PLANNING BOARD

Tuesday, August 12, 2025 at 4:30 PM
Room 24 (Ground Level of City Hall) and Zoom

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

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AGENDA:

PUBLIC HEARING - 4:30 PM

1. **ROLL CALL AND DECLARATION OF QUORUM**
2. **COMMUNICATION AND REPORTS**
3. **REPORT OF ATTENDANCE AT THE MEETING HELD ON JULY 22, 2025**

   Workshop
   1125 Brighton Avenue: Fox, Mazer, Messina, Robertson, Smith, and Zamboni present. Silk absent.

   Public Hearing
   Text Amendment to the Pedestrian Activities District (PAD) Overlay: Fox, Mazer, Messina, Robertson, Smith, and Zamboni present. Silk absent.
   1877 Congress Street: Fox, Mazer, Messina, Robertson, Smith, and Zamboni present. Silk absent.

4. **REPORTS OF DECISIONS AT THE MEETING HELD ON JULY 22, 2025**

   i. Text Amendment to the Pedestrian Activities District (PAD) Overlay: Robertson motioned and Zamboni seconded a motion to recommend the approval of a text amendment to the Pedestrian Activities District (PAD) Overlay. Vote 6-0 (Silk absent).

   ii. Major Site Plan and Subdivision Approval; 1877 Congress Street; GreenMars Real Estate Services, Applicant. Robertson motioned and Zamboni seconded a motion to approve the Subdivision application. Vote 6-0 (Silk absent). Robertson motioned and Zamboni seconded a motion to approve the Major Site Plan application. Vote 6-0 (Silk absent). Robertson motioned and Zamboni seconded a motion to adopt the approval letter as the Planning Board's decision, and to authorize the Board Chair to sign the approval letter as drafted. Vote 6-0 (Silk absent).

5. **NEW BUSINESS**

   i. Major Site Plan; 76 Saint James Street; City of Portland, Applicant. **This item is being tabled to the September 9, 2025 Planning Board meeting.**

   ii. Major Site Plan; 1125 Brighton Avenue; Developers Collaborative Predevelopment LLC and Prosperity ME, Applicant. The Planning Board will hold a hybrid public hearing to consider a major site plan application to facilitate the development of 50 affordable dwelling units in an apartment building at the Barron Center complex on Brighton Avenue. The development plan also includes 33 new parking spaces and long-term bike parking. The subject property totals approximately 0.77 acres and is located in the B-2 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-003379-2025.

   iii. Major Site Plan and Traffic Movement Permit; 385 Congress Street; Portland Music Holdings, LLC, Applicant. The Planning Board will hold a hybrid public hearing to consider a major site plan and traffic movement permit application to facilitate the development of an approximately 65,340 square foot entertainment venue with capacity for up to approximately 3,300 patrons, which would also include food and beverage services, administrative offices, indoor and outdoor lounge area, and back-of-house operations area. 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.

1125 Brighton Avenue
Major Site Plan Application
PL-003379-2025
Developers Collaborative Predevelopment LLC and ProsperityME, Applicant

Submitted to:	Portland Planning Board	**Prepared By:**	Andrew Graminski
Public Hearing Date:	August 12, 2025	**Date:**	August 8, 2025

I. INTRODUCTION

Developers Collaborative Predevelopment LLC and ProsperityME have submitted a Major Site Plan application to facilitate the construction of an apartment building with 50 affordable dwelling units along with 33 parking spaces, associated site landscaping, and public realm improvements. The property is located at the Barron Center, 1125 Brighton Avenue, in the B-2 zoning district. 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 94 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the July 31, 2025 and August 1, 2025 edition of the Portland Press Herald.

Applicant: Developers Collaborative Predevelopment LLC and ProsperityME
Applicant Representative(s): Gorrill Palmer, Invivid Architecture, and Aceto Kimball Landscape Architects



Figure 1. Rendering of the proposed apartment building

II. REQUIRED REVIEWS

Review	*Applicable Standards*
Site Plan	Section 13.6

Waiver Requests	*Applicable Standards*
Request: The applicant is seeking a waiver of the parking aisle width to be reduced to 22 feet where 24 feet is required.	Technical Manual, Section 1 – Design standard Figure 1-16A depicting typical standard parking drive aisle dimension. Standard for 90-Degree Parking is 24 feet aisle width.

Project Data	
Existing Zoning	B-2 Community Business zone
Property Size	0.77 Acres
Existing Use	Parking lot Lawn Mature tree stands
Proposed Development Program	50-unit affordable housing development

Note on Inclusionary Zoning:
The project fully integrates affordable housing standards that exceed the City's workforce housing requirements and the specific mandates of Land Use Code Section 17.2.3.C. Consequently, this development is exempt from the City's Inclusionary Zoning requirements.

III. PLANNING BOARD WORKSHOP SUMMARY

The Planning Board held an initial workshop on the project on July 22, 2025. Prior workshop materials can be found by visiting https://portlandme.portal.civicclerk.com/event/7576/files/agenda/16561.

During the workshop, the Board focused primarily on:

1. **Off-Site Mitigation and Traffic Concerns**
   Staff's memo included a recommendation for off-site mitigation in the form of a yellow flashing arrow signal head at the intersection of Brighton Avenue and City Hospital Drive.

   The applicant expressed reservations about this condition, arguing that the need for this mitigation is more related to existing conditions on Brighton Avenue than to the impact of the proposed development.

   The Planning Board requested that staff provide a detailed justification for the recommended off-site mitigation.

2. **Site Landscaping and Design**
   The Board inquired about the specific plan for street trees along the site's frontages. The Board requested that the applicant provide a detailed landscaping plan addressing this.

   The Board commented that the proposed façade appeared "very rigid" and suggested that the applicant explore design options to add more variety to the building's exterior.

3. **Site Operations and Management**
   The Board requested clarification on the building's future management, information on site and building security measures, information on solid waste management and details around on-site snow storage.

4. **Legal and Lease Agreement Details**
   The Board raised questions about the specifics that need to be included in the lease agreements for tenants, particularly concerning their access to common use grounds and their ability to use City Hospital Drive for egress.

   The Board asked staff to coordinate with Corporation Counsel to determine the appropriate language and requirements for the lease agreements.

5. **Potential Roadway Changes**
   The Board asked if the applicant or the city had explored the possibility of changing City Hospital Drive from its current one-way egress to a two-way drive off of Brighton Avenue.

