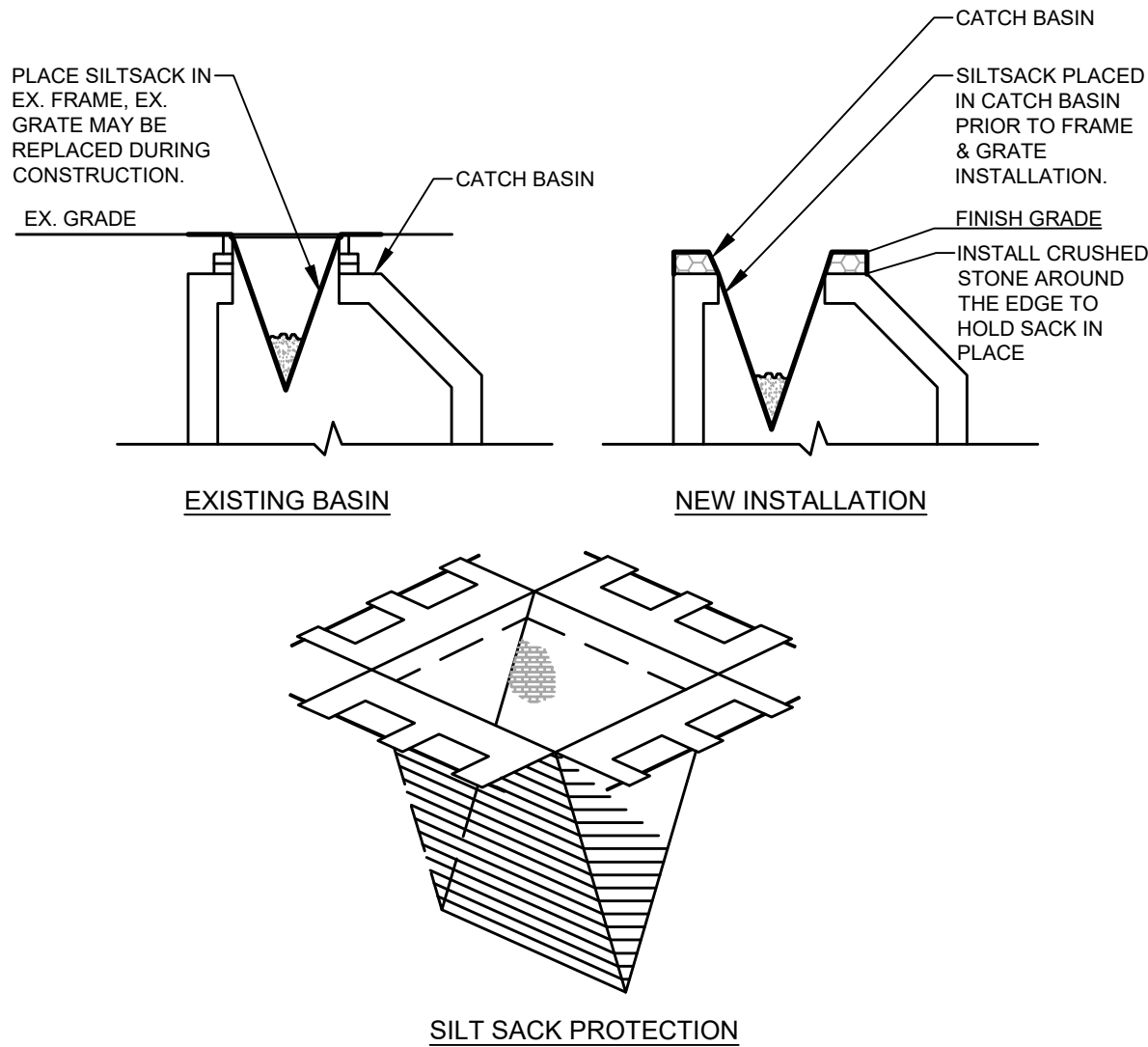
EROSION CONTROL MIX SHALL BE MANUFACTURED ON OR OFF THE PROJECT SITE SUCH THAT ITS COMPOSITION IS IN ACCORDANCE WITH THE MDEP MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL, LAST REVISED 3/2003 OR LATER. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: 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.

INSTALLATION:

1. THE BARRIER MUST BE PLACED ACROSS THE SLOPE, ALONG THE CONTOUR.
2. EXISTING GROUND SHALL BE PREPARED SUCH THAT THE BARRIER MAY LIE NEARLY FLAT ALONG THE GROUND TO AVOID THE CREATION OF VOIDS AND BRIDGES IN ORDER TO MINIMIZE THE POTENTIAL OF WASH OUTS UNDER THE BARRIER
3. THE BARRIER SHALL BE A MINIMUM OF 1 FOOT HIGH (AS MEASURED ON THE UPHILL SIDE) AND 2 FEET WIDE FOR SLOPES LESS THAN 5% IN GRADE AND SHALL BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF.
4. EROSION CONTROL MIX CAN BE INSTALLED WHERE SILT FENCE IS ILLUSTRATED ON THE DESIGN PLANS IN AREAS EXCEPT IN, BUT NOT LIMITED TO, THE FOLLOWING AREAS: WETLAND AREAS, AT POINTS OF CONCENTRATED FLOW, BELOW CULVERT OUTLET APRONS, AROUND CATCH BASINS AND CLOSED STORM SYSTEMS AND AT THE BOTTOM OF STEEP SLOPES THAT ARE MORE THAN 50 FEET FROM TOP TO BOTTOM.

EROSION CONTROL MIX BERM

NOT TO SCALE

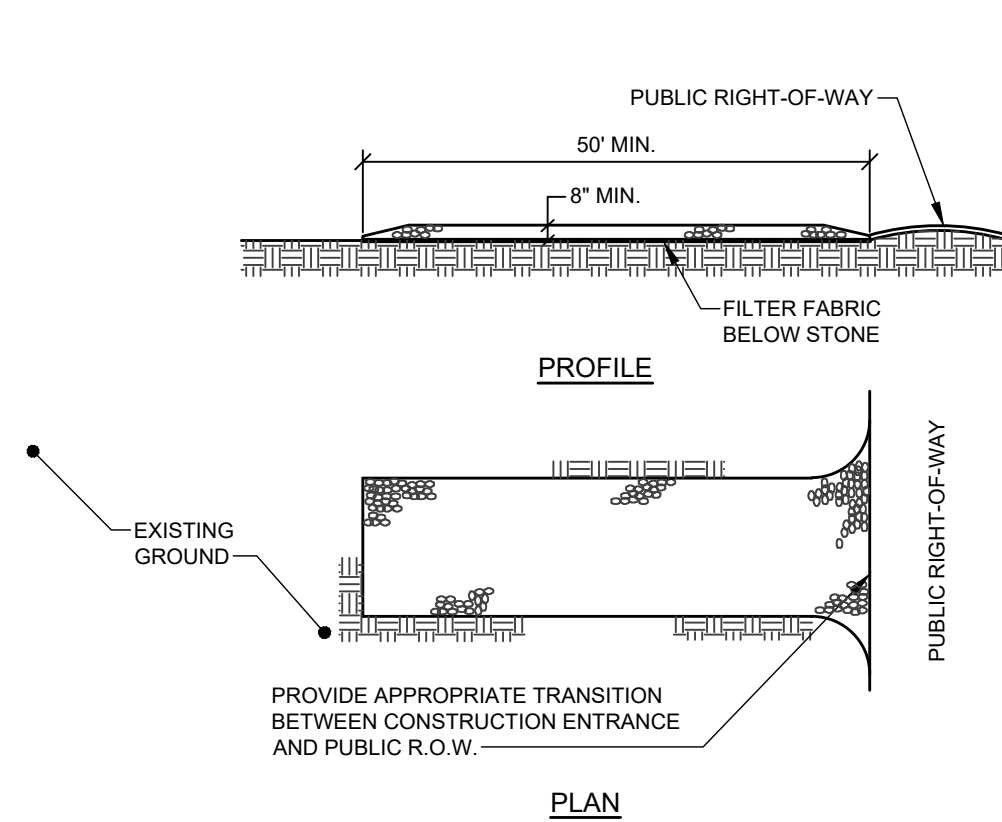


NOTES:

PRIOR TO FINAL GRADING AND PAVING OPERATIONS BEGIN A CATCH BASIN INSERT (SUCH AS A SILT SACK OR A DANDY BAG II) MUST BE INSTALLED IN EACH BASIN PER MANUFACTURES INSTRUCTIONS. HAY BALES SHOULD BE REMOVED ONCE INSERTS ARE INSTALLED.

CATCH BASIN PROTECTION DETAIL (FOR PAVED AREAS)

NOT TO SCALE

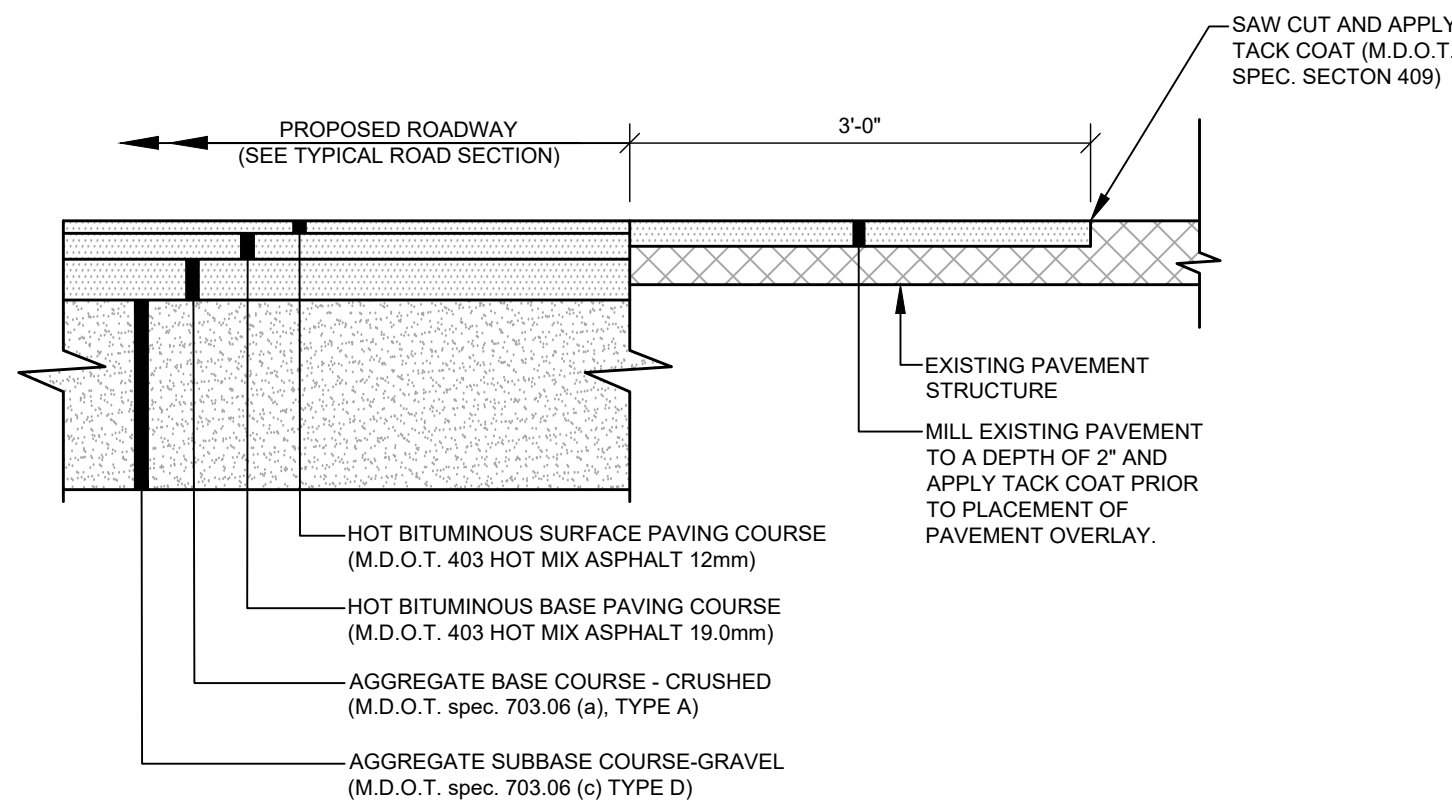


NOTES:

1. STONE SIZE- AASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.
2. LENGTH- AS SHOWN ON PLANS, MIN. 50 FEET.
3. THICKNESS- NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH- NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
5. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

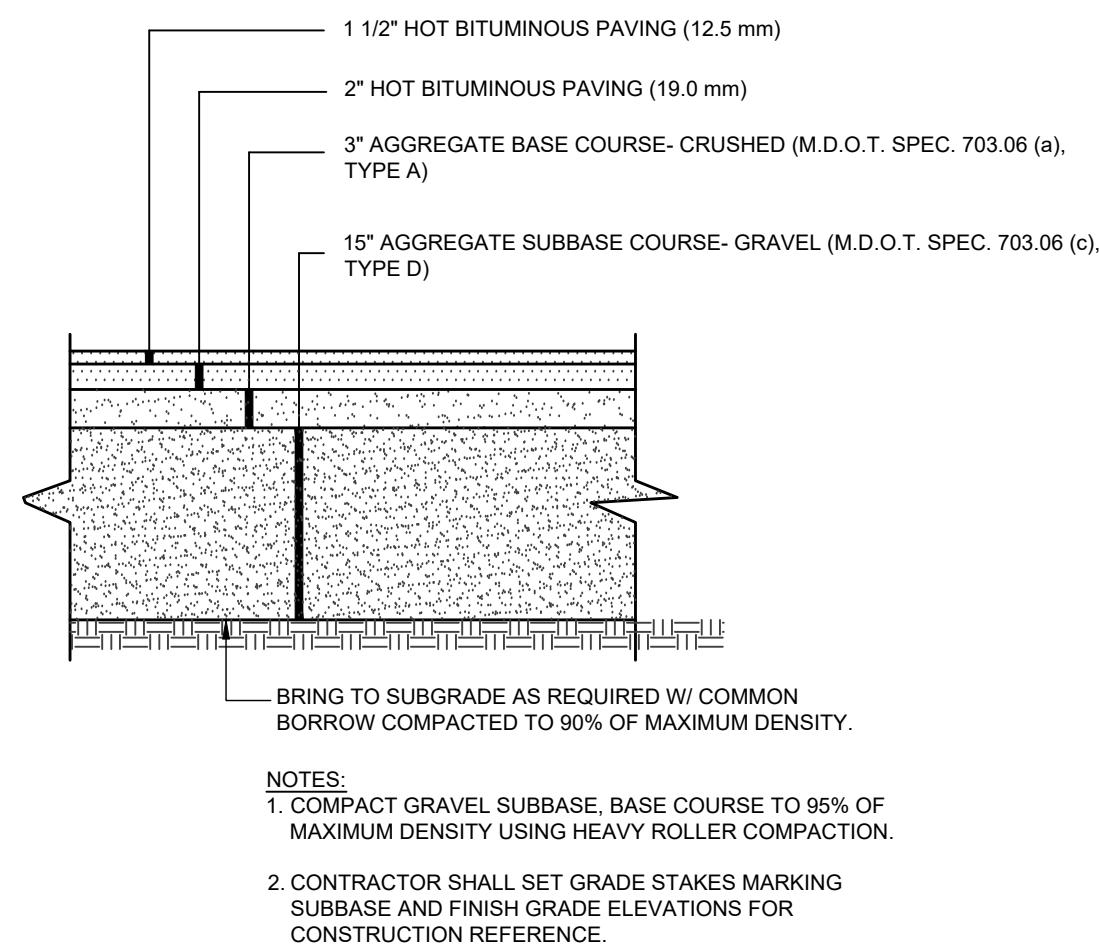
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



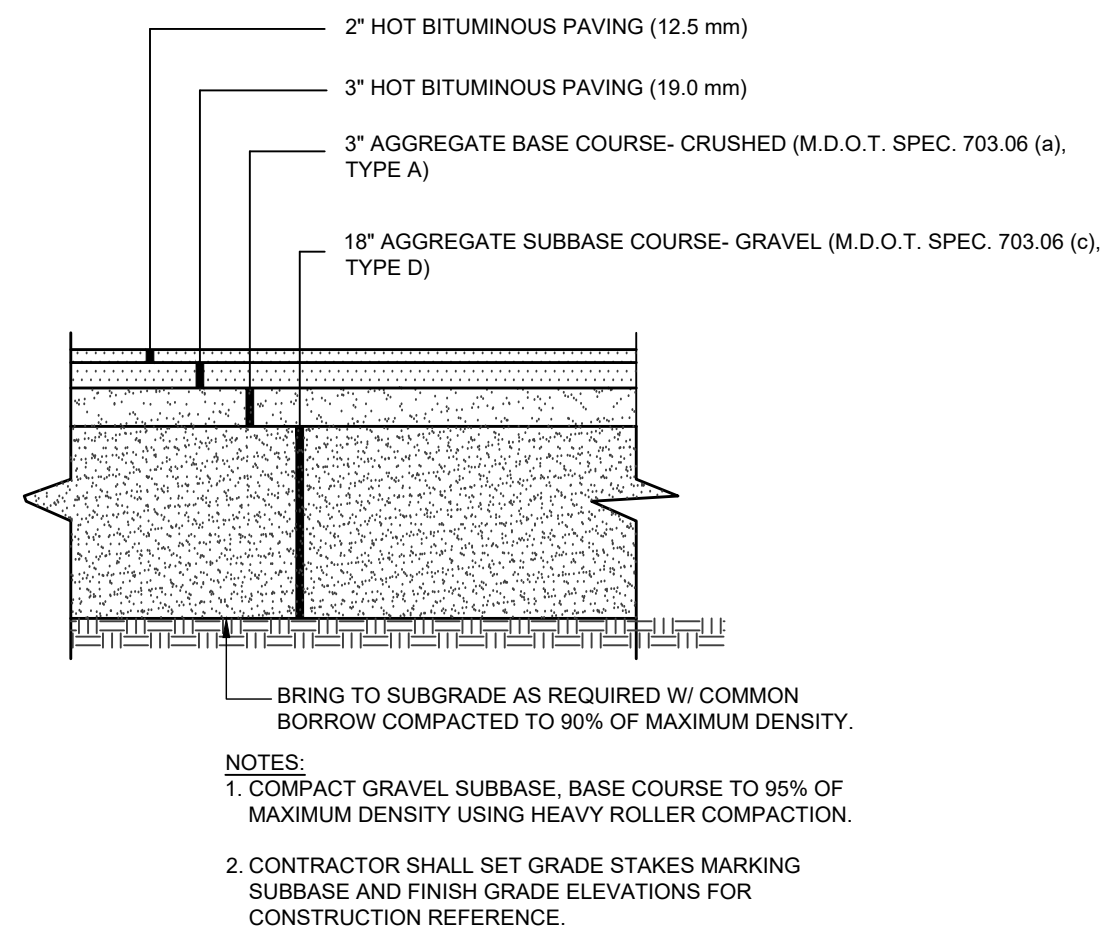
PAVEMENT JOINT

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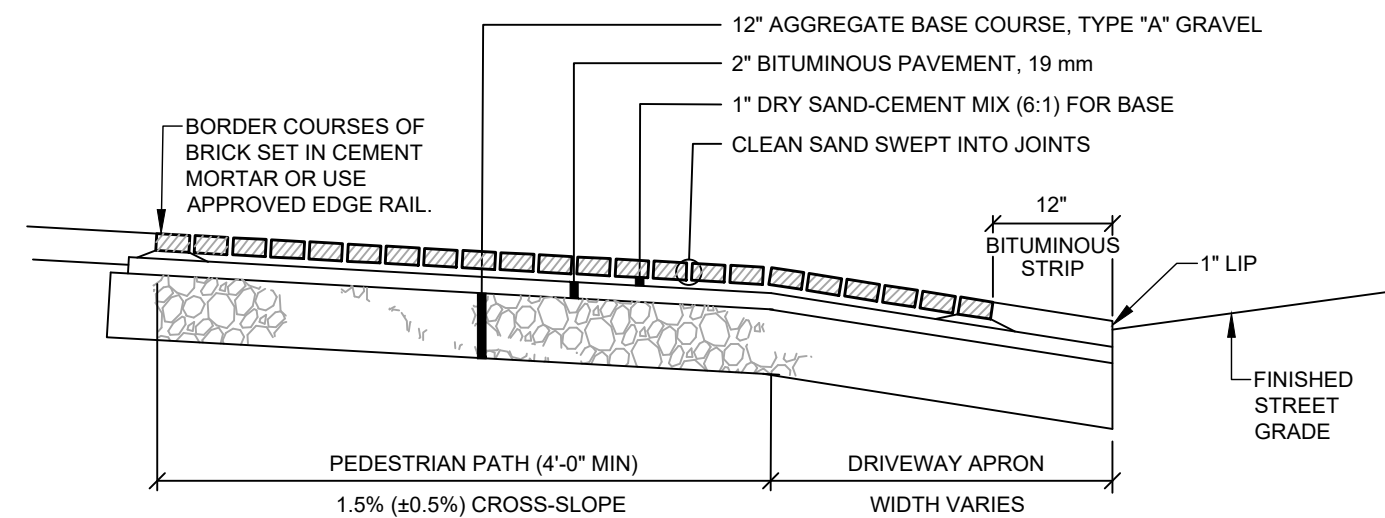
TYPICAL ROADWAY SECTION - MYRTLE & PEARL STREET

NOT TO SCALE



TYPICAL ROADWAY SECTION - CONGRESS STREET & CUMBERLAND AVENUE

NOT TO SCALE



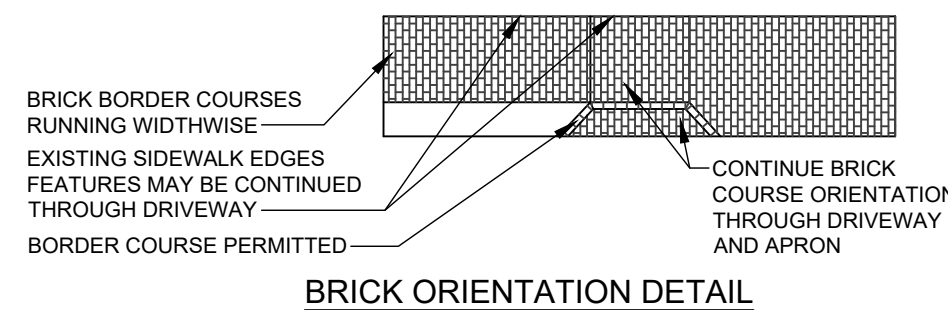
BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVEMENT BRICK, MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVEMENT BRICK.