Updates since 7/22/2025 Planning Board Workshop:

Off-site mitigation – Yellow Flashing Signal Head:

Based on conversations with the City's third-party traffic engineer, staff still recommend off-site mitigation for the intersection of City Hospital Drive and Brighton Avenue. Staff's recommendation for a new signal head at the intersection is justified by the following:

The proposal is anticipated to generate 32 trips during the worst-case PM peak hour and 192 trips on a typical weekday. To manage the increase in traffic, vehicles exiting the site will likely use City Hospital Drive to utilize the existing traffic signal due to heavy traffic on Brighton Avenue. To improve safety at the intersection, the applicant is being asked to replace the existing non-conforming 5-section left-turn signal head on outbound Brighton Avenue with a 4-section Flashing Yellow Arrow (FYA) head. This upgrade will help address the limited gaps in traffic for left-turning vehicles and is a reasonable improvement given the project's size. Studies by the Federal Highway Administration and various State Departments of Transportation have demonstrated that FYA signals, which intuitively convey the need to yield, effectively reduce left-turn crashes.

The City's Transportation System Engineer provided the applicant with a rough estimate of around $15,000 for their request. This estimate does not include a formal quote from a contractor.

Site landscaping and design:

The applicant has provided staff with a revised landscape plan that shows street trees along both the Brighton Avenue and Holm Avenue frontages. For more details on street trees, please refer to the Site Plan Standards section for site landscaping and buffers below.

The applicant has also provided updated elevations and renderings for the building's façade. For more details on building design, please refer to the Site Plan Standards section for zoning-related design standards section below.

Site operations related to solid waste and snow storage:

The applicant has provided a brief narrative on how solid waste management will be handled. For more details on solid waste management, please refer to the Site Plan Standards section for public utilities below.

The applicant has also provided an updated site plan showing snow storage on the site. For more details on snow storage, please refer to the Site Plan Standards section for parking below.

Legal and lease agreement details:
Staff have coordinated with Corporation Counsel about the lease agreement between the applicant and the City and reviewed the provisions in the current version of the draft related access via City Hospital Drive and use of the Common Use Ground. While the Corporation Counsel believes the draft lease grants tenants' access to and from the site, it currently lacks explicit language specifically granting tenants use of the Common Use Ground.

City Hospital Drive:
Staff have confirmed with the City's Transportation Engineer that a comprehensive feasibility evaluation would be required to assess the proposed changes, as a dedicated left-turn lane would be required to allow inbound left turns into City Hospital Drive. This feasibility evaluation would be the applicant's responsibility to undertake. An initial review of Google Earth measurements shows the existing pavement width on Brighton Avenue to be approximately 47 feet between the bike lanes, which is insufficient to accommodate a left-turn lane, even with travel lanes reduced to 10 feet. The feasibility analysis would require current traffic counts to be collected at the City Hospital Drive and Holm Avenue intersections, as this data is not presently available. Although it lacks a traffic signal, the existing dedicated left-turn lane at Holm Avenue effectively manages traffic to the Barron Center and a future development, which prevents congestion on Brighton Avenue. Furthermore, a review of MaineDOT crash data revealed no reported crashes at the Holm Avenue intersection over the last three years, indicating the turn lane operates without safety concerns.

Based upon the information detailed above, the City's third-party traffic engineer recommends against converting a portion of City Hospital Drive to a two-way configuration at this time.

IV. EXISTING CONDITIONS AND SURROUNDING AREA

The subject property is located on the Barron Center Campus off of Brighton Avenue. The site itself is bounded by Brighton Avenue to the south, Holm Avenue to the east and the Barron Center Campus to north and west. The site is located in the B-2 Community Business zone and is currently occupied by a surface parking lot, lawn space, and a stand of mature pine trees.

The Loring House Apartments occupy the original City Hospital building, constructed between 1902 and 1904, which is located just north of the development site. The building served as a publicly owned and operated almshouse and hospital until 1982, when operations were moved into the newly constructed Barron Center. The former City Hospital building was then converted into a privately operated senior living facility. The former City Hospital building is a locally designated historic Landmark and is individually listed on the National Register of Historic Places. Historically, the City Hospital complex included a large tract of land across Brighton Avenue which was operated as a City Farm. The Landmark designation still includes the large lawn and green space between the Landmark building (Common Use Ground) and Brighton Avenue which speaks to the agrarian/rural context that surrounded the site when the hospital was constructed in the early 20th century.

Access to both the Loring House and Barron Center is provided via a two-way driveway off of Holm Avenue called City Hospital Drive. Additionally, vehicles are able to exit the Loring House/Barron Center property utilizing a one-way driveway with bidirectional egress onto Brighton Avenue at a signalized intersection.

Originally, the proposed site for the lease area for the proposed development was about 0.87 acres. However, a survey revealed that this area would overlap with the land already designated as the Common Use Ground. To resolve this, the developer of the project has proposed reducing the lease area to be approximately 0.77 acres in size. The new boundary is set by the western edge of a 20-foot-wide utility easement that serves the Loring House Apartments. The applicant has stated in their narrative that the easement is no longer required as a new water main has been installed through the campus. The applicant has requested that the City release the easement as it is now unnecessary. More information on this subject below.

The area surrounding the subject property features a mixture of automobile-oriented commercial development along Brighton Avenue, low-density residential development in the Nason's Corner Neighborhood, and Portland Housing Authority's Sagamore Village property. Sagamore Village was originally constructed in 1942 as housing for shipyard workers building Liberty Ships during World War II. In 1953 it was purchased by the Portland Housing Authority for use as low-income housing. The property was added to the National Register of Historic Places in 2020.



Figure 2. Existing conditions

V. PROPOSED DEVELOPMENT

The proposed development would involve the construction of a four-story, 50-unit apartment building with a ground-level community room for residents, facilities for solid waste storage, utility room, and a secure bicycle parking room with capacity for 32 bicycles. All proposed units would be affordable with 30 units proposed to be rented at 50% of the area median income (AMI), 17 units at 60% AMI, and 3 units at 80% AMI. The proposed building would have frontages on Brighton Avenue and Holm Avenue. Unit count would include 15 one-bedroom units, 25 two-bedroom units, eight three-bedroom units, and two four-bedroom units.

Additionally, the proposed project would include 33 off-street vehicle parking spaces, and dedicated lawn space at the rear of the site for use by residents. The applicant proposes several right-of-way improvements including reconstruction of sidewalks along Brighton Avenue and a new sidewalk on the western side of Holm Avenue. New landscaping would include new trees and shrubs planted primarily around the proposed outdoor patio area. Several paths are proposed that would connect the development with existing sidewalks and walking paths within the Common Use Ground next to the project site. The building would have water and sewer connections to existing mains in Brighton Avenue, with a fire department connection on the south side of the proposed building. The application proposed underground electrical service, which would connect to the overhead utility line running along the east side of Brighton Avenue, and the building's heating and cooling systems would likely be electrically powered, with natural gas as a possible alternative.



Figure 3. Rendering as seen from the Brighton Avenue

VI. RIGHT, TITLE, & INTEREST

The applicant has provided an agreement document between the City of Portland and the applicant which enables the applicant to commence the entitlements process for this proposed development on City-owned land at the Barron Center Complex. A final lease agreement has not been signed between the City and applicant at this time. The agreement document between the City and the applicant is attached as attachment D.

The City issued a Request for Proposal (RFP) on February 20, 2025, seeking developers for an affordable rental housing project. The applicant submitted a proposal in response to this RFP on April 9, 2025. The Portland City Council, via Order 222-24/25, instructed the Housing and Economic Development Committee (HEDC) to start negotiating an "Option to Lease and Ground Lease Agreement" with the applicant for this project. A draft Option Agreement has been submitted but is not yet finalized or signed.

VII. FINANCIAL & TECHNICAL CAPACITY

The applicant has provided a letter from their financial institution, Bangor Savings Bank that states the applicant has good financial standing based on previous work experience.

The applicant has retained Gorrill Palmer Consulting Engineers, Invivid Architecture and Aceto Kimball Landscape Architects who have expertise and experience in the design of similar projects.

VIII. ZONING ANALYSIS

Cite zone and use if a permitted use. Provide summary of zoning analysis. Insert dimensional standards and use table, recommended and cite land use code sections. If applicable, make sure inclusionary zoning standards are referenced.

Standard	Required	Proposed
Lot Size	None	33, 775
Lot Coverage	90%	40%
Build-to Zone	0-10 feet	1 Ft +/- on both Brighton Avenue and Holm Avenue
Build-to Percentage	100%	Fully within build-to-zone on Brighton Avenue and Holm Avenue
Blank Wall Area	20 feet	20 feet
Rear Setback	None	N/A
Side Setback, interior	None	0.9 feet
Building Height	75 feet	45 feet
Landscape Open Space Ratio	10%	27%

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. <u>Transportation Standards (Section 14.6.1)</u>

A. <u>Impact on surrounding street systems</u>

After reviewing the application's plans and documents, staff, in consultation with the city's third-party traffic engineer, anticipate no major impacts on the surrounding street system from this project. The new multifamily development at the Barron Center is not expected to create or worsen any existing or proposed safety concerns on the surrounding street network. Additionally, the site is conveniently located near METRO transit stops on both sides of Brighton Avenue, offering residents access to public transportation for daily needs. Based on the project's trip generation estimate, it's not expected to add significant peak-hour traffic volumes to the

surrounding street system and does not require a Traffic Movement Permit (TMP) or a traffic study.

As stated above, the Staff are recommending a condition of approval that the applicant must work with the Department of Public Works to install a flashing yellow arrow signal head configuration for the outbound Brighton Avenue left turn entering the existing retail space driveway. This is to improve the safety of the intersection.

Finding of Fact: Based on the submitted application materials, the project's description of components related to impacts on surrounding streets, and the recommended condition of approval, this standard is determined to be met.

B. Access and circulation

The building's first floor would feature entrances at the front and rear of the proposed building, respectively from the Brighton Avenue frontage and from the proposed parking lot, with the Brighton Avenue entrance connecting to the public sidewalk. The structure would be built above the flood zone and would include an elevator. A rear walkway would lead to the trash room. The trash room would be located on the ground floor of the building. This trash room would only be accessible from the exterior of the building. The applicant is providing a rear walkway that would connect to the planned sidewalk on Holm Avenue as well as an existing pathway in the Common Use Ground adjacent to the proposed rear parking area.

The applicant is also requesting a waiver to reduce the parking aisle width from 24 feet to 22 feet. Staff supports this waiver due to low vehicle turnover and observations of other parking lots with 22-foot aisles.

The applicant would reconstruct the sidewalk along Brighton Avenue to meet the standards of the Technical Manual, including the use of concrete material. A new required bituminous sidewalk is proposed along the Holm Avenue frontage with a partial esplanade for over 100 feet of the site's frontage.

Finding of Fact: Based on the submitted application materials, the project's description of components related to access and circulation this, standard is determined to be met.

C. Public transit access

This site is well served by public transit. Existing transit shelters for METRO Route 4 (Westbrook and intown) exist on both sites of Brighton Avenue, directly adjacent to the site. The applicant is not required to provide a new transit shelter due to existing conditions.

Finding of Fact: Based on the submitted application materials, the project's description of components related to public transit access, this standard is determined not be applicable.

D. Parking

The project proposes 33 off-street parking spaces, which is well beneath the City’s maximum parking allowance of two spaces per residential unit in a multifamily development, or 100 spaces. The proposed parking area is located to the rear of the proposed building as required per Article 18 in the Land Use Code. The applicant is meeting the requirement of providing 20%

of the parking spaces as EV and 50% of the parking spaces being EV-ready. A total of six EV parking spaces along with seventeen EV-ready spaces are proposed, which satisfies this requirement.

The applicant is proposing an interior bike rack storage room that would allow for 32 bikes, going beyond the 25 minimum required bicycle parking spaces, required at a ratio of one bicycle parking space per two dwelling units as detailed in Table 18-A.

The applicant has updated the site plan to show where snow storage would be located. The applicant indicates four locations at the rear of the site in and around the parking area for snow storage. The applicant has noted in a response letter that snow would only temporarily be stored onsite and would ultimately be transported off-site to a disposal site.

The applicant's documents indicate they are completing a parking study to assess the current parking demand generated by the Barron Center and are currently in discussions with the City around the construction of additional parking to offset the loss of 46 existing spaces. This is a requirement of the lease agreement between the City and the applicant. HEDC has stipulated that there can be no net loss of existing parking at the Barron Center Campus. At this time the applicant has indicated that they will pursue a future minor site plan application to create up to 25 new parking spaces along City Hospital Drive. In addition to this, the applicant, in coordination with City staff, intends to restripe an existing rear parking lot at the Barron Center to accommodate additional parking spaces to offset the loss of the 46 parking spaces.

Finding of Fact: Based on the submitted application materials, the project's description of components related to parking, this standard is determined to be met.

E. Transportation demand management (TDM)
This application is not a commercial or mixed-use development and thus does not require a TDM Plan.