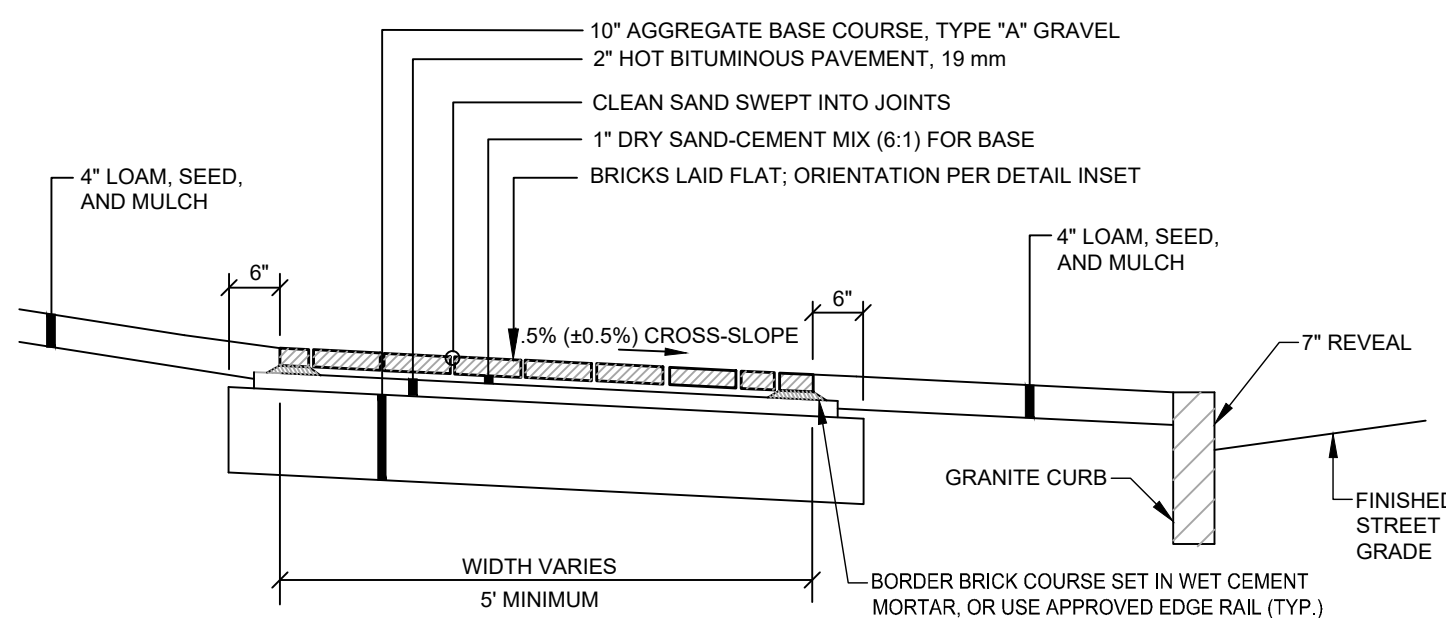
REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVEMENT, SUPPLIED BY GAGNE AND SONS, SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VB88

BRICK DRIVEWAY APRON WITH BITUMINOUS BASE

NOT TO SCALE



BRICK ORIENTATION DETAIL



BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVEMENT BRICK, MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR APPROVED EQUAL. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVEMENT BRICK, OR APPROVED EQUAL.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVEMENT, SUPPLIED BY GAGNE AND SONS, SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VB88, OR APPROVED EQUAL.

BRICK SIDEWALK WITH BITUMINOUS BASE

NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16877

STATE OF MAINE
REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER P. TAYLOR
No. 16877
LICENSED
12/19/2024

REV.	BY	DATE	STATUS
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.

SEBAGO TECHNIQS

75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel: 207-200-2100

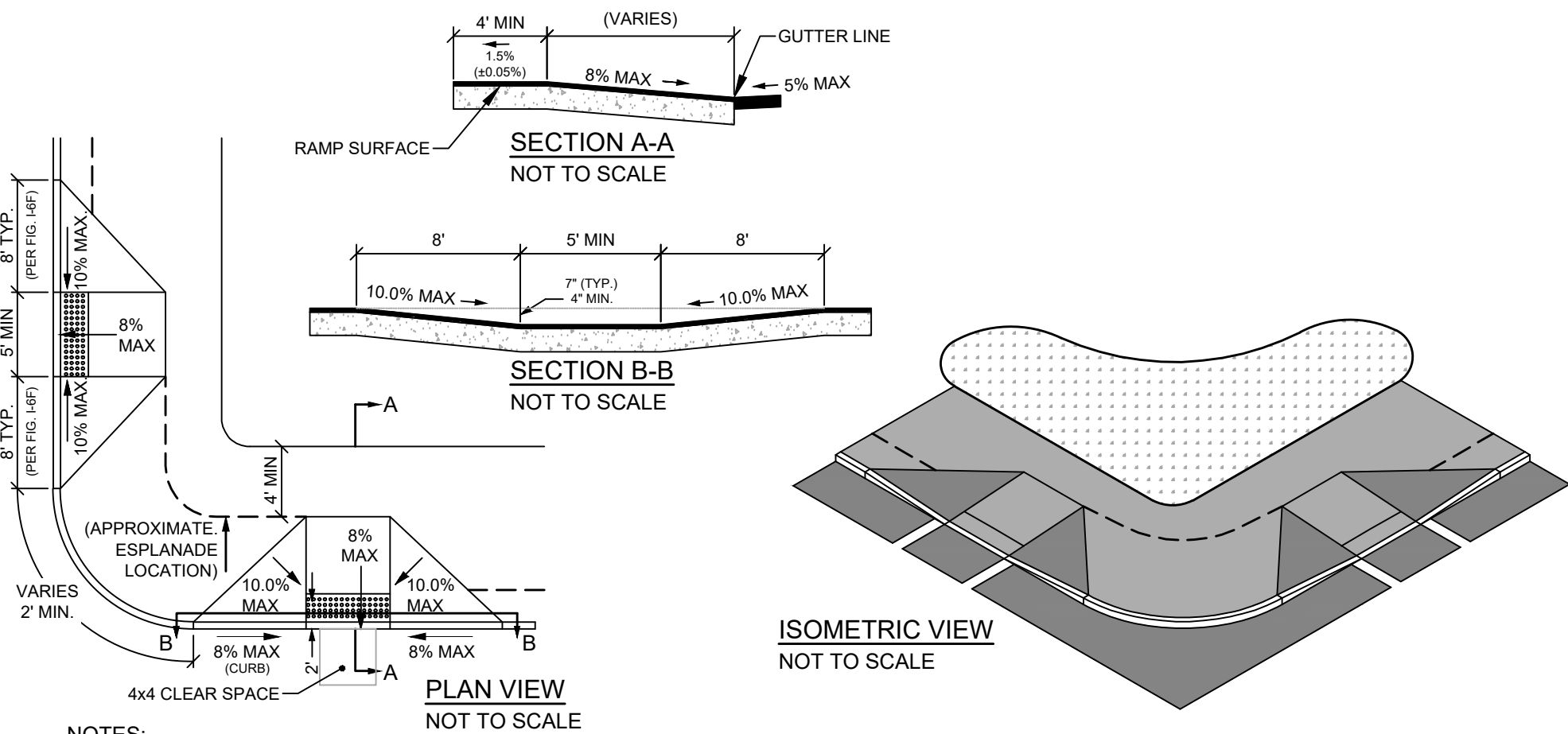
DETAILS

OF: PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
385 CONGRESS LLC
2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

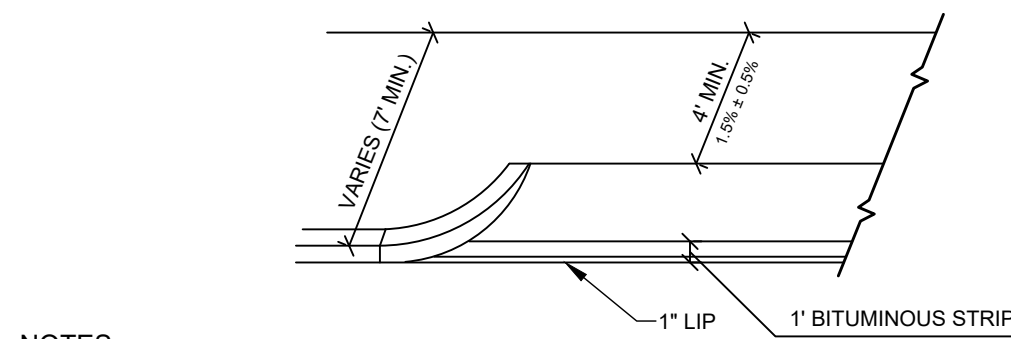
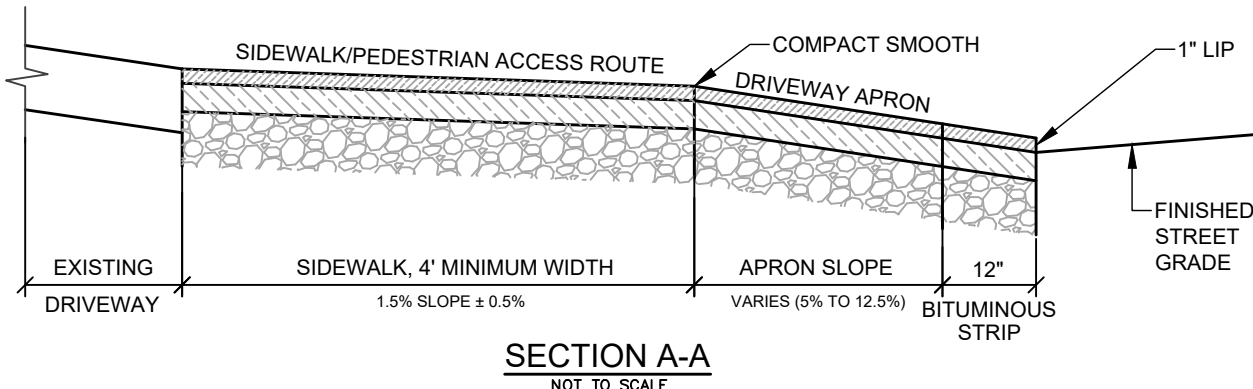
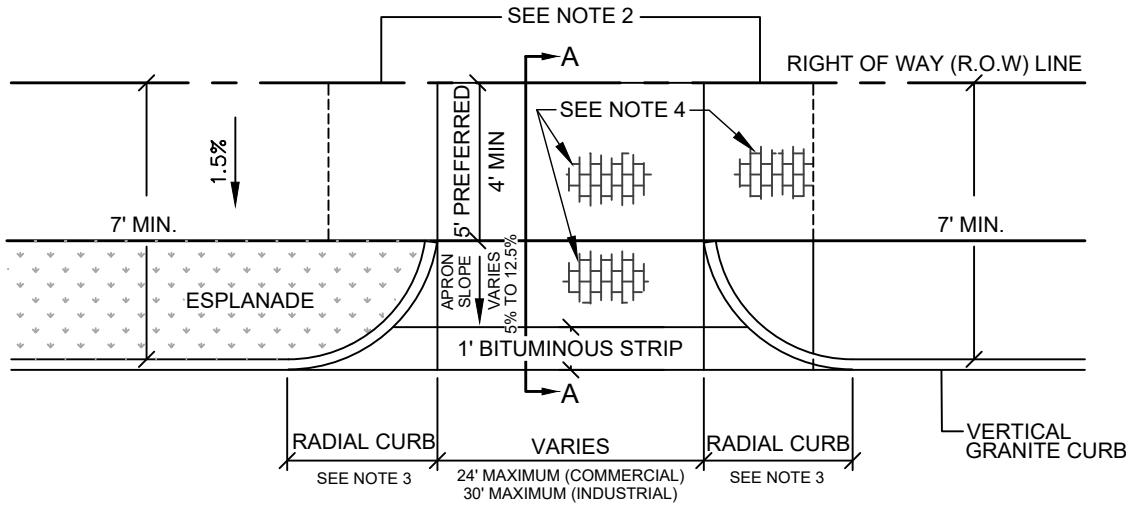
SHEET C-501



- NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'.
 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

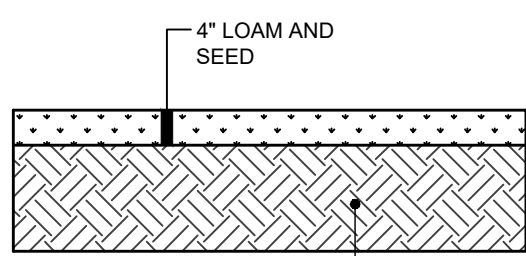
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- NOTES:
1. MATCH EXISTING GRADE AT R.O.W. LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
 2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK 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.

STANDARD COMMERCIAL DRIVEWAY APRON LAYOUT

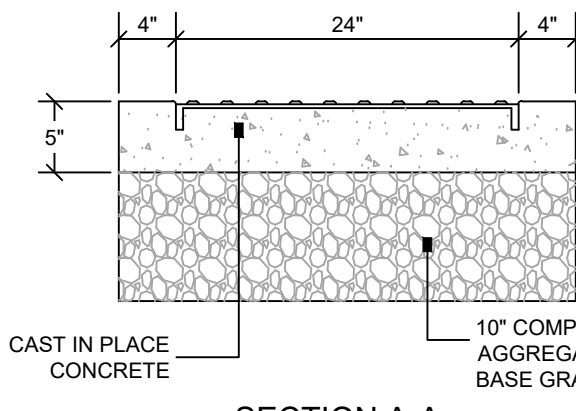
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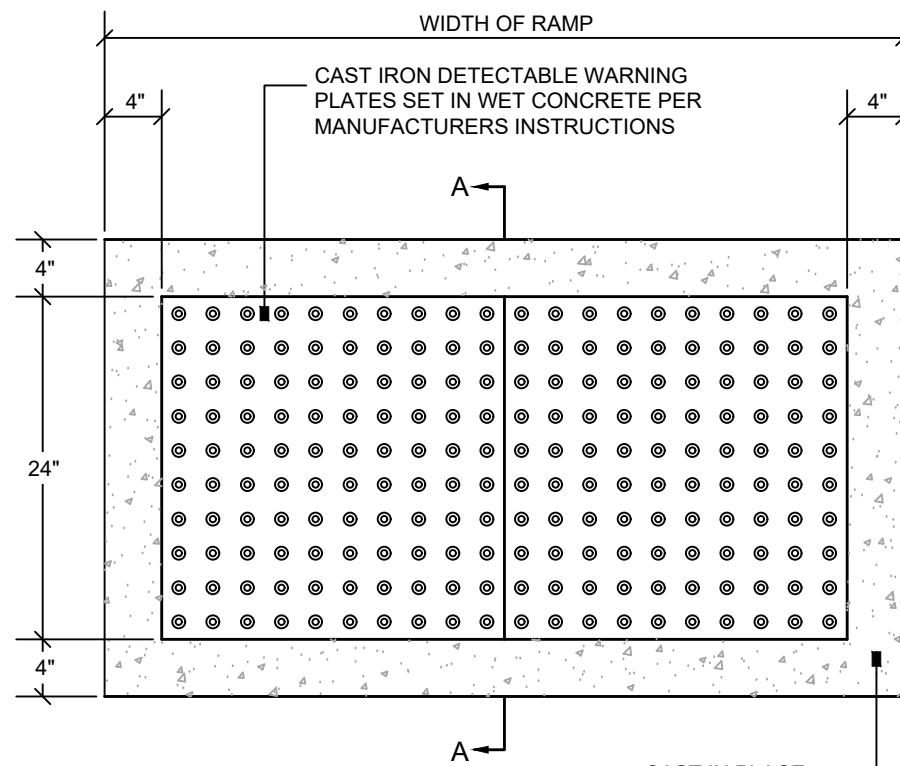
LOAM & SEED SECTION

NOT TO SCALE

- NOTE:
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 FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



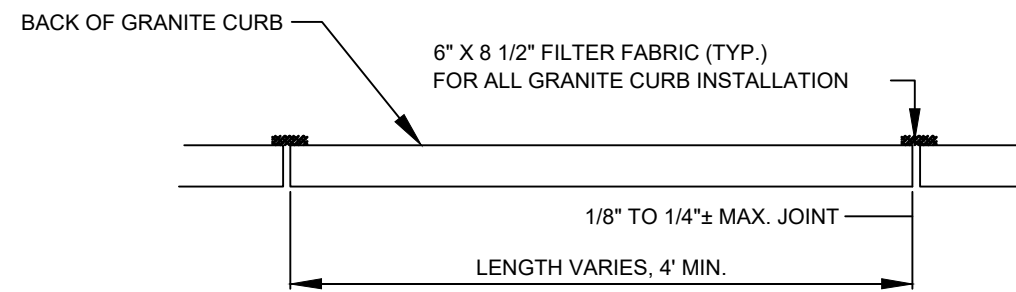
SECTION A-A



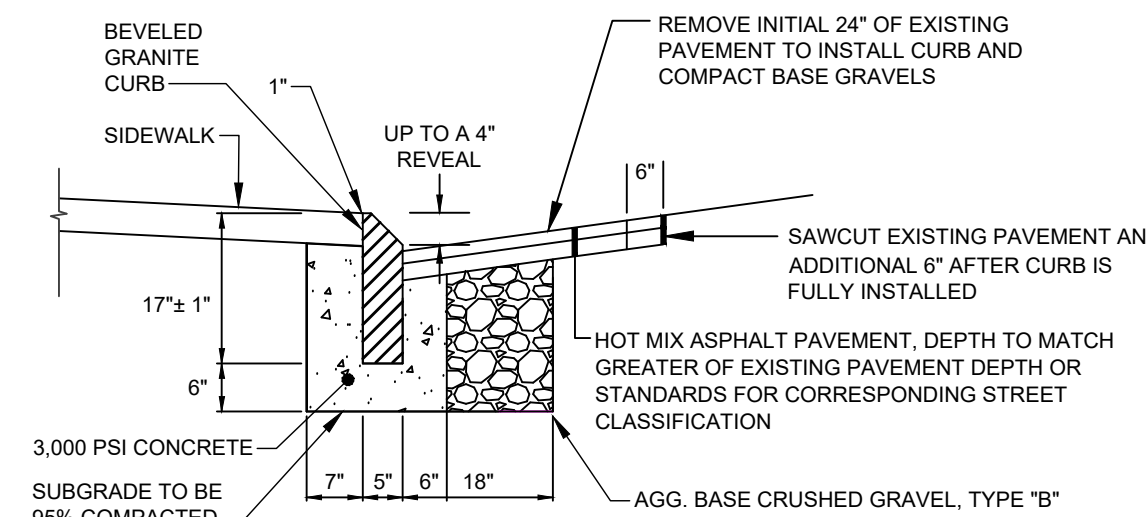
PLAN VIEW

SIDEWALK RAMP DETECTABLE WARNING PANEL

NOT TO SCALE



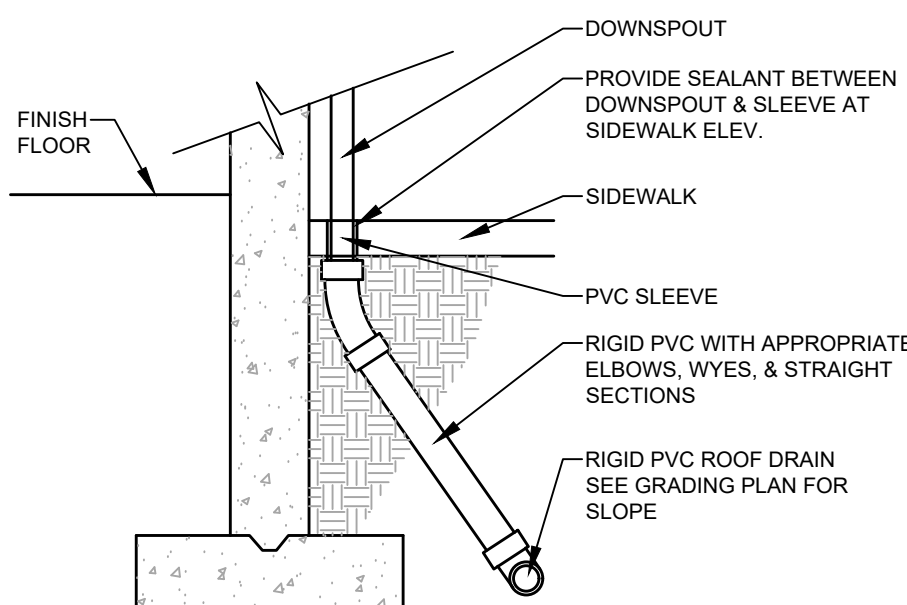
VERTICAL GRANITE CURB PLAN VIEW



- NOTES:
1. INSTALL PER MANUFACTURER'S SPEC'S
 2. PROVIDE CUSTOM TRANSITION CURB THAT TIPS DOWN 3" IN BETWEEN MOUNTABLE AND VERTICAL CURBS. SAWCUT TRANSITION STONE IN THE FIELD FOR FLUSH JOINT WITH ADJACENT VERTICAL CURB
 3. INDIVIDUAL PIECES OF CURB SHORTER THAN 4 L.F. ARE NOT ALLOWED, WITH THE EXCEPTION OF RADIAL CURB.
 4. 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.
 5. CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE 3,000 PSI CONCRETE MIX.
 6. WOODEN SHIMS MAY BE USED TO SET CURB.