Finding of Fact: Based on the submitted application materials, the project's description of components related to transportation demand management, this standard is determined not to be applicable.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features
The site lacks significant natural features like wetlands, streams or ponds. The applicant plans to remove existing mature pine trees from a portion of the property as part of the development. However, the current project design protects a single large, deciduous Elm tree along Holm Avenue due to its size and screening benefits. The applicant proposes adding a new sidewalk along Holm Avenue where the Elm tree stands and has been asked to carefully plan and prioritize its protection during construction, providing applicable plans before work begins.

The applicant submitted an LID scorecard (Attachment T) claiming 88 points, exceeding the 80-point minimum requirement. The applicant claims points across several LID categories, notably for developing on a site without wetlands or streams or areas of steep slope, for utilizing native vegetation, and for redeveloping a surface parking area. Water Resources staff at the

Department of Public Works (DPW) have verified that the project's low-impact development (LID) scorecard meets all requirements and that the project successfully incorporates LID principles as outlined in the Technical Manual

Finding of Fact: Based on the submitted application materials, the project's description of components related to preservation of significant natural features, this standard is determined to be met.

B. Site landscaping and buffers

The proposal is to construct a new building on a site that currently features a parking lot and a stand of pine trees. To build the proposed structure and an off-street parking area, the applicant plans to remove the existing pine trees along the property's Holm and Brighton Avenue frontages. Many of these trees have a diameter at breast height (DBH) greater than 10 inches.

To compensate for the lost trees, the applicant proposes new plantings. The landscape plan includes a mix of trees, shrubs, perennials, and ornamental grasses. The plans propose a rear lawn and a landscaped area between the parking lot and the building. This plan meets the site standard of one tree or six plantings per 5,000 square feet of lot area. In total, the applicant would plant 29 new trees on the site. The rear parking area includes 14 trees planted in landscaped islands, meeting the requirement of one tree for every 750 square feet of uncovered parking area.

The applicant has proposed to relocate the transformer pad to the rear of the site away from the public-way (Brighton Avenue). The transformer will be screened with shrubs adjacent to the rear lawn space.

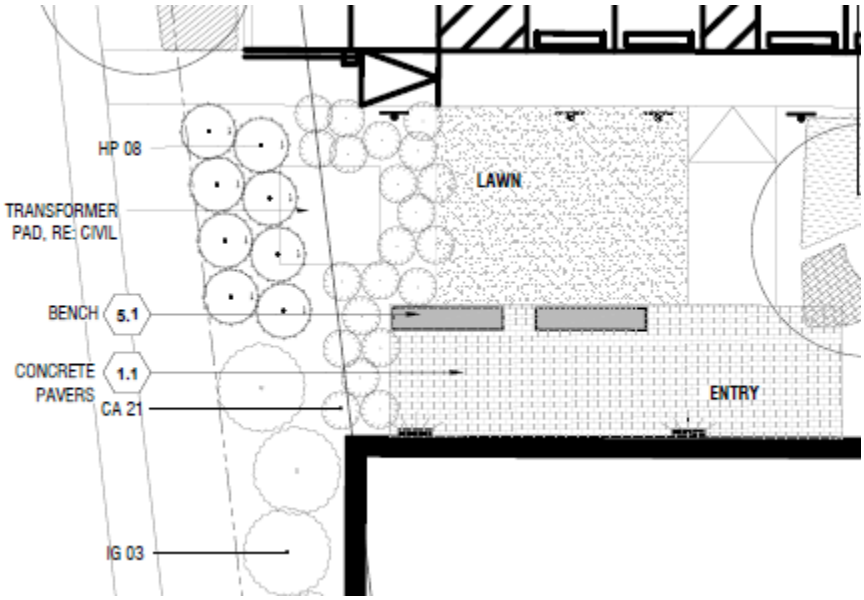


Figure 4. Proposed location of transformer pad, screened with shrubs.

The updated landscape plan indicates that the internal walkways will have a Solar Reflective Index (SRI) of 43, exceeding the minimum requirement of 33. An SRI score shows how well a

material reflects solar radiation and releases absorbed heat; higher scores indicate better cooling properties.

The property's total frontage along both Brighton and Holm Avenues is 398.11 feet, which requires a minimum of 11 street trees at a ratio of one tree for every 25 to 35 feet of frontage. The developer's updated landscape plan shows a total of 15 street trees: nine along Brighton Avenue and six along Holm Avenue. The existing Elm tree along Holm Avenue counts as three street trees.

Finding of Fact: Based on the submitted application materials, the project's description of components related to site landscaping and buffers, this standard is determined to be met.

C. Water quality/storm water management/erosion control

Currently, the site has 15,947 square feet of impervious surface but no onsite stormwater management. This project would increase the impervious surface area to 24,048 square feet, including new roof and pavement. The proposed plan would collect and attenuate the development's stormwater runoff, releasing it at a rate below pre-development flows.

The proposed design would feature two distinct stormwater management systems. One system would collect, treat, and store runoff from the parking lot and other exterior hardscapes before discharging the treated water into the existing storm drain that serves Loring House. The second system, for the building's rooftop, would collect and store stormwater without treatment and similarly discharge it into the Loring House storm drain. Water Resources staff confirmed that connecting a storm drain to the catch basin in the Loring House parking lot is acceptable. The project site already drains into this existing catch basin, and the project will not increase stormwater flow rates. Furthermore, staff reviewed the Loring House lease and confirmed that it does not grant the facility exclusive rights to use the storm drain system.

The applicant provided a winter maintenance agreement, which must be signed and recorded with the Cumberland County Registry of Deeds alongside the project's stormwater maintenance agreement. Staff recommend this as a condition of approval.

Finding of Fact: Based on the submitted application materials, the project's description of components related to water quality/stormwater management/erosion control, this standard is determined to be met.

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

A. Consistency with City Master Plans

The intent of the B-2 district is to create a vibrant, pedestrian-friendly area that combines commercial, service, and residential uses. The proposed development would create 50 affordable dwelling units in an area that has existing commercial and service uses. At this time, the proposed project is consistent with the designated zoning, which has been found to be in conformance with the City's comprehensive plan, Portland Plan 2030.

Finding of Fact: Based on the submitted application materials, the project's description of components related to consistency with City Master Plans this standard is determined to be met.

B. Public safety and fire prevention

The proposed plans generally meet the requirements for public safety and fire prevention. The Fire Department has received and reviewed the applicant's turning template for emergency vehicles and found there to be adequate emergency vehicle access.

The proposal incorporates principles of Crime Prevention through Environmental Design (CPTED) into the site design to enhance site security. The design does not propose any enclosed spaces with the site's open space. The parking area is well lit with freestanding light fixtures and trees are appropriately spaced.

Finding of Fact: Based on the submitted application materials, the project's description of components related to public safety and fire prevention this standard is determined to be met.