MOUNTABLE BEVELED GRANITE CURB CROSS SECTION

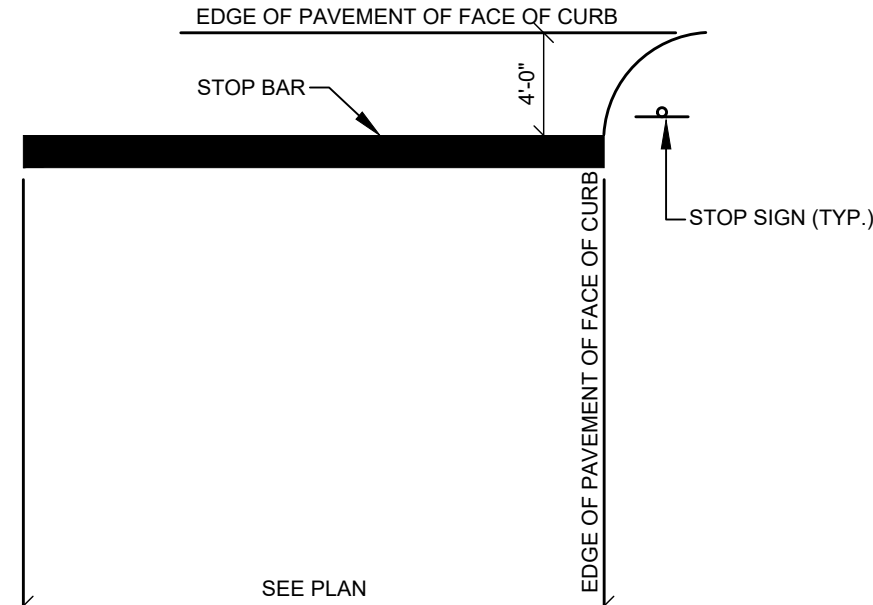
NOT TO SCALE



- NOTE:
1. SEE PLANS FOR DOWNSPOUT AND ROOF DRAIN LEADER SIZES..

ROOF DRAIN CONNECTOR

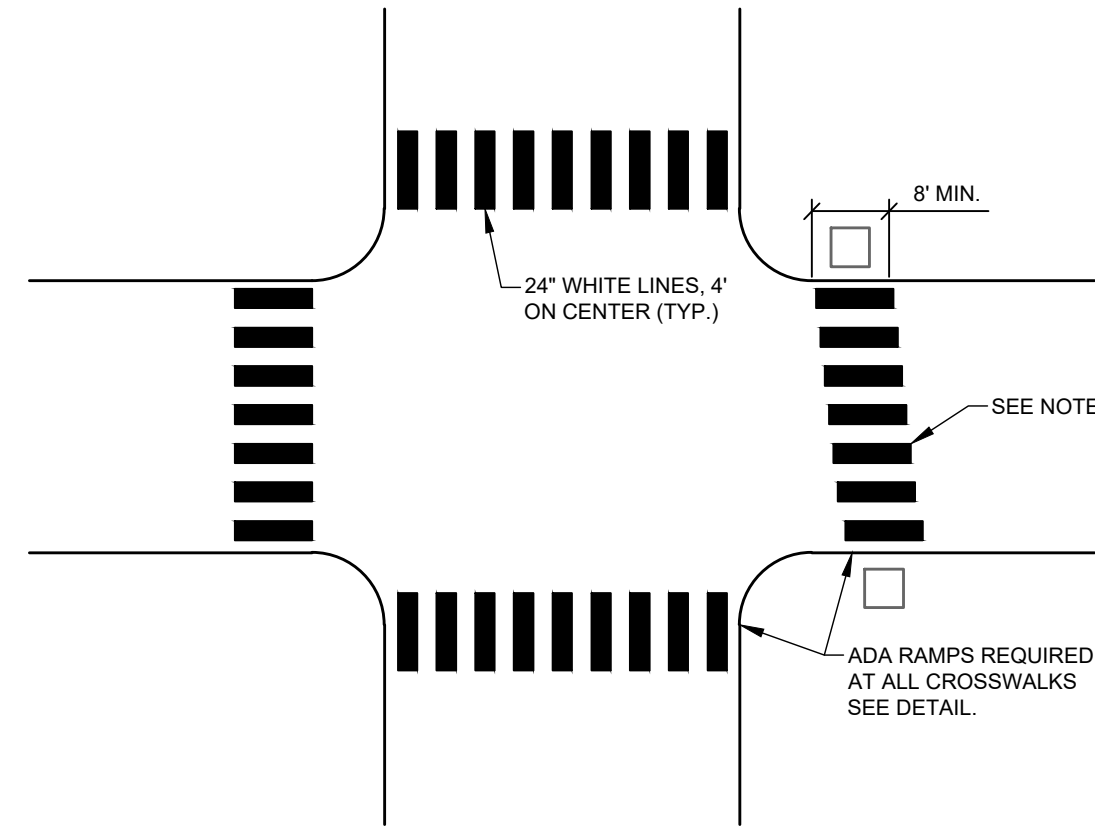
NOT TO SCALE



- NOTE:
1. WORDS AND ARROWS FOR DRIVEWAYS SHALL BE APPLIED ACCORDING TO REQUIREMENTS AS OUTLINED IN SECTION 3B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 2. THESE WORDS AND BAR ARE TO BE PAINTED REFLECTIVE WHITE.

STOP BAR

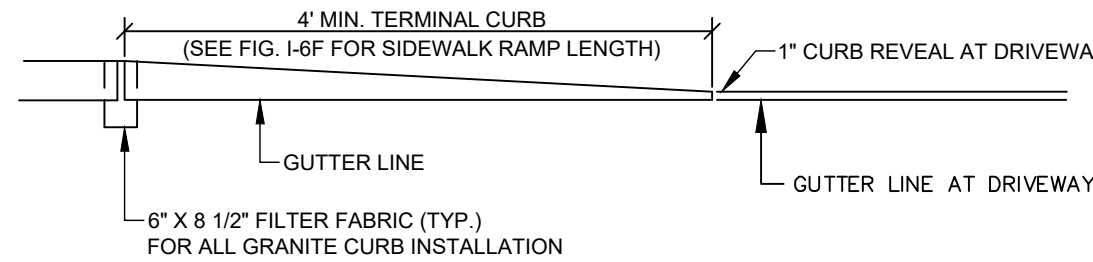
NOT TO SCALE



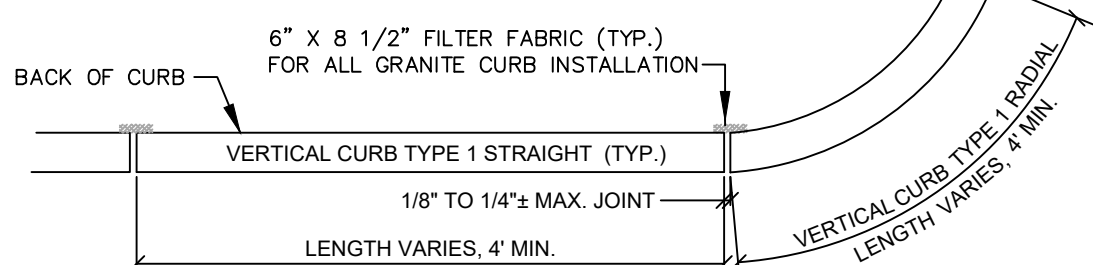
- NOTES:
1. CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
 2. CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL MANUFACTURER AND MUTCD REQUIREMENTS
 3. THE ESTABLISHMENT 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.

CROSSWALK MARKINGS

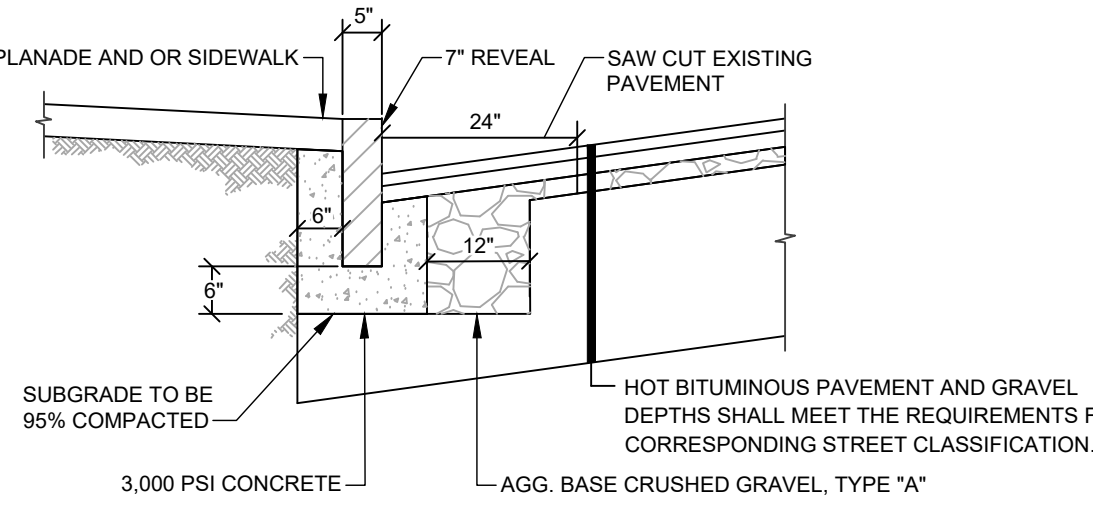
NOT TO SCALE



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW

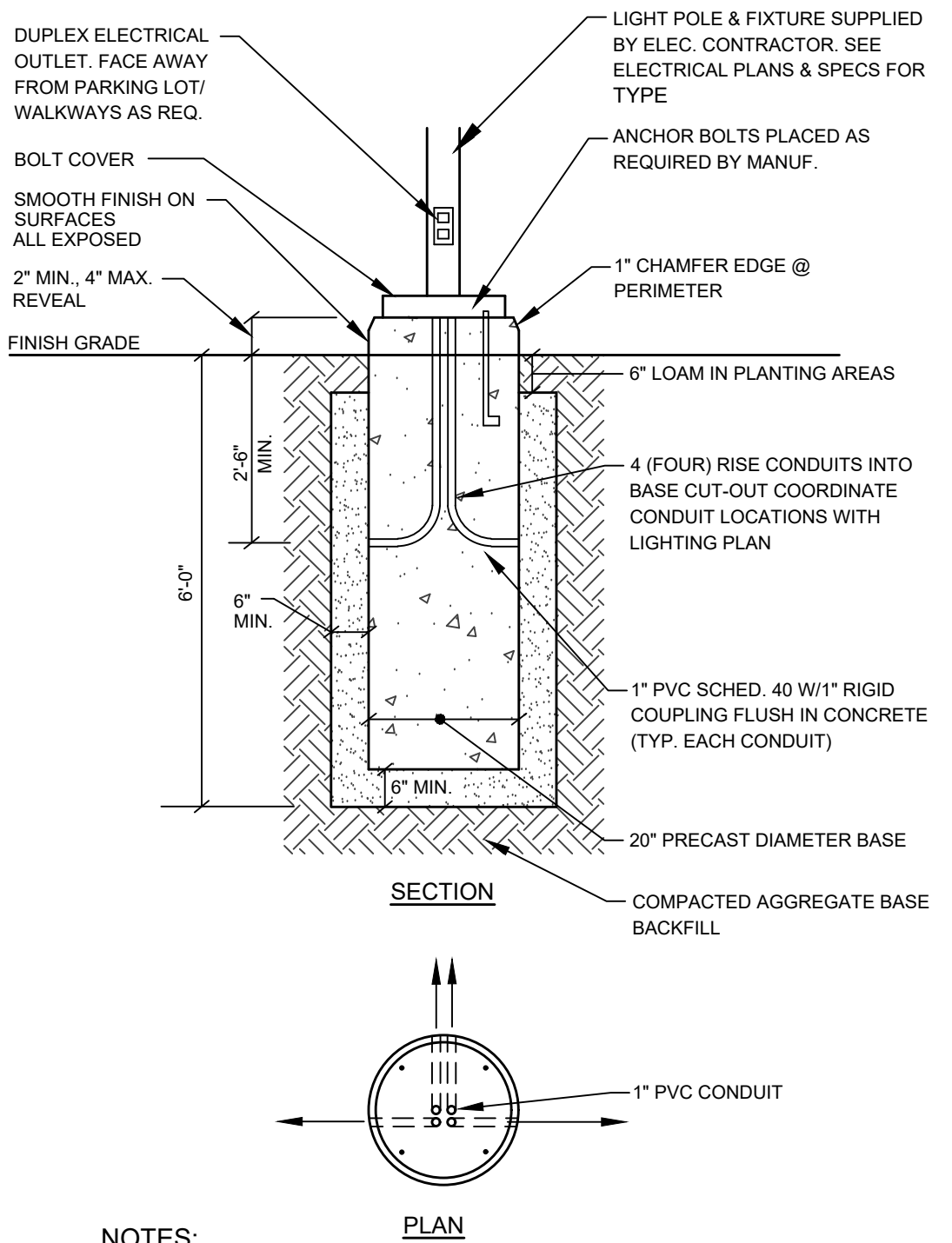


VERTICAL GRANITE CURB CROSS SECTION

- 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

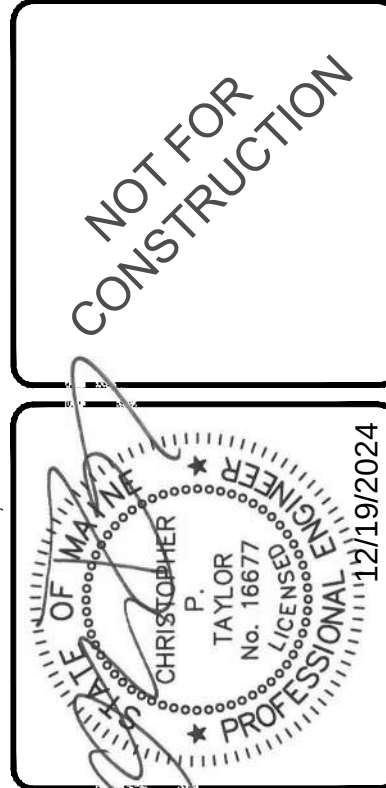
NOT TO SCALE



- NOTES:
1. CONCRETE f'c=5000 psi @ 28 DAYS WITH STEEL REINFORCEMENT.
 2. CONDUIT AND ANCHOR BOLTS PLACED AS REQUIRED PROVIDED BY ELECTRICAL CONTRACTOR.
 3. PROVIDE 2 COATS BITUMINOUS DAMPROOFING FOR ALL CONCRETE BELOW GRADE.

STANDARD LIGHT POLE BASE

NOT TO SCALE



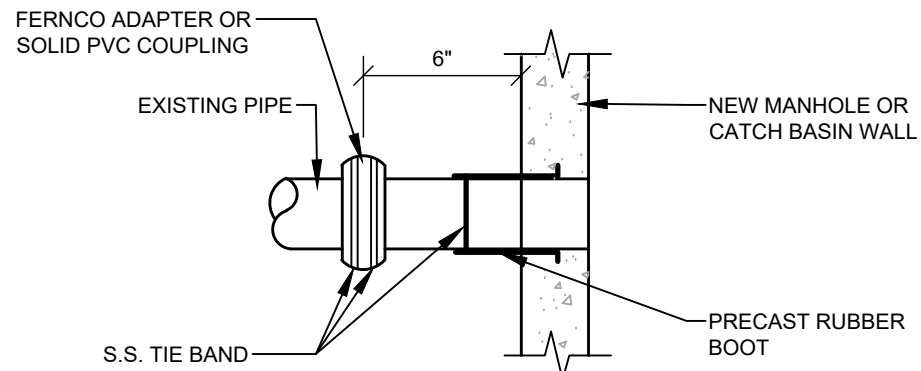
ISSUED FOR MAJOR SITE PLAN APPLICATION	STATUS:
REV: BY: DATE:	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.	



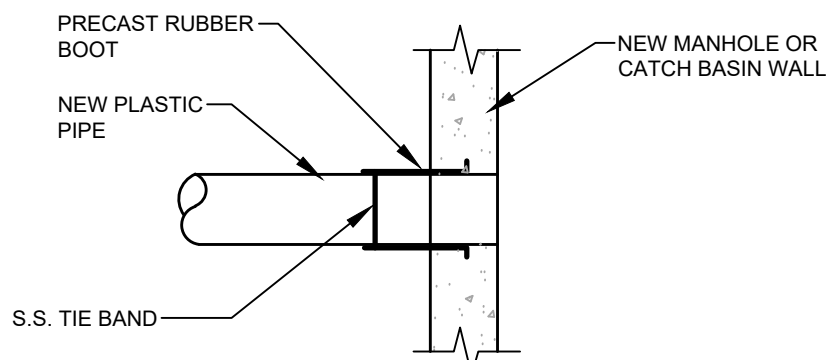
DETAILS OF:	PORTLAND MUSIC HALL
244 CUMBERLAND AVE	RECORD OWNER:
PORTLAND, MAINE	385 CONGRESS LLC
FOR:	PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE	2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210	WEST SENeca, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

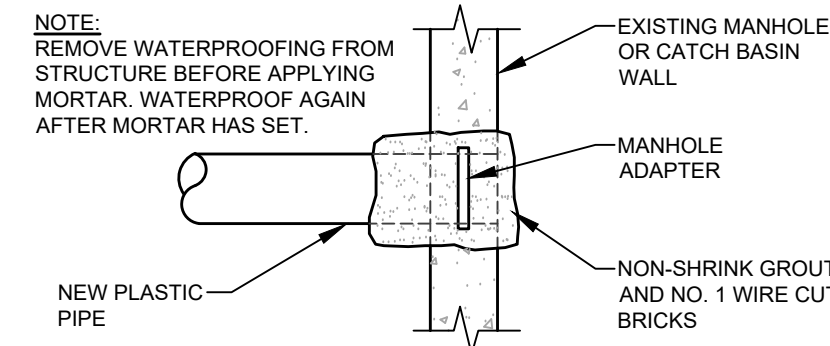
SHEET C-502



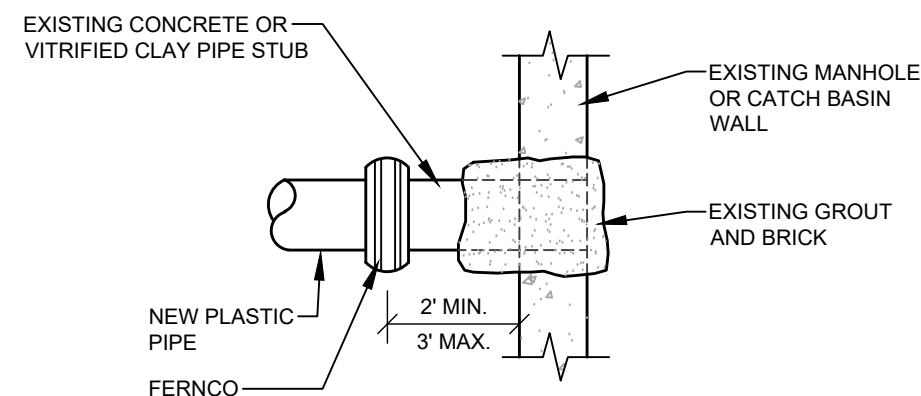
METHOD 1- EXISTING PIPE INTO NEW STRUCTURE



METHOD 2- NEW CONSTRUCTION



METHOD 3- NEW PIPE INTO EXISTING STRUCTURE

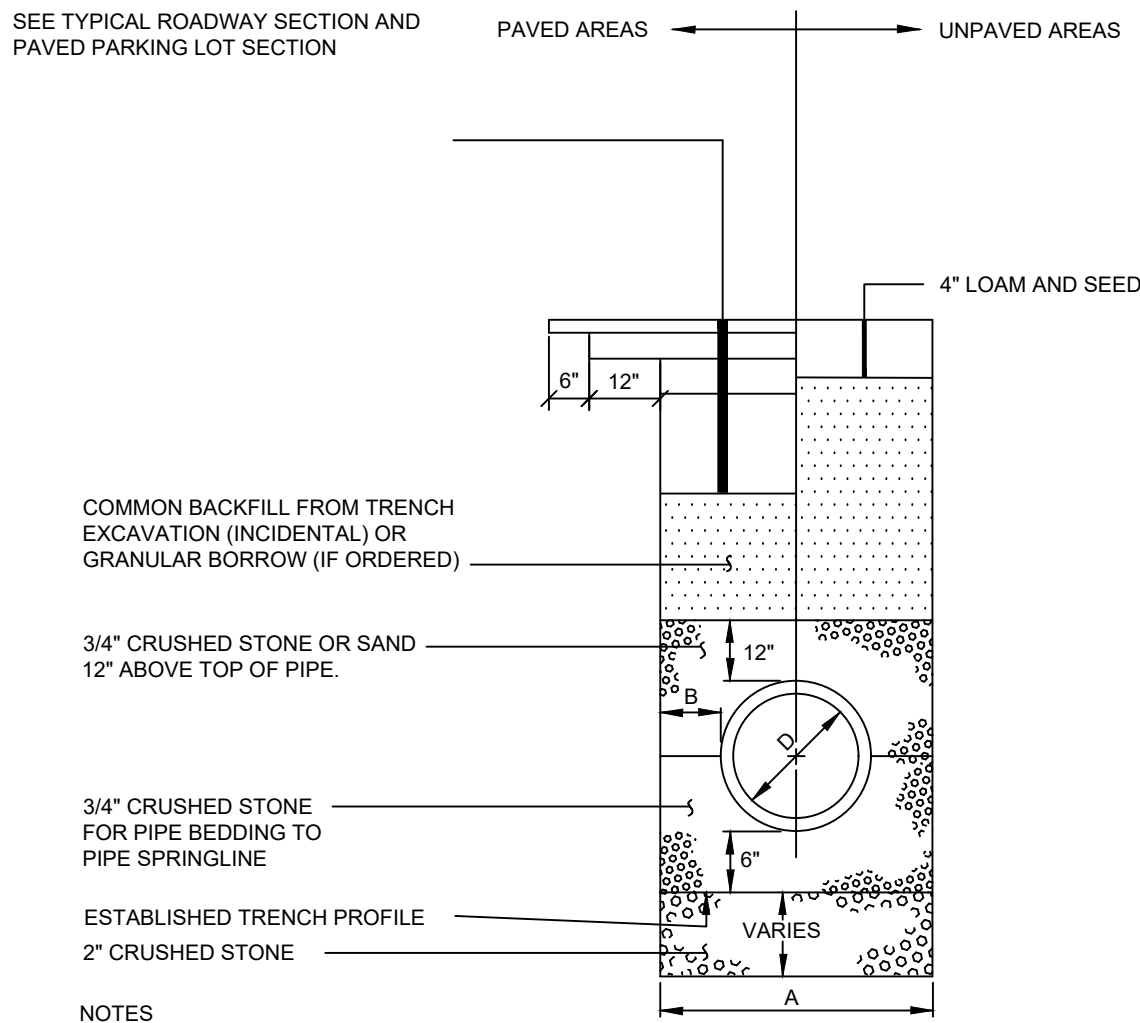


METHOD 4- NEW PIPE INTO EXISTING STRUCTURE STUB

NOTE:
1. REMOVE WATERPROOFING FROM STRUCTURE BEFORE APPLYING MORTAR. WATERPROOF AGAIN AFTER MORTAR HAS SET.
2. EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION. IF PIPE DIAMETER IS SO LARGE THAT CORE DRILLING IS PROHIBITED, THE CONTRACTOR MAY SAW CUT THE STRUCTURE TO CREATE PIPE OPENING. THE NEW OPENING MUST THEN BE SEALED AND WATERTIGHT BOTH INSIDE AND OUTSIDE THE STRUCTURE.