C. Availability and capacity of public utilities

The proposed utility plan is not expected to overburden the sanitary sewer system, storm drains, water supply, or other public infrastructure, and is anticipated to provide adequate service to support the development. Wastewater would tie into an existing 12-inch sewer line on Brighton Avenue, and the applicant has already received confirmation from the Department of Public Works that there is adequate capacity and ability to serve. While natural gas from a nearby source is an option, the final decision on a gas connection would depend on the further design of the mechanical, electrical, and plumbing (MEP) systems. All HVAC units would be located on the roof. For electricity, the building would connect to the three-phase overhead power that runs along Brighton Avenue, which would likely require the installation of a new riser pole and underground service, pending coordination with Central Maine Power.

The applicant has requested ability to serve letter from Portland Water district. Staff have drafted a Condition of Approval requiring the applicant to provide outstanding ability to serve letter.

A contracted waste service would routinely service the site, accessing the trash room within the building to collect waste and recycling from tenant totes. The number of weekly service visits would be adjusted over time based upon demand. There would be no outdoor storage of waste or recycling on the site. The waste vendor would enter the site from City Hospital Drive, off Holm Avenue, and would exit onto Brighton Avenue at the traffic signal. Staff find that the management of solid waste to be acceptable.

In the application documents, the initial plan for the area was 0.87 acres, but a survey revealed this would intrude on a "Common Use Ground." The applicant has requested that the lease area be reduced to have the westerly boundary terminate at the edge of a 20-foot utility easement held by Loring House Apartments, which the applicant notes is no longer necessary due to the installation of a new water main. Corporation Counsel has contacted Portland Water District's attorney and have confirmed that no active mains or other utility infrastructure remain within the easement area. The applicant has also uploaded an affidavit from Portland Water District confirming this. Corporation Counsel is currently working on drafting language for the release of the easement, which would occur separately from this site plan review. Staff have recommended a condition of approval that the applicant may not be issued a building permit

until that utility easement is released by the City as part of that existing easement is within the lease area.

Finding of Fact: Based on the submitted application materials, the project's description of components related to public utilities, and the recommended condition of approval, this condition is determined to be met.

4. Site Design Standards (Section 14.6.4)

A. Massing, ventilation, and wind impact

The proposed development is not anticipated to have adverse massing, ventilation, wind, or heat impacts and is located along an active corridor that is characterized by the existing Barron Center Campus which has buildings that are of similar massing and height, commercial retail across Brighton Avenue, and adjacent smaller-scale residential development in Sagamore Village.

The applicant's roof plan indicates that all condensing units will be located on the roof of the proposed building and would not direct exhaust towards pubic spaces and residential properties. The condensing units would be screened to match the height of the equipment. The roof plan indicates that the roof material must have a minimum SRI level of 82. Roofs with a slope less than 2:12 must meet a minimum SRI of 82 initially and then a minimum score of 64 after 3 years.

Finding of Fact: Based on the submitted application materials, the project's description of components related to massing, ventilation, and wind impact this standard is determined to be met.

B. Shadows

The project as proposed is less than 65 feet tall. This site plan standard applies to projects that are 65 feet or taller.

Finding of Fact: Based on the submitted application materials, the project's description of components related to shadows this standard is determined not to be applicable.

C. Snow and ice loading

The proposed building is designed with a flat roof and is not anticipated to distribute snow and ice onto adjacent properties.

Finding of Fact: Based on the submitted application materials, the project's description of components related to snow and ice loading, this standard is determined to be met.

D. View corridors

The project is not located in a view corridor as identified in the City's Design Manual.

Finding of Fact: Based on the submitted application materials, the project's description of components related to view corridors, this standard is determined not to be applicable.

E. Historic resources

The proposed development is not located within a designated historic district and has no known archaeological resources on-site. While adjacent to the Common Use ground landmark, staff finds the project's design respects its historic context. The development incorporates transitions from the Common Use Ground through a direct path that connects the rear of the site to an existing path within the Common Use Ground.. The building massing does not overwhelm its relationship with the historic area and incorporates a brick materiality that is similar to the Loring House.

Finding of Fact: Based on the submitted application materials, the project's description of components related to historic resources, this standard is determined to be met.

F. Exterior lighting

The applicant has submitted a photometric plan that depicts proposed exterior lighting. All proposed exterior site lighting is full cutoff with appropriate illumination levels based upon the proposed use. As designed, the proposed lighting meets City requirements around light trespass, illumination levels (minimum, average, and maximum), luminosity and color temperature requirements, and fixture placement requirements for both site lighting and street lighting, as detailed in Section 8 of the Technical Manual.

Finding of Fact: Based on the submitted application materials, the project's description of components related to exterior lighting, this standard is determined to be met.

G. Noise and vibration

All proposed heating, ventilation, and air conditioning equipment is proposed on the interior of the roof of the building. The proposed equipment is not anticipated to have adverse noise or vibration impacts on abutting properties.

Finding of Fact: Based on the submitted application materials, the project's description of components related to noise and vibration this, standard is determined to be met.

H. Signage and wayfinding

The applicant has not indicated proposed signage on building elevations. Any future signage would be permitted through Permitting & Inspections.

Finding of Fact: Based on the submitted application materials, the project's description of components related to signage and wayfinding, this standard is determined not to be applicable.

I. Zoning-related design standards

The proposed development at 1125 Brighton Avenue requires design review under City of Portland Land Use Code Section 13.6.4.I. The property adheres to the design standards of the City's design manual - B-2 Commercial Business Zone, appendix 2 and (i) Two-family, special needs independent living units, multi-family, lodging houses, bed and breakfasts and emergency shelters.

The four-story building's design creates an active presence along Brighton Avenue, with its main entrance clearly visible and emphasized by a projected brick facade and canopy. Its location near Brighton and Holm avenues establishes a defined street wall, while the use of brick, precast

concrete, and fiber-cement panels in the facade complements the nearby Barron Center and Loring House. The building's design incorporates a variety of window types, including double-hung, picture, and large storefront windows, to both reinforce its residential character and provide abundant natural light to the living spaces. These ground-floor windows also create visibility into the building's community spaces, engaging passersby on the sidewalk. To reduce its scale along the street and articulate the corner, the design incorporates vertical sections of fiber cement panels with a painted metal cornice, breaking up the brick façade and adding more variety directly responding to the Board's request for less rigidity and more variety along the facade. The development also includes open spaces with landscaping, which provides a transition between the building and paved areas, while surface parking is discretely located at the rear of the property and screened from view.

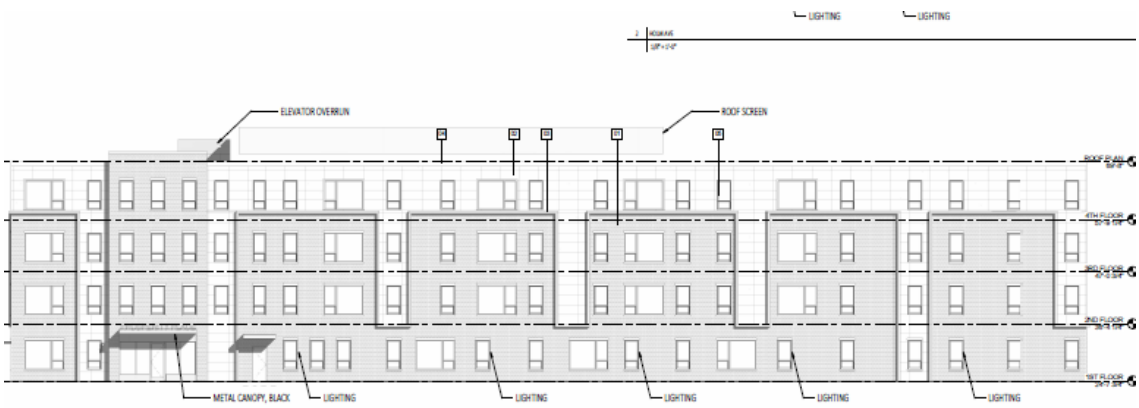


Figure 5. Proposed Brighton Avenue building elevation.

Staff have attached a revised design review memo (Attachment S1), confirming that the proposed building design meets the design standards.

Finding of Fact: Based on the submitted application materials, the project's description of components related to design standards, this standard is determined to be met.

X. NEIGHBORHOOD MEETING & PUBLIC COMMENT

The applicant has held one neighborhood meeting on June 25, 2025 at 6pm at the Rowe Elementary School. 12 members of the public were in attendance. Public comment centered on:

- Zoning requirements
- Traffic-related issues
- Building massing
- Building tenancy
- Unit mix
- Snow removal
- Utility and drainage
- Parking

Site's relationship to Sagamore Village comment has been received at this time and centered on:

- Projects size for the location

- Impacts on neighborhood tranquility
- Increase in parking and traffic
- Lack of community awareness on project
- Infrastructure concerns with water and sewer lines

Two written public comments have been submitted to staff, one before the July 22, 2025 Planning Board workshop and one submitted prior to that workshop.

XI. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff recommends that the Planning Board find that the major site plan application for 1125 Brighton Avenue (PL-003379-2025) meets the applicable standards of Portland's Land Use Code.

XII. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing August 12, 2025 for application PL-003379-2025 at 1125 Brighton Avenue relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and testimony presented at the Planning Board public hearing:

1. Technical Manual Section 1 – Design standard Figure 1-16A depicting typical standard parking drive aisle dimension
   The Planning Board [**finds/does not find**] based upon the traffic Engineer's Review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard Section 1 Transportation Standards – Design standard figure 1-16A depicting typical standard parking drive aisle dimension, which requires a 24 feet aisle width for 90-degree parking spaces that substantial justice and the public interest are secured with the proposed variation in this standard, and that variation is consistent with the intent of the ordinance. The Planning Board [**waives/does not waive]** the Technical Manual standard Section1 Transportation Standards – Design standard figure 1-16A depicting typical standard parking drive aisle dimension to allow a drive aisle width of 22 feet instead of 24 feet for 90-degree parking spaces.

B. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on August 12, 2025 for application PL-003379-2025 at 1125 Brighton Avenue relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [**finds/does not find**] that the plan is in conformance with the site plan standards of the land use code subject to the following condition of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall enter into a lease agreement with the City of Portland to construct the 50-unit apartment building. A copy of the signed executed lease agreement shall be provided to the Planning Authority.

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT

2. The existing 20-foot utility easement that runs along the western edge of the lease area shall be formally vacated, with evidence of this vacation being provided to the Planning Authority.
3. The applicant shall provide an ability to serve letter from the Portland Water District.
4. The applicant shall finalize a stormwater maintenance and winter maintenance agreement to the satisfaction of the Department of Public Works and Corporation Counsel, and shall be recorded at the Cumberland County Registry of Deeds.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

5. The applicant shall pay for a 4-section Flashing Yellow Arrow (FYA) head configuration and coordinate installation with the Department of Public Works to install the signal head for the left turn movement entering the retail plaza off of Brighton Avenue outbound at the intersection with City Hospital Drive.

C. PLANNING BOARD DECISION

On the basis of the findings, conclusions and recommendations contained in the Planning Board report for the public hearing on August 12, 2025 related to application PL-003379-2025 for 1125 Brighton Avenue, which is attached to the draft approval letter and incorporated therein, the Planning Board **[adopts/does not adopt]** the approval letter as drafted as the Planning Board's decision for application [insert PL number here] and authorizes the Planning Board Chair to sign the approval letter as drafted.

XIII. ATTACHMENTS

Report Attachments

S1. August 2025 Design Memo
S2. July and August Department of Public Works and City Traffic Consultant Comments
S3. Draft Planning Board Approval Letter

Public Comment

PC1**.** Wendy Marsh
PC2. Sean Murphy

Applicants Submittal

A. Applicant Response Letter Post July 22, 2025 PB Workshop
B. Cover Letter and Site Plan Standards
C. Major Site Plan Checklist
D. Right, Title, and Interest
E. Financial Capacity
F. Technical Capacity
G. Site Design Narrative
H. Safety and Public Infrastructure Narrative
I. Environmental Narrative
J. Waiver Request
K. Wastewater Capacity Letter
L. CMP Ability to Serve Letter

M. Transportation Narrative
N. Zoning Analysis
O. Lighting Spec Details
P. Construction Management Plan
Q. Portland Water District Letter of Service Request
R. Portland Water District Easement Affidavit
S. Neighborhood Meeting Materials
T. Stormwater Report

Applicants Drawings

1. Cover Sheet
2. General Notes
3. Existing Conditions and Removal Plan
4. Site and Utility Plan
5. Grading, Drainage, and Erosion Plan
6. Site Details 1
7. Site Details 2
8. Site Details 3
9. Site Details 4
10. Site Details 5
11. Stormwater and Utility Details
12. Site Lighting – Photometrics Plan
13. Landscape Plan
14. Landscape Details 1
15. Landscape Details 2
16. Renderings 1
17. Renderings 2
18. Floor Plans
19. Roof Plan
20. Exterior Elevations 1
21. Exterior Elevations 2