PLASTIC PIPE CONNECTIONS

NOT TO SCALE



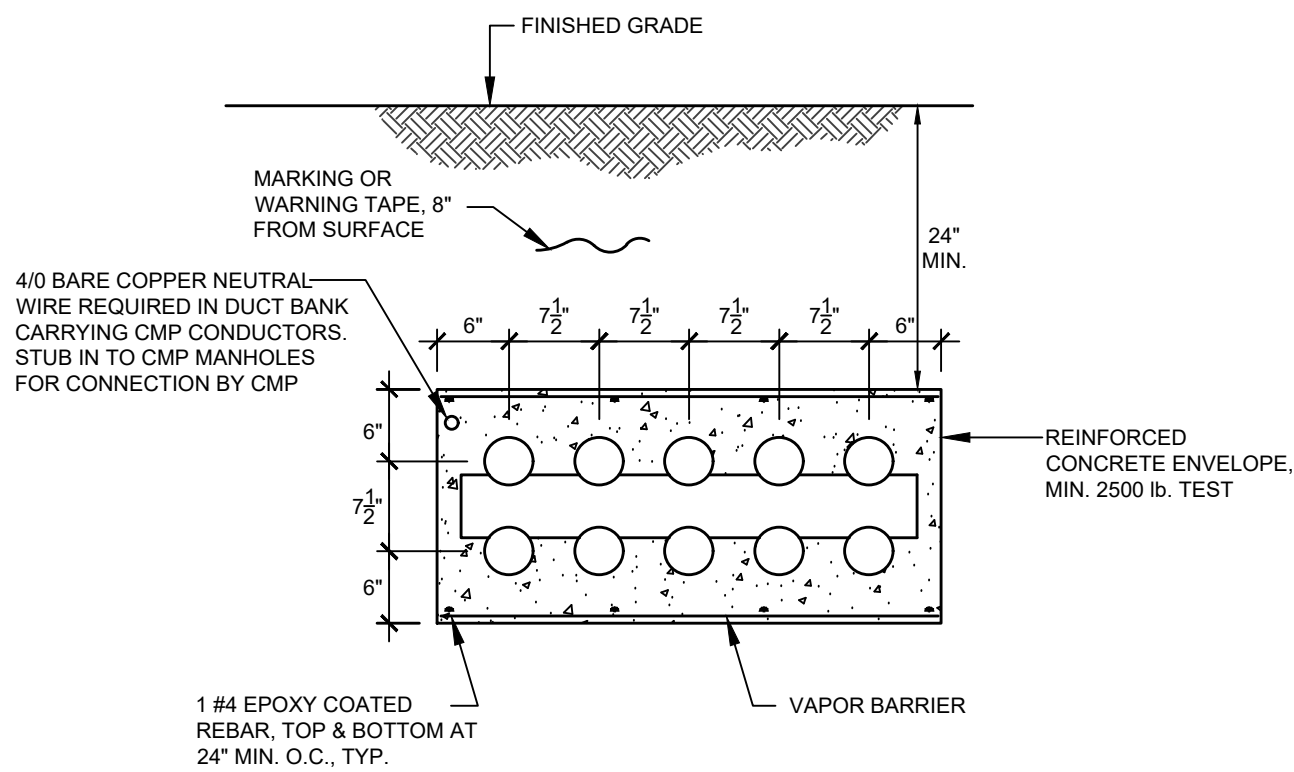
- NOTES
1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
 2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
 3. DIMENSION "B" 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

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.

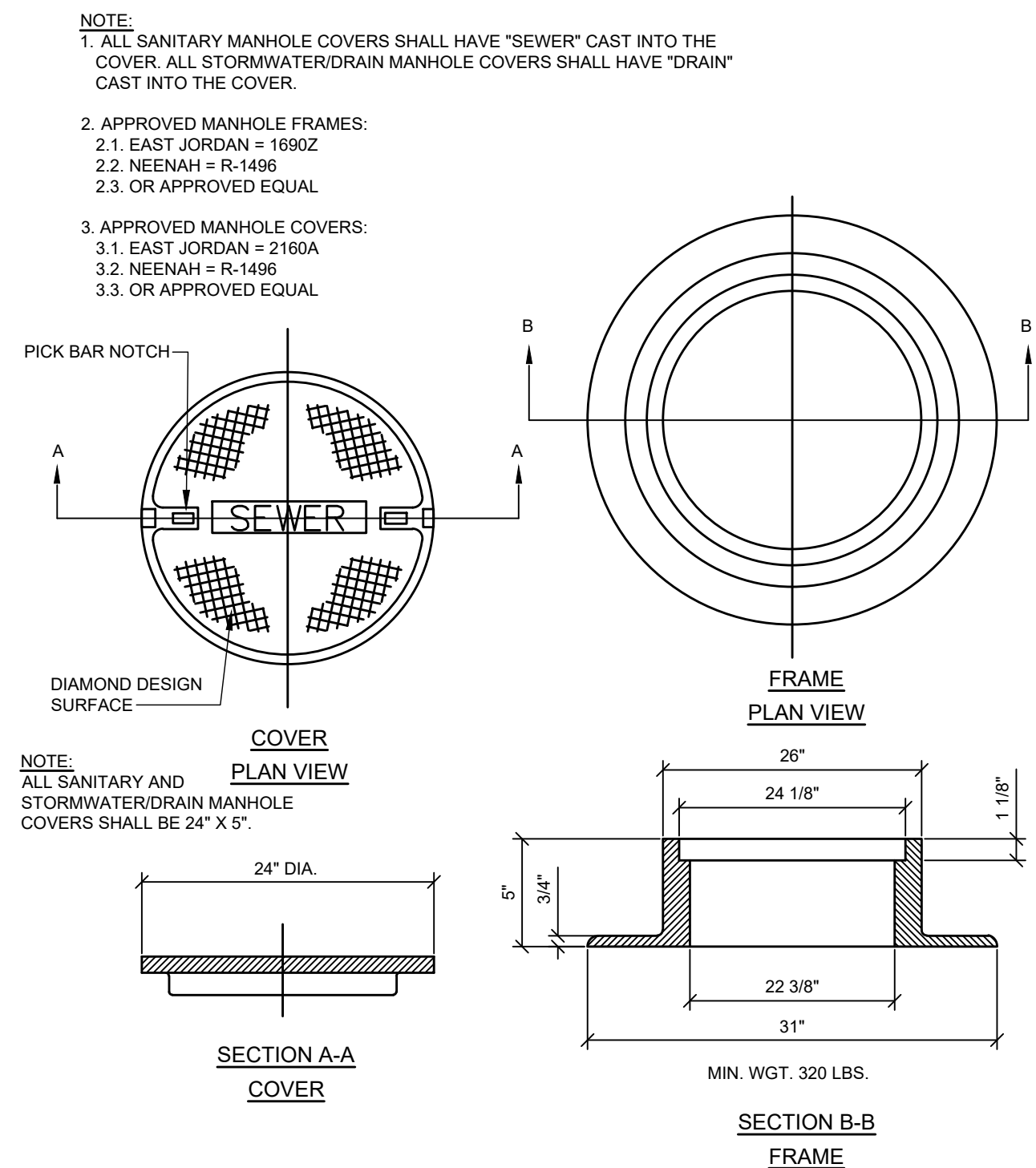
TYPICAL PIPE TRENCH INSTALLATION

NOT TO SCALE



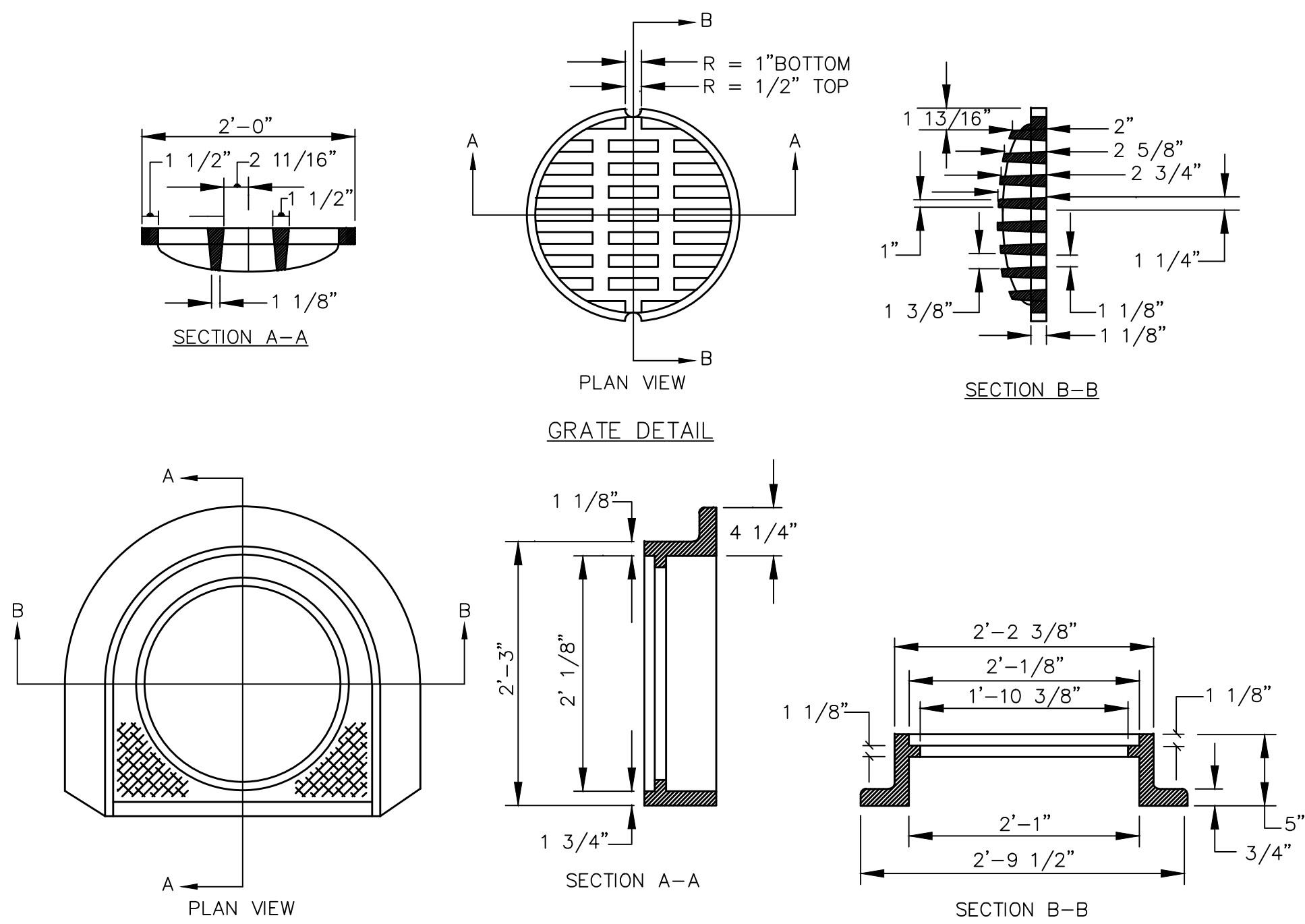
TYPICAL DUCT BANK CROSS-SECTION

NOT TO SCALE



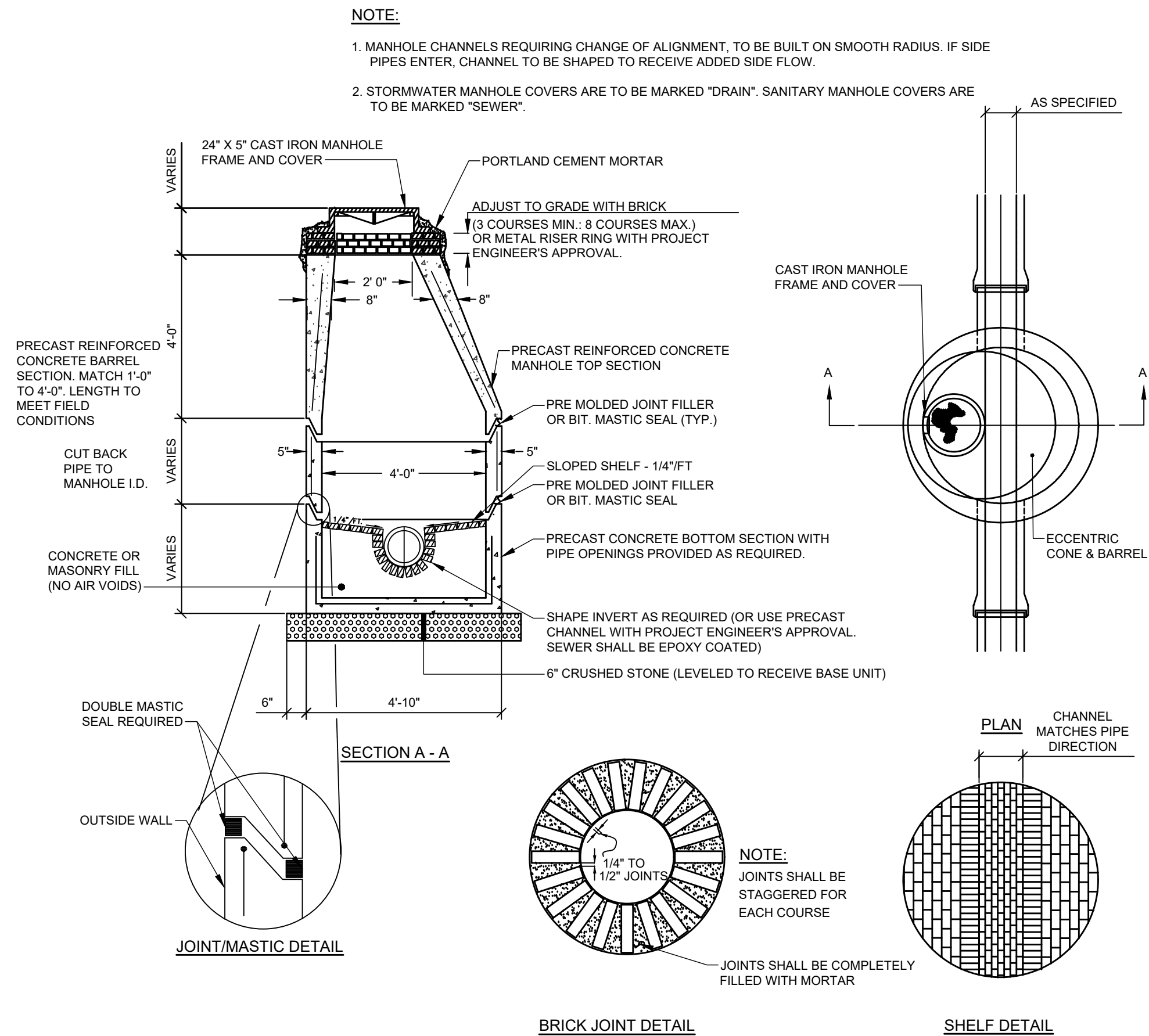
CAST IRON MANHOLE FRAME AND COVER

NOT TO SCALE



CATCH BASIN FRAME & GRATE

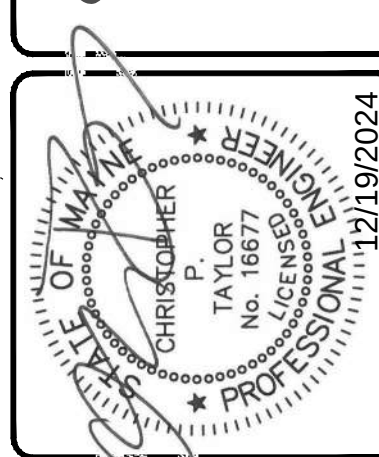
NOT TO SCALE



PRECAST CONCRETE MANHOLE

NOT TO SCALE

NOT FOR
CONSTRUCTION



REV.	BY	DATE	STATUS
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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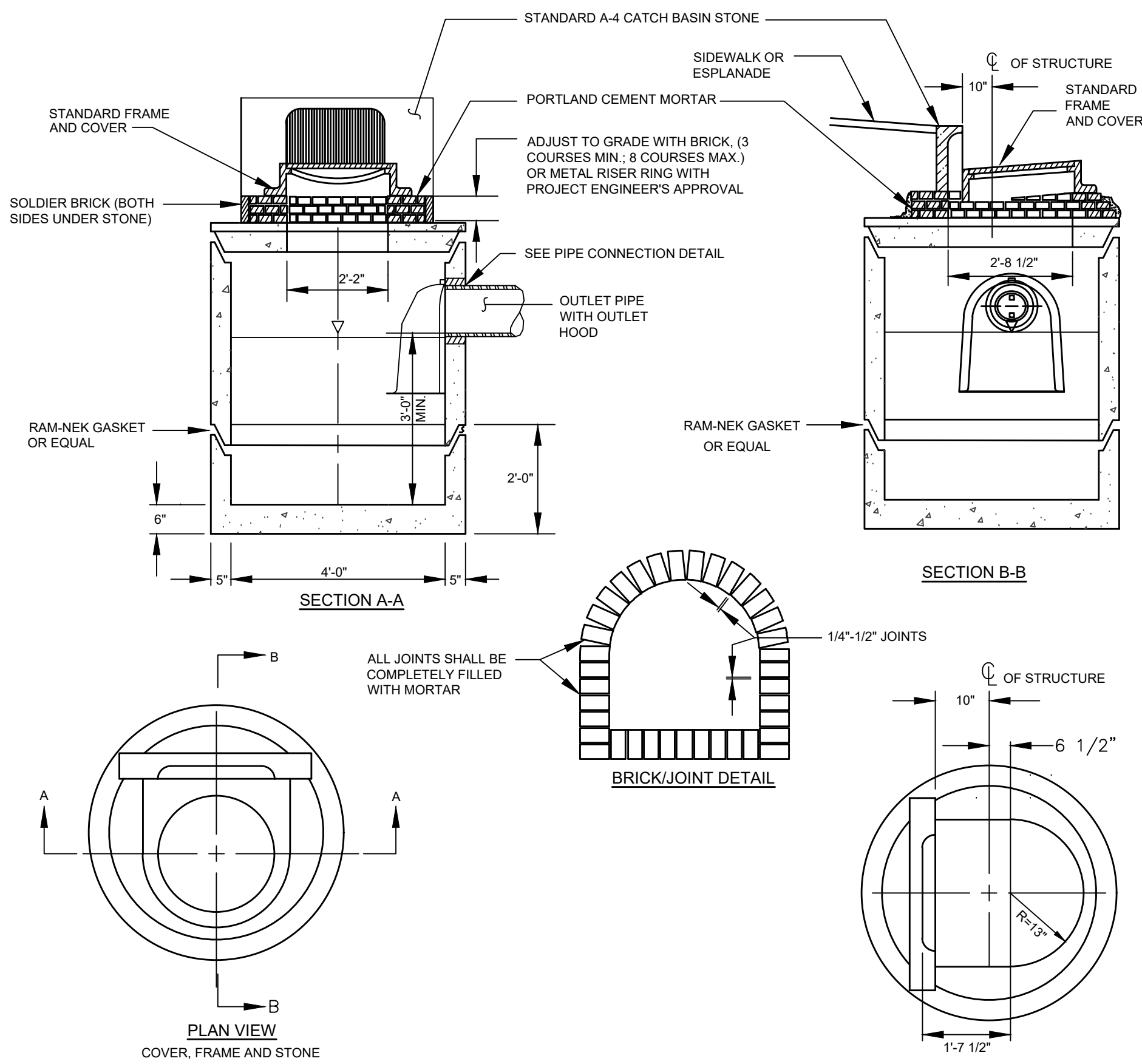