Subject:	1125 Brighton Avenue
Zone:	B-2
Date of Review:	Tuesday, August 5, 2025
Reviewer(s):	Sean King (Urban Designer), Andrew Graminski (Planning & Development Review Manager), Eric Freeman (Planner), Evan Schueckler (Historic Preservation Program Manager),
Project ID:	PL-003379-2025

I. INTRODUCTION

The proposed development project at 1125 Brighton Avenue is subject to design review under the City's Land Use Code section 13.6.4.I Design. The property location at 1125 Brighton Avenue is located in the B-2 Community Business zone, and is subject to the design standards and guidelines of the City of Portland *Design Manual* – ***(d) B-2 Commercial Business Zone, Appendix 2*** and ***(i)*** *Two-family, special needs independent living units,* ***multi-family****, lodging houses, bed and breakfasts and emergency shelters.*

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

(d) B-2b STANDARDS

c. Building entrances: In the B-1, ***B-2*** *and B-2b zone building entrances shall be oriented toward, located adjacent to, and directly accessible from, a sidewalk in a public right-of-way.*

Staff comment: The primary building entrance is oriented towards and is clearly visible at Brighton Avenue with storefront windows and an expansive canopy with overhead lighting that Staff finds appropriate.

d. *Windows: In the B-1,* ***B-2****, B-2b zones windows shall be required along the street frontage of a building. Windows shall be transparent (with visible transmittance (VT) of .7 or greater) and installed at a height to allow views into the building by passerby.*

Staff comment: The proposed building façade facing Brighton Avenue includes an arrangement of double-hung and large picture windows within the principal living spaces that Staff finds appropriate to reinforce the residential character of the building design. Larger storefront and picture windows along the ground floor create visibility at the primary building entrance and community space to allow views into the building by passersby.

e. *Façade character: In the B-1,* ***B-2****, B-2b zones, active and public portions of the buildings (e.g. doors, windows, entries retail displays) shall be oriented to and, where possible, be located adjacent to the public sidewalk to create an active presence along the sidewalk.*

Staff comment: The proposed building creates an active presence along the public sidewalk with an accessible principal building entry that is emphasized with a projected brick façade and canopy.

In addition, the proposed building façade creates visual breaks in the brick façade with vertical sections of fiber cement panels, articulated with a painted metal cornice, which Staff finds reduces the building's scale along the street-facing façade and expresses the corner of the building at Holm Avenue.

f. *Building design: B-1, **B-2** and B-2b commercial buildings shall be designed to be compatible with their residential and commercial neighbors.*

Staff comment: The proposed building design is four-storied with a flat roof and located within close proximity to Brighton Avenue and the corner of Holm Avenue to define an active street wall within the build-to zone at the property site. Staff finds the proposed building design to be compatible in scale with the surrounding buildings at the Barron Center campus and creates a stronger presence along Brighton Avenue.

g. *Building materials: Façade materials of buildings located in the B-1, **B-2** and B-2b zones shall be compatible with those materials of surrounding residential and commercial use.*

Staff comment: The proposed building design identifies façade materials that Staff finds are compatible with adjacent structures of the Loring House historic landmark and the Barron Center. These façade materials include brick and precast concrete for detailing at the windows, along with dark fiber cement paneling to delineate the upper floor and segment longer expanses of the brick to create façade variation that Staff finds compatible with the surrounding context.

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

Staff comment: The surface parking areas are located at the rear of the property and screened with landscaping from abutting properties that Staff finds appropriate.

(d) B-2b GUIDELINES

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

B-2b DESIGN GUIDELINES (Appendix 2 of the Design Manual)

Building location and form

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

Staff comment: The proposed development locates the new building along Brighton Avenue and the corner of Hom Avenue to create an urban street wall that Staff finds appropriate.

Orientation of buildings and their entrances to the street

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

Staff comment: The proposed development includes a primary building entrance oriented toward the street, with secondary entrances at the community room and rear of the property to access the parking area.

(i) MULTI-FAMILY STANDARDS

Multiple-family shall meet the following standards:

a. Proposed structures and related site improvements shall meet the following standards:

1. *The exterior design of the proposed structure, shall be designed to complement and enhance the nearest residential neighborhood.*

   Staff comment: The property site is owned and operated by the City of Portland with existing buildings organized as a campus with no adjacent relationship to the nearest residential neighborhood. The exterior design of the proposed structure complements the adjacent Barron Center and Loring House in materiality by incorporating brick throughout the building facades and orienting articulated building entries to the street and campus pathways that Staff finds appropriate.

2. *The proposed development shall respect the existing relationship of buildings to public streets.*

   Staff comment: The proposed development locates the new building within close proximity to Brighton Avenue and the corner of Holm Avenue to create a more active street wall than the surrounding context that Staff finds appropriate to the B-2 zone and Brighton Avenue as an urban corridor.

3. *Open space on the site for all multiple-family development shall be integrated into the development site.*

   Staff comment: The proposed development locates open spaces with perimeter landscaping to create a transitional space between the building and paved areas, lawn areas with seating, and new pathways that connect to the existing campus open space that Staff finds appropriate.

4. *The design of proposed dwellings shall provide ample windows to enhance opportunities for sunlight and air in each dwelling in principal living areas and shall also provide sufficient storage areas.*

   Staff comment: Staff finds that the proposed building includes an arrangement of windows that allow abundant natural light into each unit. In addition, sufficient interior storage areas are shown within each residential unit.

5. *The scale and surface area of parking and driveways and paved areas are arranged and landscape to properly screen vehicles from adjacent properties and streets.*

   Staff comment: The surface parking areas are located at the rear of the property and screened with landscaping from abutting properties and streets that Staff finds appropriate.

Andrew Graminski <agraminski@portlandmaine.gov>

City Hospital Drive - Possibility of road direction change from one-way to two-way

Tom Errico <thomas.errico@tylin.com> Wed, Jul 30, 2025 at 11:33 AM
To: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Andrew Graminski <agraminski@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Kristoffer DeVolder <kdevolder@portlandmaine.gov>

Hi Jeremiah – Andrew and I discussed this yesterday and I noted the following to him.