DETAILS
OF: PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR: PORTLAND MUSIC HOLDINGS, LLC
385 CONGRESS LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210
RECORD OWNER:
2730 TRANSIT ROAD
WEST SENeca, NY 14224

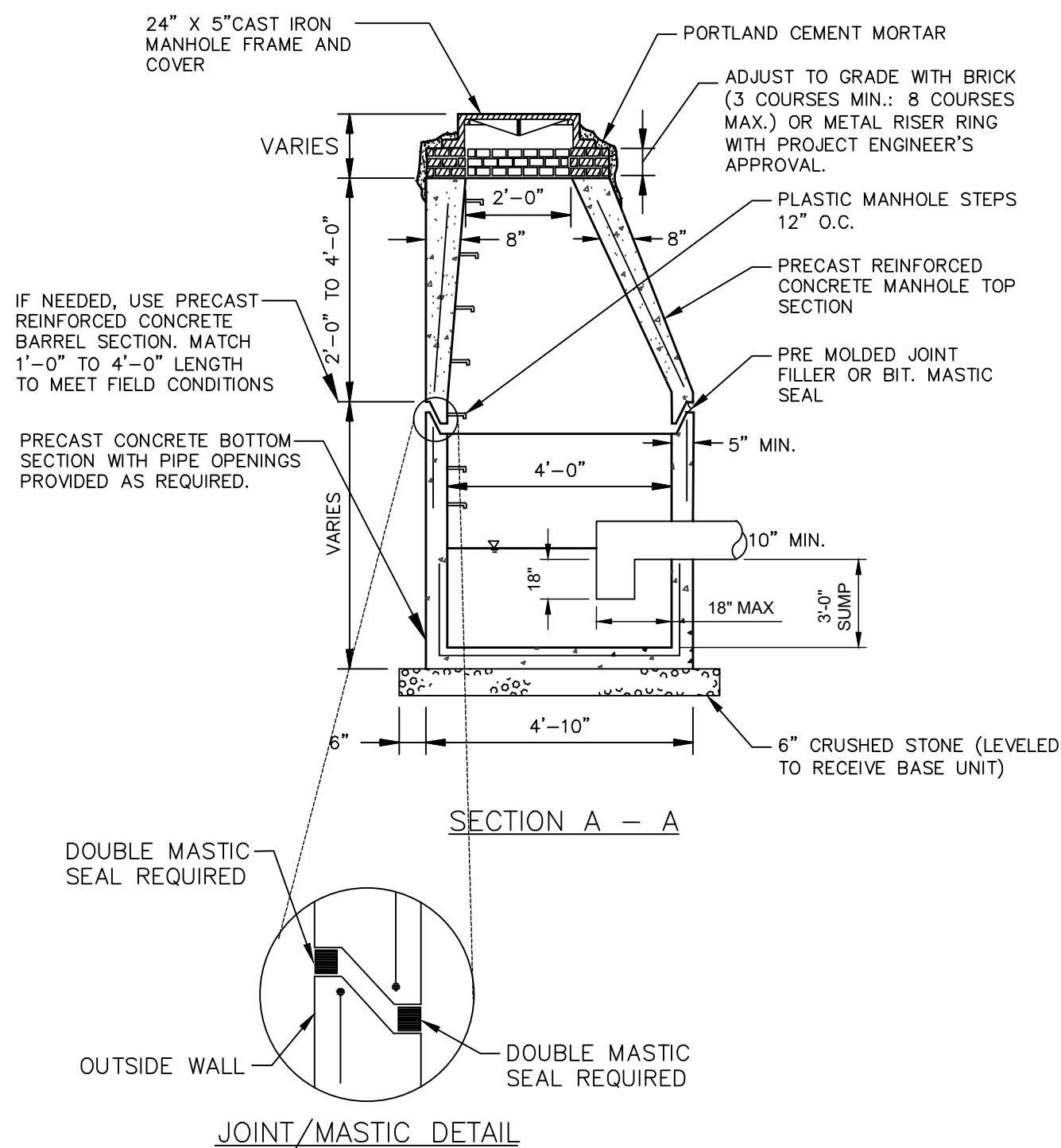
DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-503

\\ac401\data\Projects\1900011937-1\5-DWG\Design\1937-1-05 D.dwg - 2/20/2024 8:26 AM - CHRIS TAYLOR

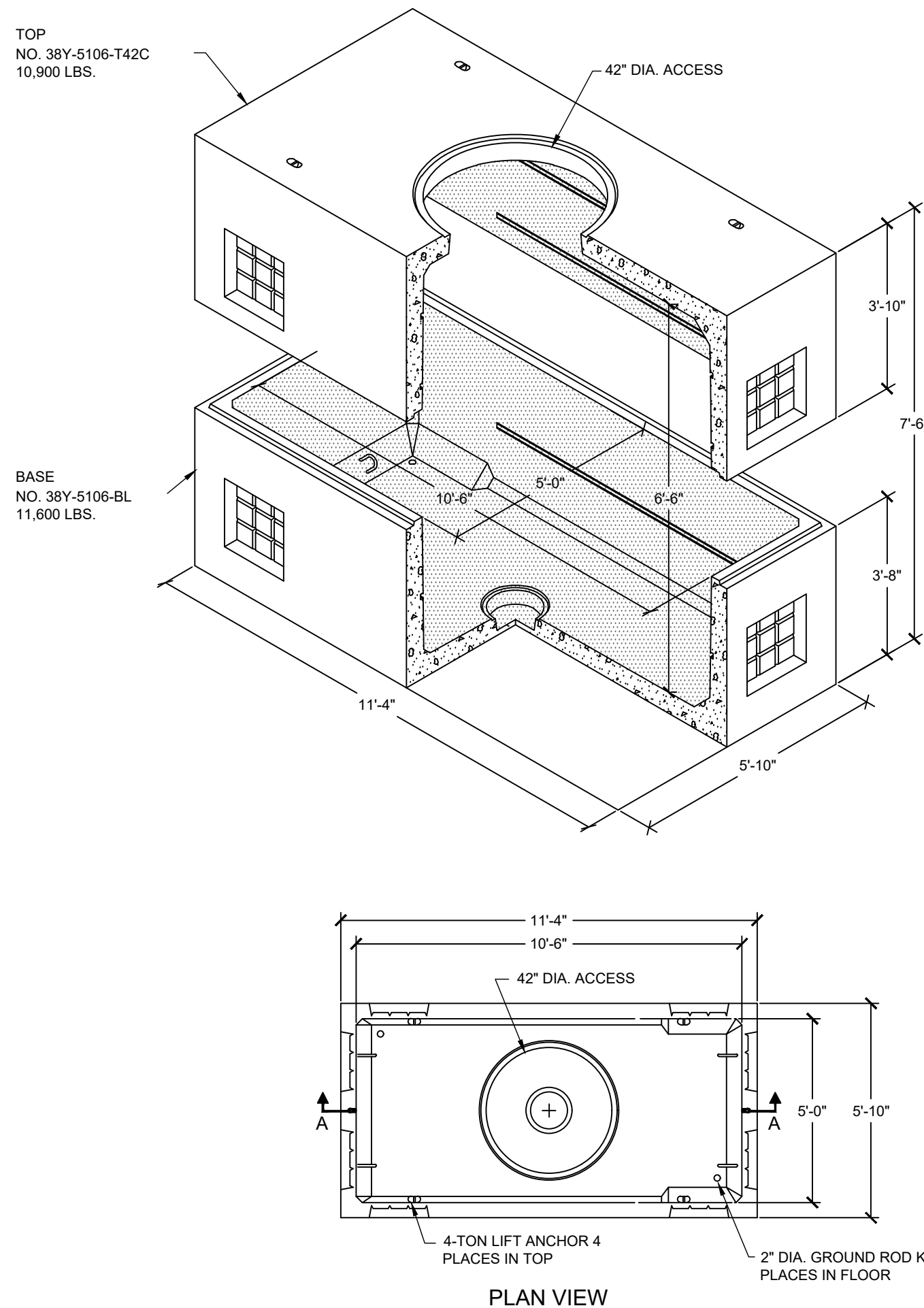


PRECAST CONCRETE CATCH BASIN - TYPE "E"
NOT TO SCALE



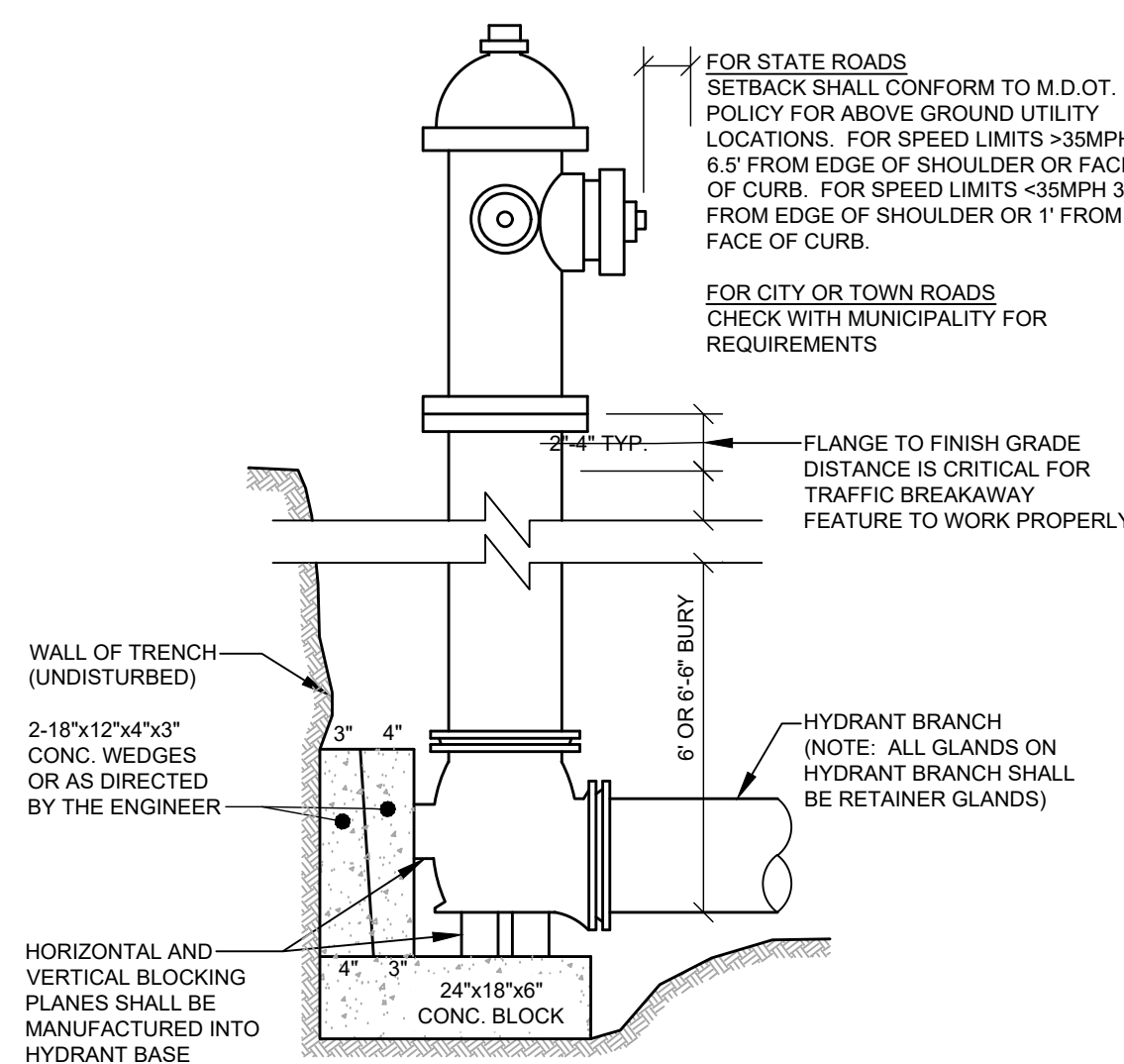
- NOTE:**
1. FOR USE IN PARTIALLY OR TOTALLY ENCLOSED PARKING GARAGES, AUTOMOTIVE REPAIR FACILITIES OR ANY OTHER PROPOSED STRUCTURE WHERE DEEMED APPROPRIATE BY THE CITY ENGINEER.
 2. DISCHARGE SHALL BE TO SANITARY SEWER.
 3. A VENT PIPE MAY BE REQUIRED THAT HAS A VERTICAL OUTLET OFF TO THE SIDE OF THE STRUCTURE.
 4. 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
NOT TO SCALE

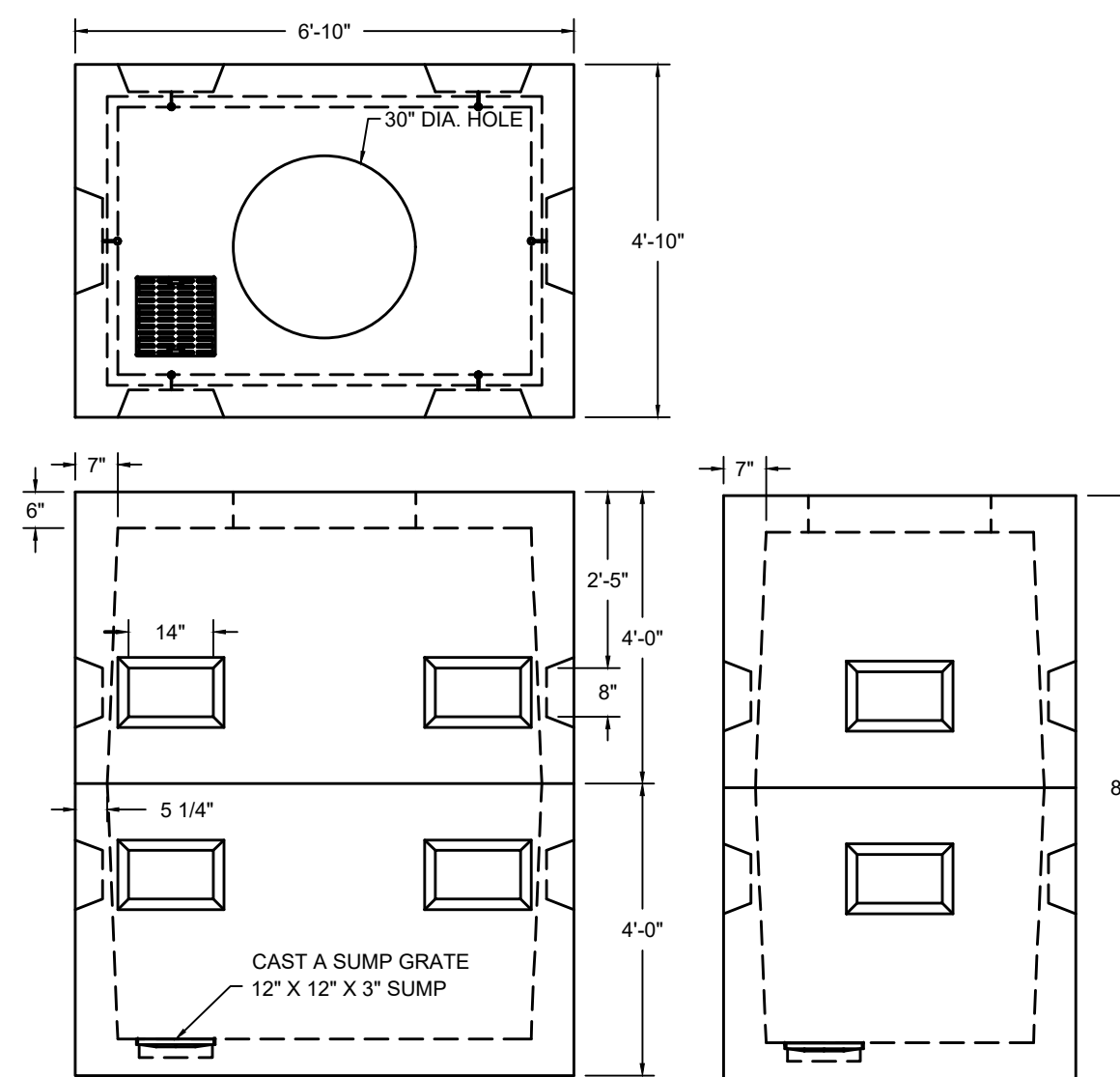


4x4 UTILITY SPLICE BOX
NOT TO SCALE

- NOTES:**
1. FURNISH AND INSTALL 32\"/>

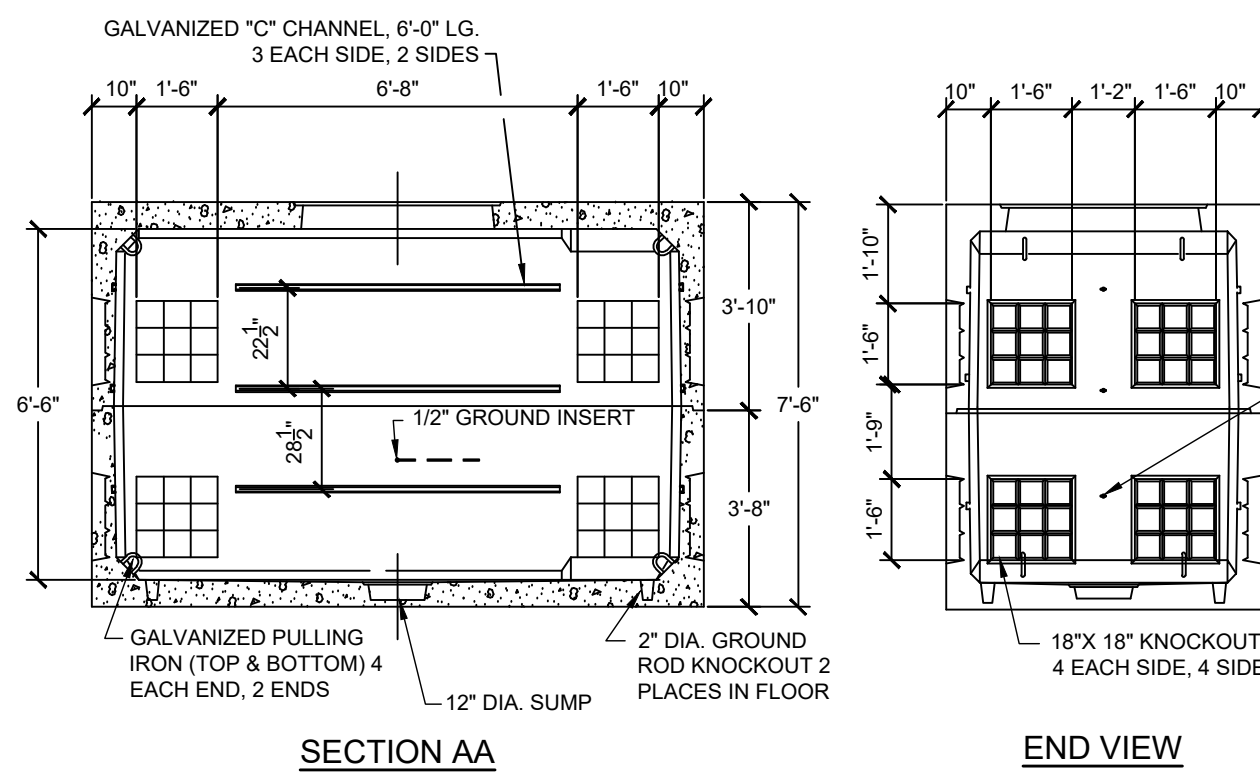


HYDRANT INSTALLATION
NOT TO SCALE



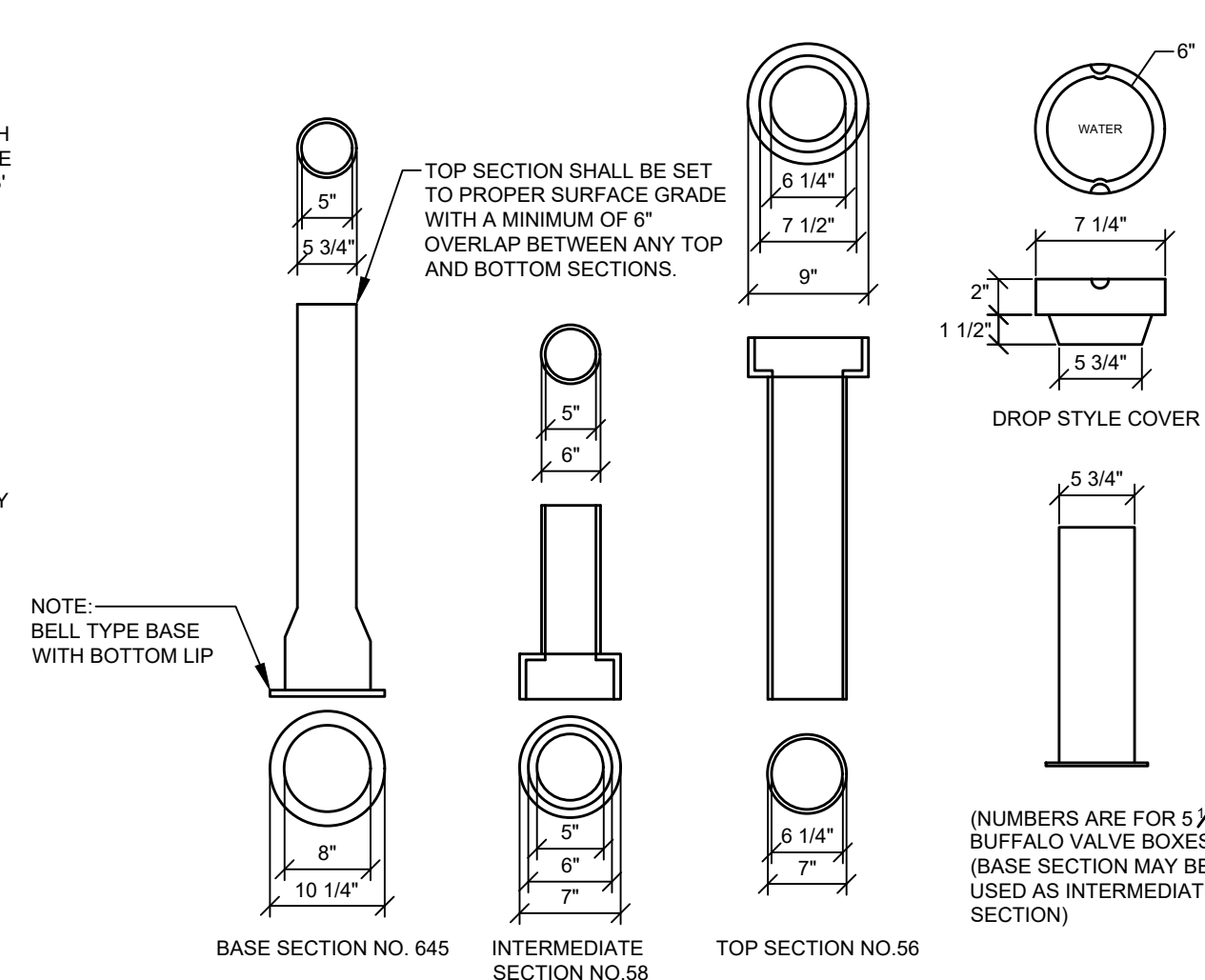
- NOTES:**
1. FURNISH AND INSTALL 32\"/>
 2. FURNISH AND INSTALL RISER RINGS AND MASONRY TO ACHIEVE REQUIRED DEPTH AND ALLOW FOR FUTURE ADJUSTMENT TO GRADE.
 3. CONCRETE TO BE 5,000 PSI AT 28 DAYS.
 4. VAULT TO BE RATED FOR H-20 LOADING.

TELECOMMUNICATION MANHOLE
NOT TO SCALE

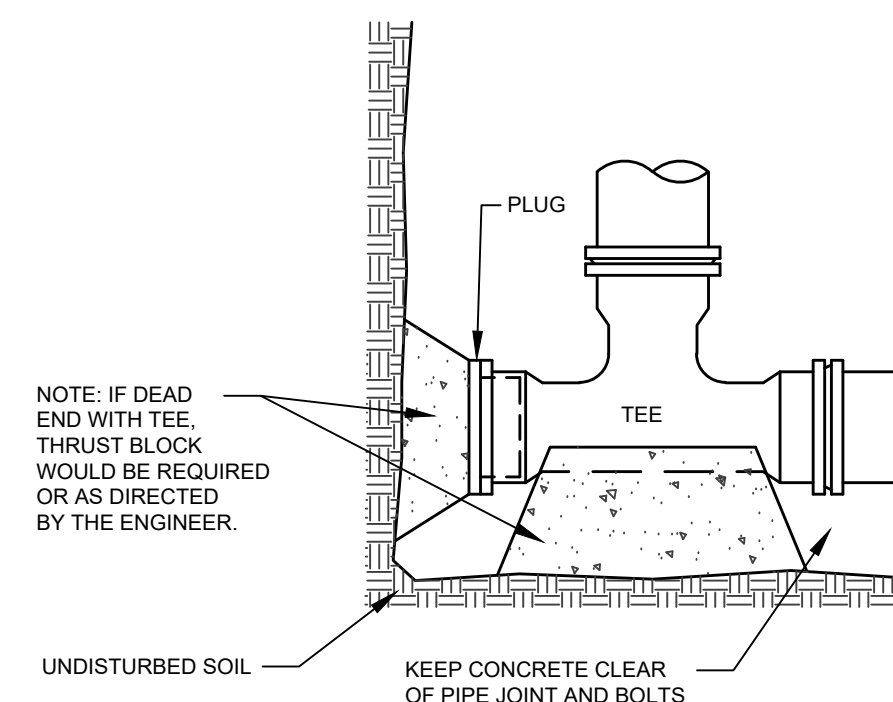


- NOTE:**
1. FURNISH AND INSTALL 42\"/>
 2. FURNISH AND INSTALL RISER RINGS AND MASONRY TO ACHIEVE REQUIRED DEPTH AND ALLOW FOR FUTURE ADJUSTMENT TO GRADE.
 3. BASIS OF DESIGN IS 30Y MANHOLE BY OLD CASTLE PRECAST MANHOLES SHALL MEET UTILITY OWNERS SPECIFICATIONS.
 4. INSTALL GROUNDING RODS OR GROUNDING GRID. SEE ELECTRICAL PLANS & SPECIFICATIONS FOR GROUNDING REQUIREMENTS.

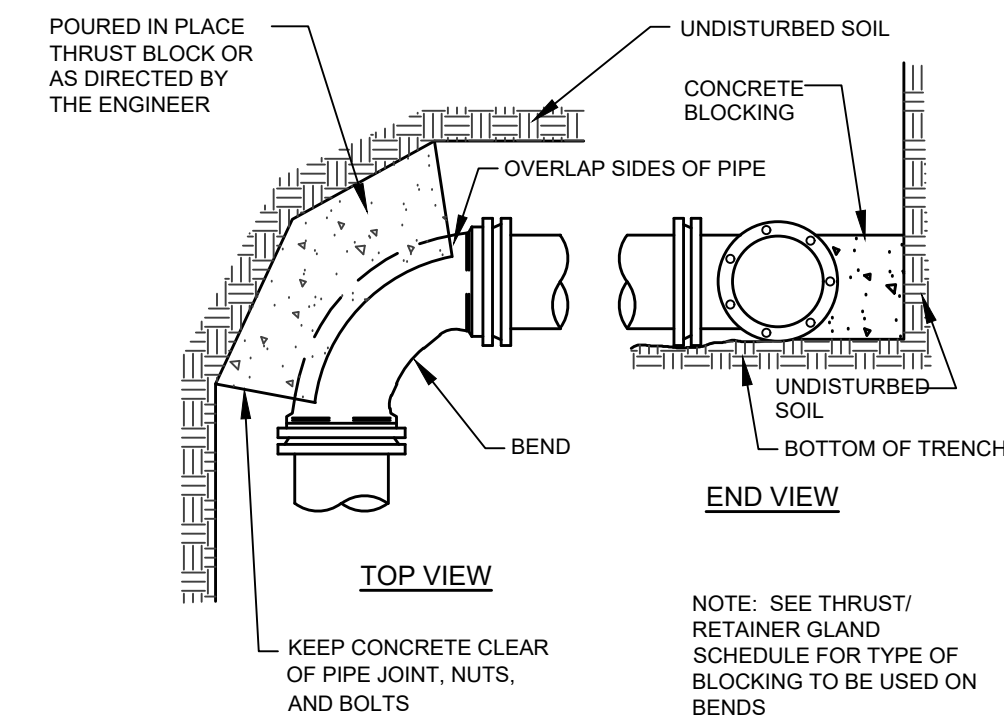
ELECTRICAL MANHOLE
NOT TO SCALE



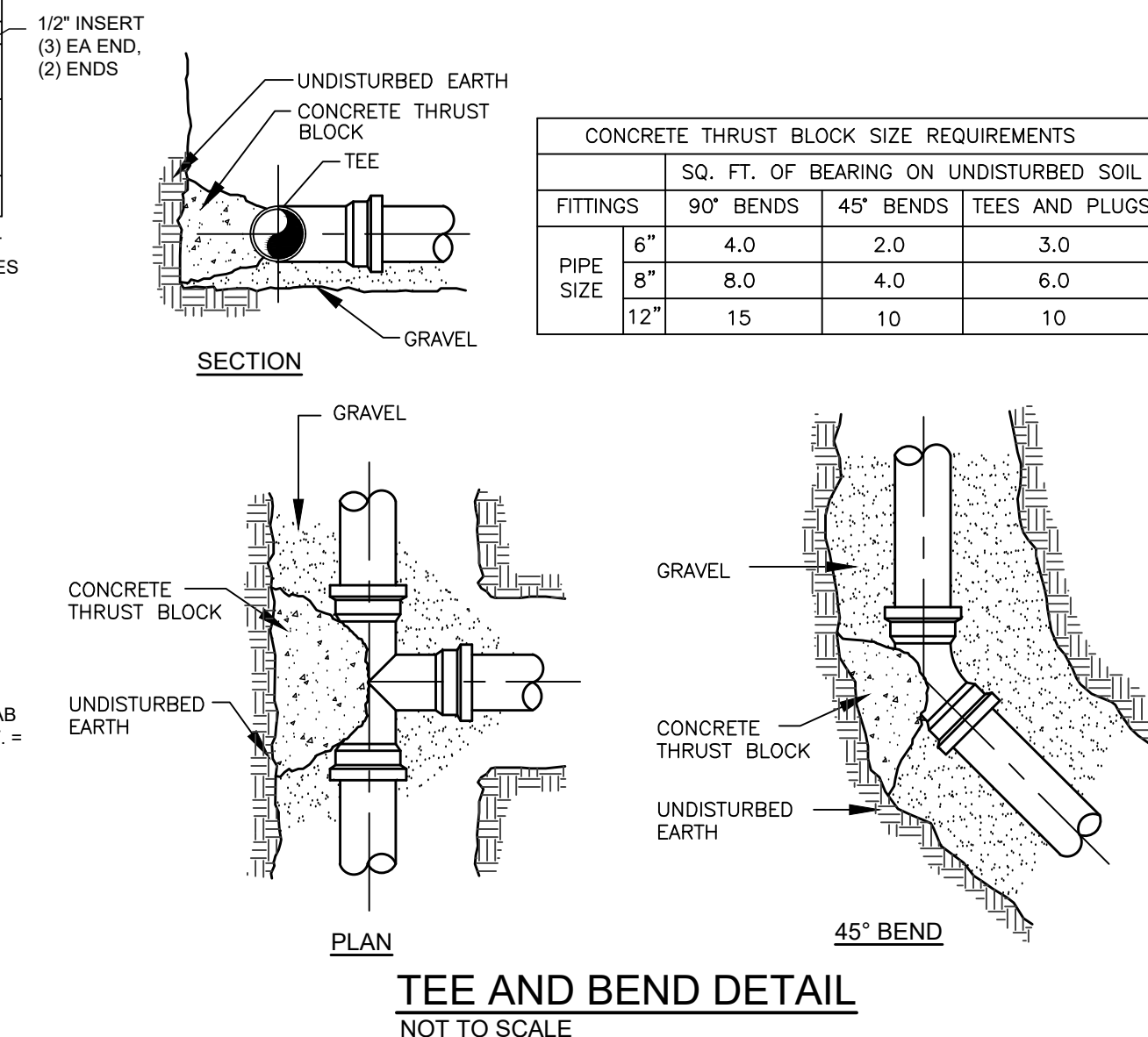
VALVE BOX & COVER
NOT TO SCALE



STANDARD TEE BLOCKING
NOT TO SCALE



STANDARD BEND BLOCKING
NOT TO SCALE



CONCRETE THRUST BLOCK SIZE REQUIREMENTS				
FITTINGS		SQ. FT. OF BEARING ON UNDISTURBED SOIL		
		90° BENDS	45° BENDS	TEES AND PLUGS
PIPE SIZE				
6"		4.0	2.0	3.0
8"		8.0	4.0	6.0
12"		15	10	10

1937-1-05 D.dwg, TAB C-504 DETAILS

DETAILS

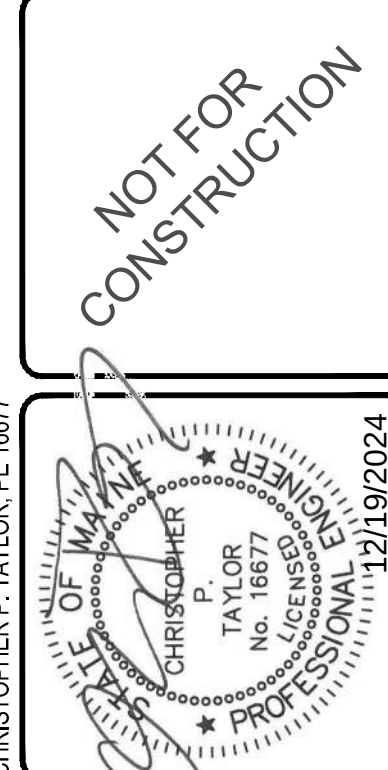
OF: **PORTLAND MUSIC HALL**
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR: **PORTLAND MUSIC HOLDINGS, LLC**
385 CONGRESS LLC
2730 TRANSIT ROAD
BEVERLY HILLS, CA 90210

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05
SHEET C-504	

SEBAGO
TECHNICS
WWW.SEBAGOTECHNICS.COM
75 Jena Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

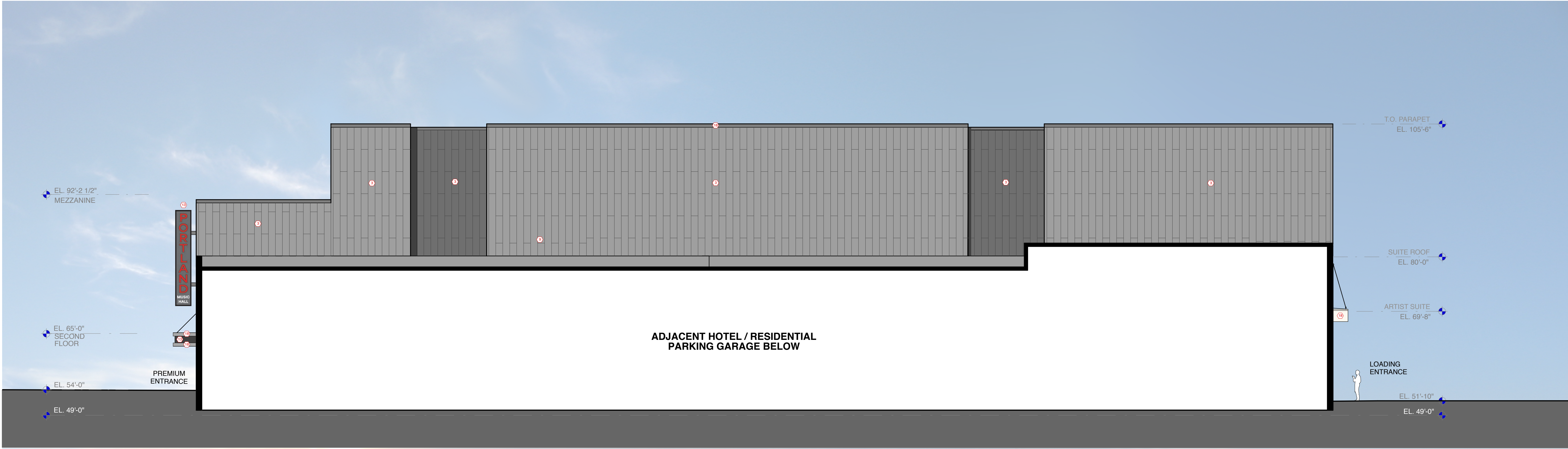
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION	STATUS:	
REV.	BY:	DATE:			
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.					



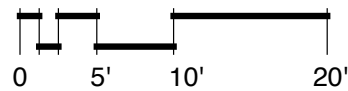
CHRISTOPHER P. TAYLOR PE 19877



1 PEARL STREET - EAST ELEVATION
SCALE: 1" = 10'



2 HOTEL / RESIDENTIAL PLAZA - SOUTH ELEVATION
SCALE: 1" = 10'



PORTLAND MUSIC HALL
PORTLAND , MAINE



SEAL:

REVISIONS:
12/18/24 PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

EAST & SOUTH
ELEVATIONS

SCALE: 1" = 10'
SHEET #:

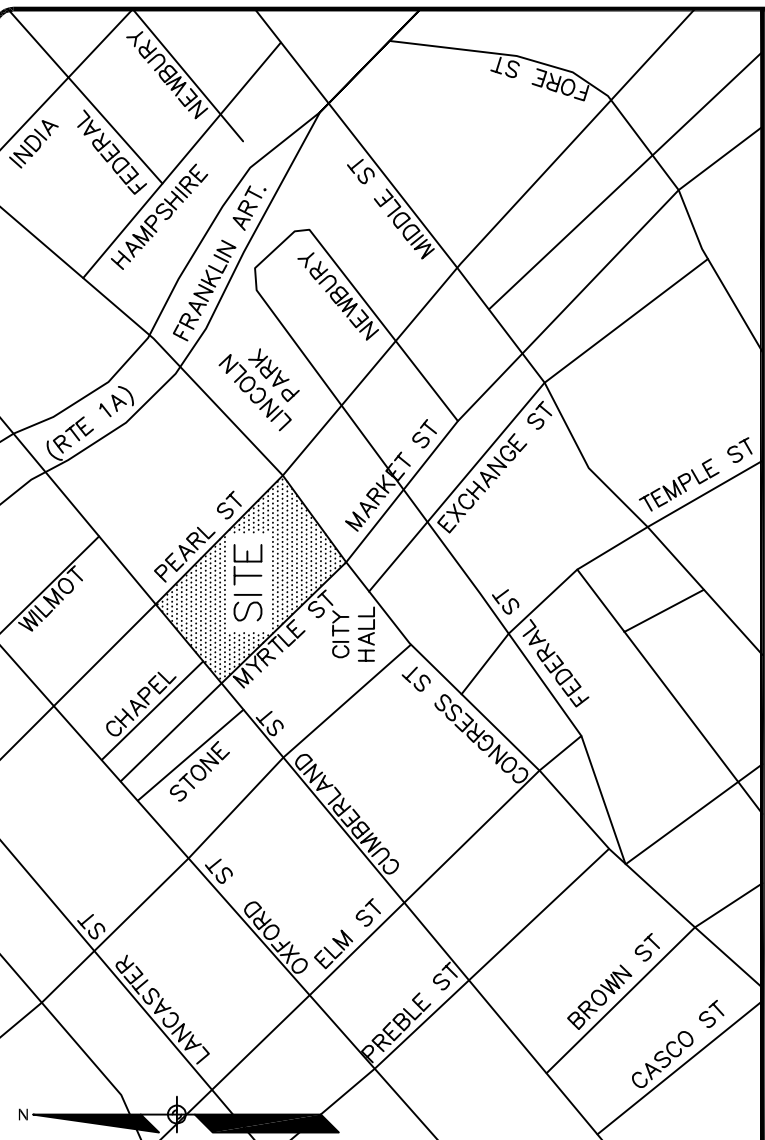
A2.2

GENERAL NOTES:

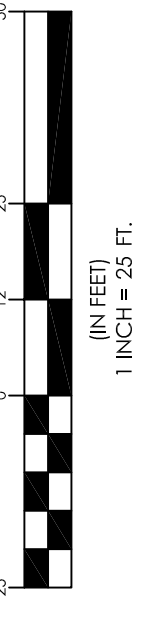
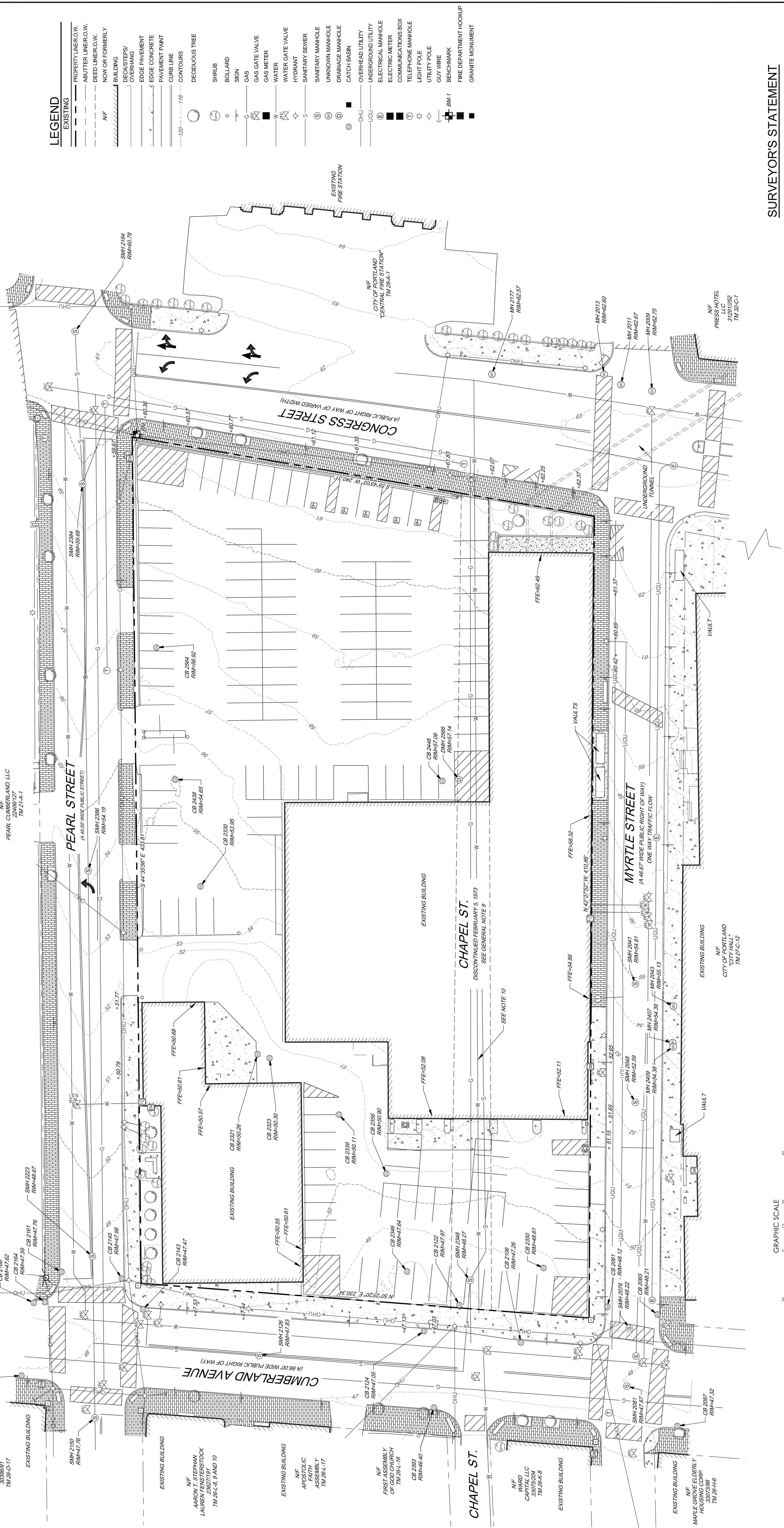
- THE RECORD OWNER OF THE PARCEL IS 385 CONGRESS LLC BY DEED DATED OCTOBER 20, 2017 AND RECORDED IN THE CONCORDIAN COUNTY REGISTRY OF DEEDS (CGRD) IN BOOK 3460, PAGE 214. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
- SPACE AND BULK CRITERIA FOR THE B3 DISTRICT ARE AS FOLLOWS:
MINIMUM LOT SIZE: N/A
MINIMUM STREET FRONTAGE: 15 FEET
MINIMUM FRONT YARD: N/A
MINIMUM SIDE YARD: N/A
MINIMUM REAR YARD: N/A
MAXIMUM BUILDING HEIGHT: 150 FEET
MAXIMUM LOT COVERAGE: 100%
* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
- THESE NOTES ARE BASED UPON THE INFORMATION PROVIDED BY THE RECORD OWNER, SEBAGO TECHINCS INC. UPDATED RECORDS RESEARCH FROM 2003 TO DATE REGARDING THE BOUNDARY INFORMATION.
- IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHINCS, INC. OCTOBER, 2019.

- PLAN REFERENCES:
 - PLAN OF CITY BUILDING LOT, PORTLAND, ME, DATED AUGUST 1904 BY THE CITY OF PORTLAND ENGINEER, AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 1595.
 - PORTLAND DEPARTMENT OF PUBLIC WORKS STREET WORKSHEETS AND BLUESHETS FOR STREETS BOUNDING THE LOCUS PARCEL AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 8892.
 - PLAN OF 1895 IN PORTLAND, ME, MADE FOR GUY GANNETT PUBLISHING CO. BY H.L. & C.C. PLAN OF 1904 RECORDED JULY 1, 1904 AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 8892.
 - NEW MECHANICAL BUILDING, GUY GANNETT PUBLISHING COMPANY, PORTLAND, ME, TUNNEL PLAN AND SECTIONS BY LOCKWOOD, GREENE ENGINEERS, INC. REVISED THROUGH MAY 12, 1965 AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 2032.
 - PLAN OF PROPERTY IN PORTLAND, ME, MADE FOR GUY GANNETT PUBLISHING PUBLISHING CO. BY H.L. & C.C. JORDAN - SURVEYORS, REVISED THROUGH FEBRUARY 6, 1973 AND ON FILE WITH PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHINCS INC. PROJECT NUMBER 09235.
 - ALTA/GCSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHINCS INC. PROJECT NUMBER 09235.
- PLAN ORIENTATION IS GRID NORTH. MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE 1802NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD83 PER CITY STANDARDS AS VERIFIED BY A FIELD SURVEY. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C AREAS OF MINIMAL FLOOD RISK.

- THE CITY OF PORTLAND DISCONTINUED THE PORTION OF CHAPEL STREET RUNNING FROM THE GREEN STREET AND STREET CORNER OF CHAPEL STREET TO THE CORNER OF CHAPEL STREET AND RECORDS AT THE CITY OF PORTLAND RECORDS IN VOLUME 86 PAGE 61. PUBLIC AND PRIVATE RIGHTS MAY EXIST FOR PUBLIC HIGHWAY AND UTILITIES THAT STILL LIE WITHIN THE DISCONTINUED PORTION OF CHAPEL STREET. IT IS SUGGESTED LEGAL COUNSEL BE SOUGHT TO CLARIFY THE INTEREST OF OTHERS IN THESE RIGHTS.
- PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHINCS, INC. AND THE PORTLAND WATER DISTRICT, THE WATER LINE SHOWN AS BEING LOCATED IN THE DISCONTINUED PORTION OF CHAPEL STREET HAS BEEN REMOVED AND NO LONGER EXISTS.
- UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D AND IS BASED UPON THE INFORMATION PROVIDED BY THE RECORD OWNER, SEBAGO TECHINCS, INC. DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230051.0013 B, HAVING AN EFFECTIVE DATE OF JULY 17 1988. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C AREAS OF MINIMAL FLOOD RISK.
- BENCHMARK: BM-1 EASTERY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NOV0209)

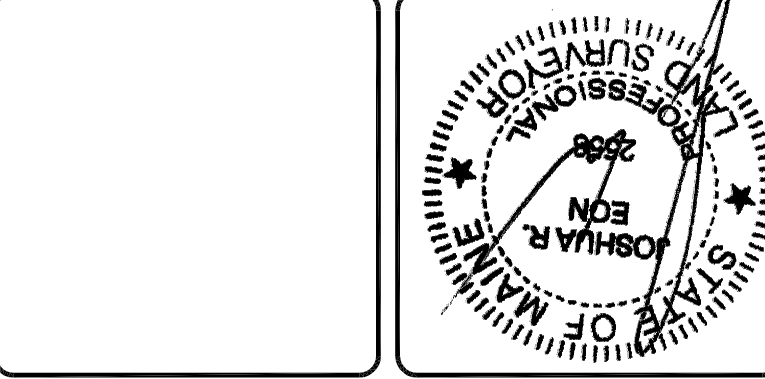


LOCATION MAP



PROJECT BENCHMARK
US2305 BENCH MARK SET IN
DESIGNATION: TDAI 38 STA 84
STAMPED: 191933
ELEVATION: 69.95
NOV0209 ELEVATION = 69.95

LEGEND	
EXISTING	
PROPERTY LINE O.W.	---
ABUTTER LINE O.W.	---
DEED LINE O.W.	---
N/F	---
NOV OR FORMERLY	---
BUILDING	▒
DECKSTEPS	▒
EDGE PAVEMENT	▒
EDGE CONCRETE	▒
PAVEMENT PAINT	▒
CURB LINE	---
CONTOURS	--- 120 --- 110 --- 100 ---
DECIDUOUS TREE	○
SHRUB	○
BOLLARD	○
SIGN	○
GAS	○
GAS GATE VALVE	○
GAS METER	○
WATER	○
WATER GATE VALVE	○
HYDRANT	○
SANITARY SEWER	○
SANITARY MANHOLE	○
UNKNOWN MANHOLE	○
DRAINAGE MANHOLE	○
CATCH BASIN	○
OVERHEAD UTILITY	○
UNDERGROUND UTILITY	○
ELECTRIC MANHOLE	○
ELECTRIC METER	○
COMMUNICATIONS BOX	○
TELEPHONE MANHOLE	○
LIGHT POLE	○
UTILITY POLE	○
GUY WIRE	○
BENCHMARK	○
FIRE DEPARTMENT HOOKUP	○
GRANITE MONUMENT	○



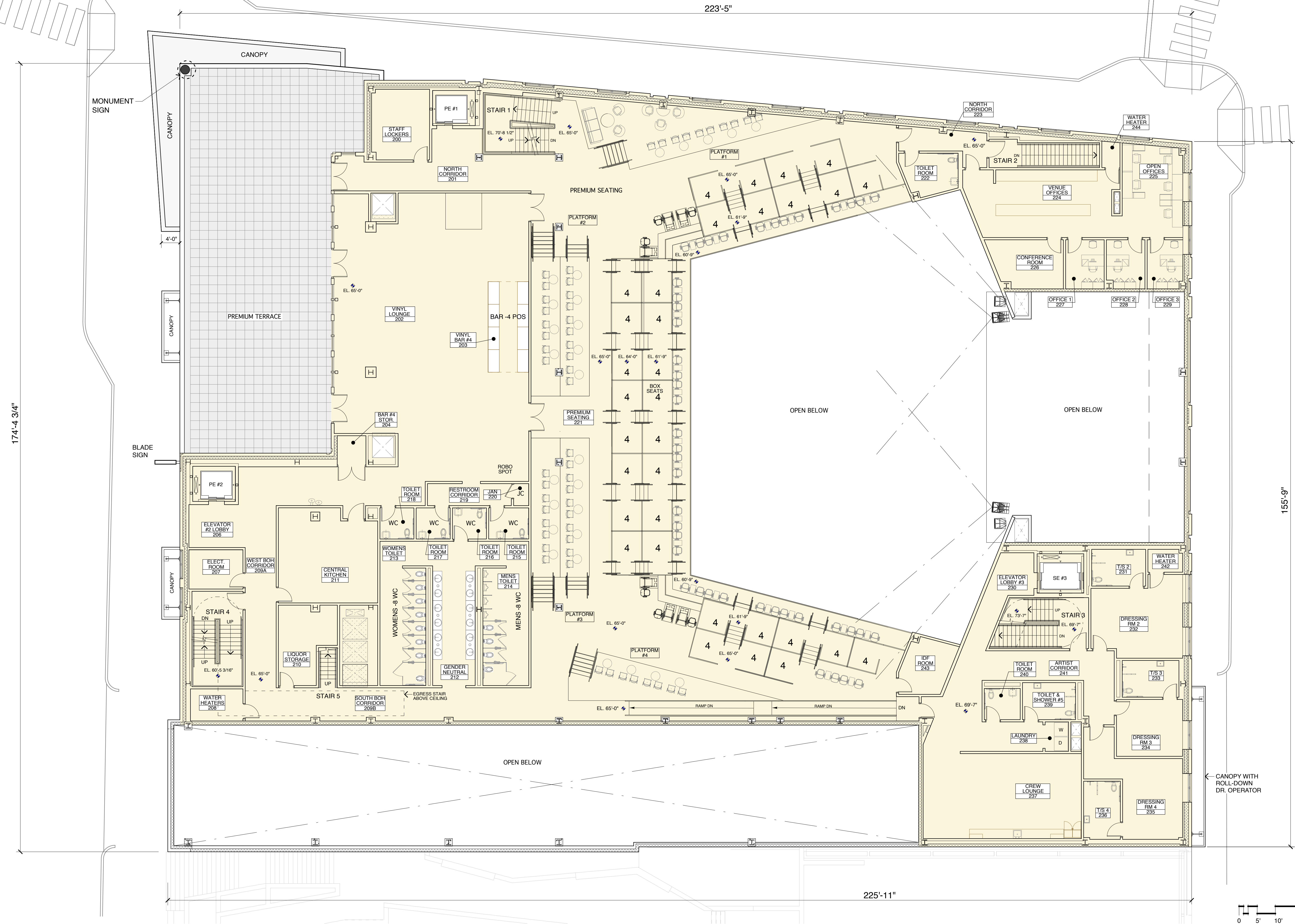
REV.	BY.	DATE.	STATUS.
A	JRE	12/16/2019	ISSUED TO CLIENT FOR REVIEW
B	JRE	1/08/2020	CORRECTED SPACE AND BULK CRITERIA PER PM REQUEST
C	JRE	1/20/2020	MINOR DRAFTING REVISIONS PER PM REQUEST
D	JRE	2/17/2020	MINOR DRAFTING REVISIONS PER PM REQUEST
E	JRE	2/10/2020	ADDED NOTE 10
F	JRE	2/20/2020	ADDED STRUCTURE INFO AND MINOR DRAFTING REVISIONS



EXISTING CONDITIONS PLAN
CONGRESS / PEARL BLOCK
PORTLAND, MAINE 04101
FOR RECORD OWNER:
385 CONGRESS STREET, LLC.
WEST SENeca, NY 14224

SURVEYOR'S STATEMENT
THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION
AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT CONFORMS
IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL
STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS
OF PRACTICE) OF THE MAINE BOARD OF LICENSED PROFESSIONAL
AND SURVEYORS.
JOSHUA R. EON, PLS 2568
12/16/2019





PORTLAND MUSIC HALL
PORTLAND, MAINE



SEAL:

[illegible]

DAIQ PROJECT #: 24003
DRAWING TITLE:

LEVEL 2 PLAN

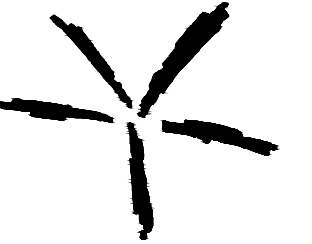
SCALE: 1" = 10'
SHEET #:
A2.2



A2.4

PORTLAND MUSIC VENUE

SCHEMATIC DESIGN



Visual Terrain, Inc.
25213 Avenue Tibbitts
Santa Clarita, CA 91355
Phone 661-775-7758
Fax 661-775-7708
www.visualterrain.net

SHEET INDEX

12/20/2024 - SD PHOTOMETRICS

- ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ● LT-001 - COVER SHEET
- ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ● LT-002 - LIGHTING GENERAL NOTES
- ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ● LT-003 - CAD FIXTURE SCHEDULE
- ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ● LT-004 - FUNCTIONAL RISER BLOCK DIAGRAM
- ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ● LT-005 - PHOTOMETRICS

 LT-110 - GROUND LEVEL 1 OVERALL PLAN
 LT-111 - GROUND LEVEL 1 NW SECTOR PLAN
 LT-112 - GROUND LEVEL 1 SW SECTOR PLAN
 LT-113 - GROUND LEVEL 1 NE SECTOR PLAN
 LT-114 - GROUND LEVEL 1 SE SECTOR PLAN

○○○○○○○○○○○○ LT-120 - LEVEL 2 OVERALL PLAN
 ○○○○○○○○○○○○ LT-121 - LEVEL 2 NW SECTOR PLAN
 ○○○○○○○○○○○○ LT-122 - LEVEL 2 SW SECTOR PLAN
 ○○○○○○○○○○○○ LT-123 - LEVEL 2 NE SECTOR PLAN
 ○○○○○○○○○○○○ LT-124 - LEVEL 2 SE SECTOR PLAN

○○○○○○○○○○○○ LT-130 - MEZZANINE LEVEL OVERALL PLAN
 ○○○○○○○○○○○○ LT-131 - MEZZANINE LEVEL NW SECTOR PLAN
 ○○○○○○○○○○○○ LT-132 - MEZZANINE LEVEL SW SECTOR PLAN
 ○○○○○○○○○○○○ LT-133 - MEZZANINE LEVEL NE SECTOR PLAN
 ○○○○○○○○○○○○ LT-134 - MEZZANINE LEVEL SE SECTOR PLAN

 LT-140 - ROOF OVERALL PLAN
 LT-141 - ROOF NW SECTOR PLAN
 LT-142 - ROOF SW SECTOR PLAN
 LT-143 - ROOF NE SECTOR PLAN
 LT-144 - ROOF SE SECTOR PLAN

○○○○○○○○○○○○○○○	LT-210 - GROUND LEVEL 1 OVERALL RCP
○○○○○○○○○○○○○○○	LT-211 - GROUND LEVEL 1 NW SECTOR RCP
○○○○○○○○○○○○○○○	LT-212 - GROUND LEVEL 1 SW SECTOR RCP
○○○○○○○○○○○○○○○	LT-213 - GROUND LEVEL 1 NE SECTOR RCP
○○○○○○○○○○○○○○○	LT-214 - GROUND LEVEL 1 SE SECTOR RCP

○○○○○○○○○○○○○○○	LT-220 - LEVEL 2 OVERALL RCP
○○○○○○○○○○○○○○○	LT-221 - LEVEL 2 NW SECTOR RCP
○○○○○○○○○○○○○○○	LT-222 - LEVEL 2 SW SECTOR RCP
○○○○○○○○○○○○○○○	LT-223 - LEVEL 2 NE SECTOR RCP
○○○○○○○○○○○○○○○	LT-224 - LEVEL 2 SE SECTOR RCP

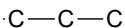
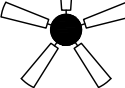
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○○○○○○○○○○○○○○	LT-232 - MEZZANINE LEVEL SW SECTOR RCP
○○○○○○○○○○○○○○	LT-233 - MEZZANINE LEVEL NE SECTOR RCP
○○○○○○○○○○○○○○	LT-234 - MEZZANINE LEVEL SE SECTOR RCP

○○○○○○○○○○○○ LT-401 - NORTH & WEST EXTERIOR ELEVATION
 ○○○○○○○○○○○○ LT-402 - EAST & SOUTH EXTERIOR ELEVATION

SWITCH AND OUTLET PLUG-BOX KEY

SYMBOL	DESCRIPTION
\$	SWITCH - (ADD DESIGNATOR FOR DIMMER / OCCUPANCY SENSOR)
\$ ₃	SWITCH - 3 WAY
\$ ₈	SWITCH - CONTROL SYSTEM BUTTON STATION
\$ _{3d}	SWITCH - 3 WAY DIMMER
\$ _{2d}	SWITCH - 2 WAY DIMMER
\$ _d	SWITCH - DIMMER
\$ _k	SWITCH - KEYED
	DATA JACK (PROGRAMMING PORT)
	SENSOR (MOTION, DAYLIGHT ETC.)

EQUIPMENT AND CONTROL DEVICE SYMBOL LEGEND

	ADJUSTABLE ACCENT
	COLD CATHODE
	DOWNLIGHT
	LUMINAIRE SHOWN IN ELEVATION
	FAN WITH LIGHT KIT
	FLOOD DIRECTIONAL
	FLOOD DIRECTIONAL WITH DUPLEX
	SPOT DIRECTIONAL
	SPOT DIRECTIONAL WITH DUPLEX
	IN-GRADE
	JUNCTION BOX - SURFACE MOUNT
	JUNCTION BOX - WALL MOUNT
	LAMP POST
	LINEAR (CONTINUOUS)
	MOVING LIGHT
	MULTI-HEAD ADJUSTABLE
	NEON
	PENDANT MOUNT

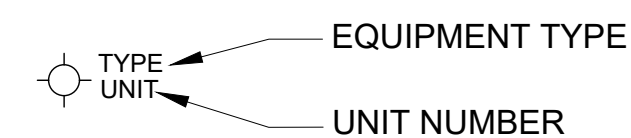
DECORATIVE EQUIPMENT SYMBOL LEGEND

	DECORATIVE ELEVATION		DECORATIVE WALL MOUNT
	DECORATIVE SURFACE MOUNT		DECORATIVE WALL MOUNT WITH DUPLEX
	DECORATIVE PENDANT		

EQUIPMENT TYPE DESCRIPTION

TYPE	DESCRIPTION
A	SURFACE CEILING MOUNT
B	WALL MOUNT
C	PENDANT / SUSPENDED
D	RECESSED OR SEMI-RECESSED CEILING MOUNT
F	FIBER OPTIC SYSTEM
G	GROUND MOUNT
H	SCENICALLY INTEGRATED / SCENERY MOUNT
J	JUNCTION BOX
K	STEPLIGHT
L	LINEAR (NON-CONTINUOUS)
M	CONTINUOUS / FLEXIBLE / FESTOON
N	ACCENT / FLOODLIGHT
P	POLE / LAMPPOST / BOLLARD / PEDESTAL MOUNT
Q	DIMMING / CONTROL EQUIPMENT
R	POWER SUPPLIES (REMOTE)
S	THEATRICAL
T	TRACK AND TRACK MOUNTED FIXTURES
U	UNDERWATER
V	SPECIALTY / FANS / LUMINOUS PANELS
W	IN GROUND / BURIAL MOUNT
X	PORTABLE - TABLE / FLOOR / SHELF - MAY REQUIRE ELECTRICAL OUTLET
Y	DECORATIVE SPECIFIED BY OTHERS
Z	CUSTOM AND HIGHLY THEMED - NO SUBSTITUTIONS

EQUIPMENT AND DEVICE KEY



Type	Photo	Line Drawing	Description	Equipment			Accessories			Control Protocol	Power Supply	Accessories			Notes		
				Mounting	Total Watts	Volt	Type	Qty	Manufacturer/ Catalog #			Type	Total Watts	Voltage		Manufacturer/ Catalog #	Total Specification Wattage
B71			WALL MOUNT FIXED WITH ONE (1) LED LIGHTING SOURCE, 4122 DELIVERED LUMENS, 3000K COLOR ENGINE, 80+ CRI AND INTEGRAL DRIVER. SOURCE SHOULD OPERATE ON 120V-277V VOLTAGE AND BE SUPPLIED WITH A 0-10V CONTROL OPTION AND INCLUDE A MINIMUM 10-YEAR WARRANTY. TO HAVE BLACK FINISH. TO BE RATED FOR IP65 OR EQUIVALENT. SHOULD BE UL LISTED FOR WET USE OR AN APPROVED EQUIVALENT.	WALL	30.5	120V-277V	LED	1	LED INCLUDED	0-10V	INTEGRAL				30.5		
B91			DECORATIVE WALL MOUNT FIXED SCENE WITH ONE (1) LED LIGHTING SOURCE, 4000 DELIVERED LUMENS, 3000K COLOR ENGINE, 80+ CRI AND INTEGRAL DRIVER. SOURCE SHOULD OPERATE ON 120-277 VOLTAGE AND BE SUPPLIED WITH A 0-10V CONTROL OPTION AND INCLUDE A MINIMUM 5-YEAR WARRANTY. SCENE TO HAVE ARCHITECTURAL BRONZE FINISH.	WALL	40	120-277	LED	1	LED INCLUDED	0-10V	INTEGRAL				40	COORDINATION DIMMING OPTION WITH MANUFACTURER.	
D53A			RECESSED MOUNT FIXED WITH ONE (1) LED LIGHTING SOURCE, 2700 DELIVERED LUMENS, 3000K COLOR ENGINE, 90+ CRI, 24° OPTIC. SHOULD OPERATE ON 120-277 VOLTAGE AND BE SUPPLIED WITH A 0-10V CONTROL OPTION DOWN TO 20% AND INCLUDE A MINIMUM 5-YEAR WARRANTY WITH A 50,000 HOUR ANTICIPATED LIFE. TO HAVE CLEAR SPECULAR FINISH. SHOULD BE UL LISTED FOR WET USE OR AN APPROVED EQUIVALENT.	RECESSED	25	120-277	LED	1	LED INCLUDED	0-10V	N/A				25		
D54A			RECESSED MOUNT FIXED WITH ONE (1) LED LIGHTING SOURCE, 2700 DELIVERED LUMENS, 3000K COLOR ENGINE, 90+ CRI, 30° OPTIC. SHOULD OPERATE ON 120-277 VOLTAGE AND BE SUPPLIED WITH A 0-10V CONTROL OPTION DOWN TO 20% AND INCLUDE A MINIMUM 5-YEAR WARRANTY WITH A 50,000 HOUR ANTICIPATED LIFE. TO HAVE CLEAR SPECULAR FINISH. SHOULD BE UL LISTED FOR DAMP USE OR AN APPROVED EQUIVALENT.	RECESSED	25	120-277	LED	1	LED INCLUDED	0-10V	N/A				25		
L71A			SURFACE MOUNT ADJUSTABLE WITH ONE (1) LED LIGHTING SOURCE, 555 DELIVERED LUMENS, RGBW COLOR ENGINE, 30760° OPTIC AND REMOTE DRIVER. SHOULD OPERATE ON 100-277 VOLTAGE AND BE SUPPLIED WITH A DIMM CONTROL OPTION. CONTRACTOR TO PROVIDE AND INSTALL REMOTE DRIVER IN LOCATION SHOWN IN PLANS OR RECOMMEND ALTERNATE LOCATION. TO BE APPROVED BY DESIGNER OR SYSTEM INTEGRATOR, WHILE CONFORMING TO MANUFACTURER'S RECOMMEND INSTALLATION DOCUMENTATION. TO BE RATED FOR IP66 OR EQUIVALENT. SHOULD BE UL LISTED FOR WET USE OR AN APPROVED EQUIVALENT.	SURFACE	8.4	100-277	LED	1	LED INCLUDED	DMX	REMOTE	DATA ENABLER PRO, 3/4 IN / 1/2 IN NPT (UL S. TRAPEZOIDAL CONDUIT)			COLOR KINETICS: 108-000004 -00	8.4	
												GRAZE COMPACT POWERSCENE JUMPER CABLE, 1 FT, UL			COLOR KINETICS: 108-000073 -00		
												GRAZE COMPACT POWERSCENE LEADER CABLE, 10 FT, UL			COLOR KINETICS: 108-000074 -00		
L71			SURFACE MOUNT ADJUSTABLE WITH ONE (1) LED LIGHTING SOURCE, 2220 DELIVERED LUMENS, RGBW COLOR ENGINE, 30760° OPTIC AND REMOTE DRIVER. SHOULD OPERATE ON 100-277 VOLTAGE AND BE SUPPLIED WITH A DIMM CONTROL OPTION. CONTRACTOR TO PROVIDE AND INSTALL REMOTE DRIVER IN LOCATION SHOWN IN PLANS OR RECOMMEND ALTERNATE LOCATION. TO BE APPROVED BY DESIGNER OR SYSTEM INTEGRATOR, WHILE CONFORMING TO MANUFACTURER'S RECOMMEND INSTALLATION DOCUMENTATION. TO BE RATED FOR IP66 OR EQUIVALENT. SHOULD BE UL LISTED FOR WET USE OR AN APPROVED EQUIVALENT.	SURFACE	33.2	100-277	LED	1	LED INCLUDED	DMX	REMOTE	DATA ENABLER PRO, 3/4 IN / 1/2 IN NPT (UL S. TRAPEZOIDAL CONDUIT)			COLOR KINETICS: 108-000004 -00	33.2	
												GRAZE COMPACT POWERSCENE JUMPER CABLE, 1 FT, UL			COLOR KINETICS: 108-000073 -00		
												GRAZE COMPACT POWERSCENE LEADER CABLE, 10 FT, UL			COLOR KINETICS: 108-000074 -00		



Visual Terrain, Inc.
25213 Avenue Tibbitts
Santa Clarita, CA 91355
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www.visualterrain.net

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FOR DESIGN INTENT ONLY
NOT FOR CONSTRUCTION

All drawings must be reviewed and approved by a licensed electrical engineer. All equipment must be installed by a licensed electrician in accordance with all applicable local codes and the National Electric Code.

REVISIONS

NO.	DATE	DESCRIPTION

DATE: DATE

DRAWN BY: INITIALS

JOB NAME:

PORTLAND
MUSIC HALL

PORTLAND, MAINE

RELEASE TITLE:

SCHEMATIC DESIGN

LIGHTING DESIGNER:
MICHAEL MAHLUM

SHEET TITLE:

CAD FIXTURE
SCHEDULE

SHEET NUMBER:

LT-003

PROJECT NUMBER: 2432



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All drawings must be reviewed and approved by a licensed electrical engineer. All equipment must be installed by a licensed electrician in accordance with all applicable local codes and the National Electric Code.

REVISIONS

[illegible]

DATE: DATE

DRAWN BY: INITIALS

JOB NAME:

PORTLAND MUSIC HALL

PORTLAND, MAINE

RELEASE TITLE:

SCHEMATIC DESIGN

LIGHTING DESIGNER:
MICHAEL MAHLUM

SHEET TITLE:

PHOTOMETRICS

SHEET NUMBER:

LT-005

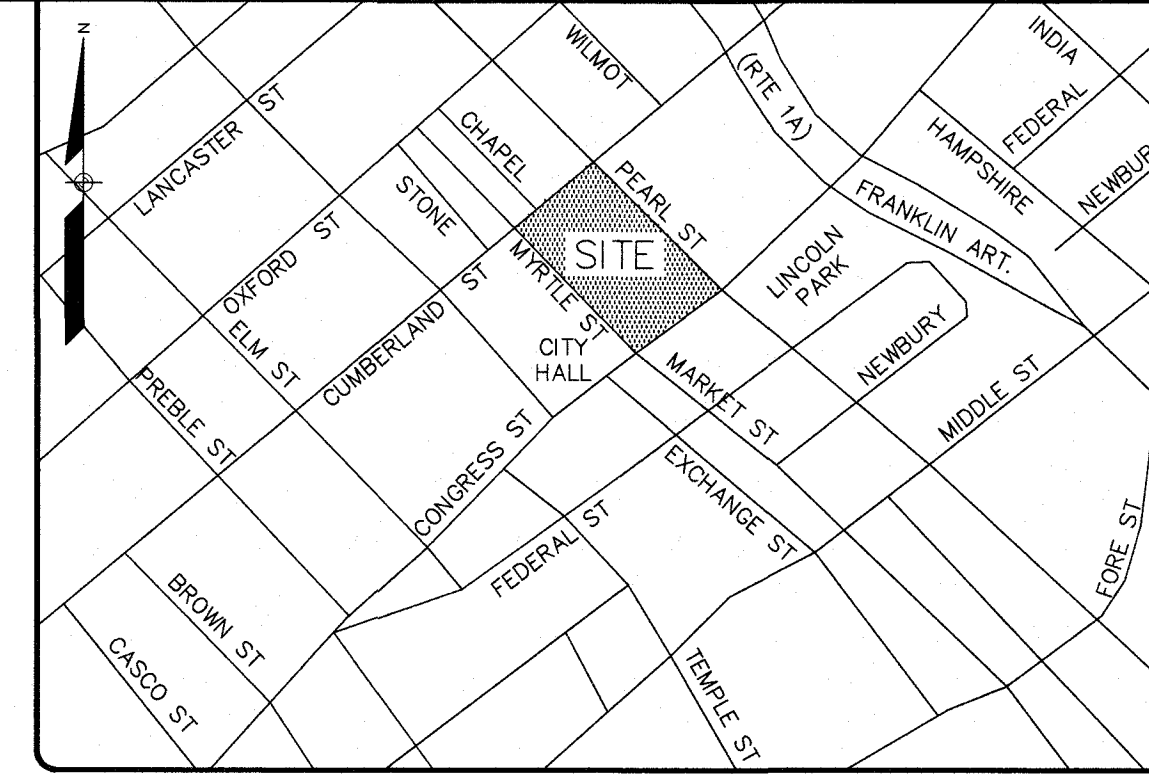
PROJECT NUMBER: 2432

GENERAL NOTES:

- THE RECORD OWNER OF THE PARCEL IS 385 CONGRESS LLC BY DEED DATED OCTOBER 20, 2017 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34401, PAGE 214.
- THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
- SPACE AND BULK CRITERIA FOR THE B3 DISTRICT ARE AS FOLLOWS:
MINIMUM LOT SIZE: N/A
MINIMUM STREET FRONTAGE: 15 FEET
MINIMUM FRONT YARD: N/A
MINIMUM SIDE YARD: N/A
MINIMUM REAR YARD: N/A
MAXIMUM BUILDING HEIGHT: 150 FEET
MAXIMUM LOT COVERAGE: 100%
* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
- THE BOUNDARY IS BASED ON PLAN REFERENCE 7F. SEBAGO TECHINCS INC. UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
- IMPROVEMENTS ON THE SITE ARE NOT SHOWN HEREON. FOR SITE INFORMATION SEE PLAN REFERENCE 7F.

- PLAN REFERENCES:
 - PLAN OF CITY BUILDING LOT, PORTLAND, ME, DATED AUGUST 1908 BY THE CITY OF PORTLAND ENGINEER, AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 159/5.
 - PORTLAND DEPARTMENT OF PUBLIC WORKS STREET WORKSHEETS AND BLUESHEETS FOR STREETS BOUNDING THE LOCUS PARCEL AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 159/5.
 - PLAN OF PROPERTY IN PORTLAND, ME, MADE FOR GUY GANNETT PUBLISHING CO. BY H.I. & E.C. JORDAN - SURVEYORS, DATED JULY 1964 AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 663/2.
 - NEW MECHANICAL BUILDING, GUY GANNETT PUBLISHING COMPANY, PORTLAND, ME, TUNNEL PLAN AND SECTIONS BY LOCKWOOD, GREENE ENGINEERS, INC, REVISED THROUGH MAY 12, 1965 AND ON FILE WITH THE PORTLAND DEPARTMENT OF PUBLIC WORKS AS 203/2.
 - PLAN OF PROPERTY IN PORTLAND, ME, MADE FOR GUY GANNETT PUBLISHING PUBLISHING CO. BY H.I. & E.C. JORDAN - SURVEYORS, REVISED THROUGH FEBRUARY 6, 1973 AND ON FILE WITH OWEN HASKELL INC.
 - ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHINCS INC, PROJECT NUMBER 09235.
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NGVD29 PER CITY STANDARDS AS VERIFIED BY A UNITED STATES COAST & GEODETIC SURVEY BRASS DISK LOCATED IN A GRANITE BLOCK OF THE CITY HALL BUILDING HAVING A PUBLISHED ELEVATION OF 69.66' (NAVDS88 68.95')

- THE CITY OF PORTLAND DISCONTINUED THAT PORTION OF CHAPEL STREET THAT FORMERLY RAN TROUGH THE SURVEYED PREMISES INCLUDING ALL UTILITY RIGHTS THEREIN "RUNNING FROM CONGRESS STREET TO CUMBERLAND STREET" BY ORDER OF CITY COUNCIL ON FEBRUARY 5, 1973 AND RECORDED AT THE CITY OF PORTLAND RECORDS IN VOLUME 89, PAGE 61.
- PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHINCS, INC. AND THE PORTLAND WATER DISTRICT, THE WATER LINE SHOWN AS BEING LOCATED IN THE DISCONTINUED PORTION OF CHAPEL STREET HAS BEEN REMOVED AND NO LONGER EXISTS.
- UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD C1ASCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY PANEL NUMBER 230051.0013 B, HAVING AN EFFECTIVE DATE OF JULY 17 1988. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
- BENCHMARK:
BM-1: EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)
- PROPOSED UNITS LOT 1:
PROPOSED HOTEL: 156 ROOMS
PROPOSED RESIDENTIAL CONDOMINIUMS: 9 UNITS

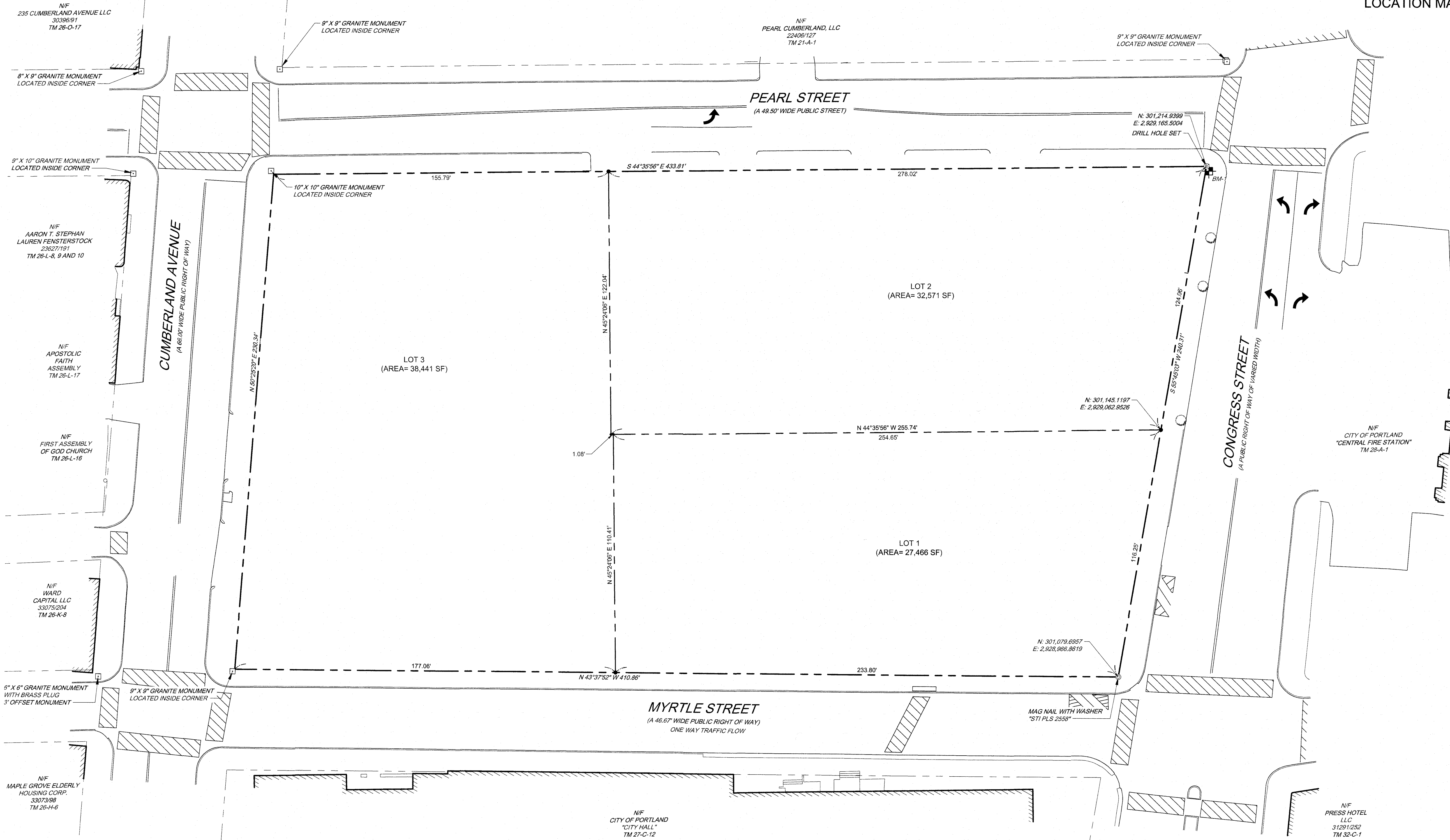


LOCATION MAP

N.T.S.

LEGEND

EXISTING	PROPOSED
---	---
---	---
N/F	NOW OR FORMERLY
///	BUILDING
---	DECK/STEPS/ OVERHANG
---	EDGE PAVEMENT
---	EDGE CONCRETE
---	PAVEMENT PAINT
---	CURB LINE
+	BENCHMARK
+	GRANITE MONUMENT
+	IRON PIPE/ROD
+	DRILL HOLE
+	DECIDUOUS TREE



CONDITIONS OF APPROVAL:

- PRIOR TO THE SUBMISSION OF THE PLAN FOR PLANNING BOARD SIGNATURE
- THE SUBDIVISION PLAN SHALL BE FINALIZED TO THE SATISFACTION OF THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC WORKS, AND CORPORATION COUNSEL PRIOR TO SIGNATURE BY THE PLANNING BOARD; AND
 - THE APPLICANT SHALL SUBMIT ABILITY TO SERVE LETTERS FROM THE PORTLAND WATER DISTRICT FOR WATER AND SEWER SERVICE ASSOCIATED WITH PL-002156-2022.
- PRIOR TO ISSUANCE OF A BUILDING PERMIT ASSOCIATED WITH PL-002156-2022
- EASEMENTS AND LICENSES: THAT SIDEWALK & PUBLIC ACCESS EASEMENTS ALONG CONGRESS STREET, CUMBERLAND AVENUE, AND MYRTLE STREET SHALL BE FINALIZED TO THE SATISFACTION OF THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC WORKS, AND CORPORATION COUNSEL.

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

JACOB L. BARTLETT, PLS 2513 02/01/2023

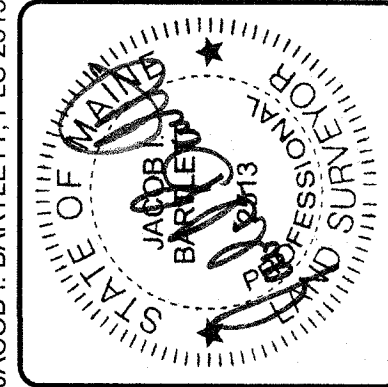
APPROVAL- CITY OF PORTLAND PLANNING BOARD

January 24, 2023

DATE
CHAIRPERSON

IN ACCORDANCE WITH TITLE 33 MRS.A §652, SECTION 3, THE PROFESSIONAL SIGNATURE BELOW WILL BE ADDED AFTER THE PLANNING BOARD HAS SIGNED, AS AN ORIGINAL SIGNATURE, FOR RECORDING STANDARDS.

STATE OF MAINE, CUMBERLAND COUNTY SS, REGISTRY OF DEEDS
RECEIVED February 15, 2023
AT 9 H 16 M A M AND
RECORDED IN
PLAN BOOK 223 PAGE 32
ATTEST: Denise D. Spaulding REGISTER



DANIEL L. RILEY, PE 9967 JACOB L. BARTLETT, PLS 2513

C	DLR	01/11/2023	SUBMITTED FOR SUBDIVISION APPROVAL
B	DLR	12/02/2022	SUBMITTED FOR SUBDIVISION APPROVAL
A	DLR	11/18/2022	SUBMITTED FOR SUBDIVISION APPROVAL
REV.	BY:	DATE:	STATUS:
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHINCS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHINCS, INC.			



SUBDIVISION PLAN
OF:
385 CONGRESS STREET
CONGRESS STREET AND PEARL STREET
PORTLAND, MAINE
FOR:
385 CONGRESS STREET LLC
2730 SENECA ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	DAB
CHECKED	DLR
DATE	12/02/2022
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 1