- I agree that feasibility of the change would need to include a comprehensive evaluation.
- I am concerned that allowing inbound left-turns into City Hospital Drive, without a dedicated left-turn lane, may be problematic from a mobility and safety perspective. In my professional opinion a left turn lane would be needed if left turns were permitted. The feasibility analysis could investigate existing pavement width and the ability to adjust travel lane widths. Measuring from Google Earth, there is approximately 47 feet between the bike lanes. Even if lanes were reduced to 10 feet, which would leave about 7 feet, there is not enough sapce for a turn lane.
- Traffic counts at the City Hospital Drive and Holm Avenue would be needed to perform the analysis. There is currently no traffic data available.
- Traffic destined to the Barron Center – and the future development – currently/will utilize an existing dedicated left-turn lane at Holm Avenue, although it is not controlled by a traffic signal. This does allow for turning traffic to avoid impacting mobility along Brighton Avenue. I reviewed crash data from MaineDOT and no crashes have been reported at the Holm Avenue intersection over the last three-year period. I don't know how well this left-turn into Holm Avenue operates but is does not have safety concerns.

Andrew can weigh in but given the level of impact and the uncertainty of feasibility, this request may not be appropriate. As you noted previously the request to replace the 5-Section Head with the Flashing Yellow head remains a requirement.

Let me know if you have questions, and happy to step on a call to discuss.

Best regards,

Tom Errico, P.E.
NE TRAFFIC ENG. DIRECTOR
T +1 207.347.4354
M +1 207.400.0719

TYLin

From: Jeremiah Bartlett <jbartlett@portlandmaine.gov>
Sent: Thursday, July 24, 2025 11:44 AM
To: Andrew Graminski <agraminski@portlandmaine.gov>

Andrew Graminski <agraminski@portlandmaine.gov>

City Hospital Drive - Possibility of road direction change from one-way to two-way

Jeremiah Bartlett <jbartlett@portlandmaine.gov> Thu, Jul 24, 2025 at 11:43 AM
To: Andrew Graminski <agraminski@portlandmaine.gov>
Cc: Keith Gray <kgray@portlandmaine.gov>, Kristoffer DeVolder <kdevolder@portlandmaine.gov>, Tom Errico <thomas.errico@tylin.com>

HI Andrew,

I am not opposed to the possibility of this change, but the Applicant would need to demonstrate that it could operate effectively as a two-way facility from a capacity perspective as well as physically accommodating turning movements. Any signalization and/or striping changes would be the responsibility of the Applicant.

Thanks,
Jeremiah

Jeremiah J. Bartlett, PE, PTOE
Transportation Systems Engineer
Department of Public Works
212 Canco Road, Suite B
Portland, Maine 04103
jbartlett@portlandmaine.gov
(207) 874-8891
He/Him/His

[Quoted text hidden]

Andrew Graminski <agraminski@portlandmaine.gov>

1125 Brighton Avenue - Traffic Review Comments

Tom Errico <thomas.errico@tylin.com> Mon, Aug 4, 2025 at 2:25 PM
To: Andrew Graminski <agraminski@portlandmaine.gov>
Cc: Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Kristoffer DeVolder <kdevolder@portlandmaine.gov>

Hi Andrew – The proposed project is expected to generate 32 trips during the worst-case PM peak hour of the Generator and 192 trips on a weekday. Traffic exiting the project site will likely use City Hospital Drive to take advantage of the traffic signal given heavy traffic volumes on Brighton Avenue. Given the increase in traffic volumes at the intersection the applicant shall be responsible for the replacement of the non-conforming (it does not meet city and MaineDOT standards) 5-Section Left-turn signal head on outbound Brighton Avenue with a 4-Section Flashing Yellow Arrow (FYA) head. This change is intended to improve safety conditions at the intersection as outbound left-turn movements have limited gaps in traffic making this maneuver challenging (due to heavy traffic on inbound Brighton Avenue). The project will add traffic to this inbound movement. A FYA provides several safety and operation benefits. Studies by the Federal Highway Administration and various State Departments of Transportation show that FYA signals reduce left-turn crashes. The FYA is intuitive as the yellow arrow that flashes clearly conveys caution and the need to yield. Given the trip generation estimate for the project, this level of improvement is reasonable as compared to similar scale projects in the city.

Please contact me if you have any questions.

Best regards,

Tom Errico, P.E.
NE TRAFFIC ENG. DIRECTOR
T +1 207.347.4354
M +1 207.400.0719

TYLin

12 Northbrook Drive
Building A, Suite One
Falmouth, ME 04105, United States

TYLin.com

Andrew Graminski <agraminski@portlandmaine.gov>

Cost Estimate for Flashing Yellow Signal Head - 1125 Brighton Avenue

Jeremiah Bartlett <jbartlett@portlandmaine.gov> Wed, Jul 30, 2025 at 1:50 PM
To: Andrew Graminski <agraminski@portlandmaine.gov>

Hi Andrew,

There would be work in the cabinet, a new signal head, retiming, and mobilization of a contractor. Without getting a quote from a contractor, it's likely around $15k or so.

Jeremiah J. Bartlett, PE, PTOE
Transportation Systems Engineer
Department of Public Works
212 Canco Road, Suite B
Portland, Maine 04103
jbartlett@portlandmaine.gov
(207) 874-8891
He/Him/His

[Quoted text hidden]

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

August 12, 2025

Developers Collaborative Predevelopment LLC
and ProsperityME
631 Stevens Avenue. Suite 203
Portland, ME 04103

Stephen Bushey
Gorrill Palmer
300 Southborough Drive, Suite 200
South Portland. ME 04106

Project Address: 1125 Brighton Avenue **Project ID: PL-0003397-2025**
Applicant: Developers Collaborative Predevelopment LLC and ProsperityME **CBL(s): 269 B001001**
Planner: Andrew Graminski

Dear Applicant

On August 12, 2025, the Planning Board approved a Major Site Plan to facilitate the construction of a 50-unit apartment building in the B-2 zone. The decision is based upon the application, documents and plans as submitted. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan Ordinance, Chapter 13, Section 13.6.

Based on the information provided to the Board in the application, plans, and reports, through testimony and other information submitted by the applicant, as well as the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing held on August 12, 2025, which is attached hereto and incorporated herein by reference, the Planning Board found the application met all relevant standards and voted [X-X] to approve the application with the following conditions as presented below.

A. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on August 12, 2025,

for application PL-003379-2025 at 1125 Brighton Avenue relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

PRIOR TO APPLYING FOR A BUILDING PERMIT

1. The applicant shall enter into a lease agreement with the City of Portland to construct the 50-unit apartment building. A copy of the signed executed lease agreement shall be provided to the Planning Authority.

PRIOR TO THE ISSUANCE OF A BUILDING PERMIT

2. The existing 20-foot utility easement that runs along the western edge of the lease area shall be formally vacated, with evidence of this vacation being provided to the Planning Authority.
3. The applicant shall provide an ability to serve letter from the Portland Water District.
4. The applicant shall finalize a stormwater maintenance and winter maintenance agreement to the satisfaction of the Department of Public Works and Corporation Counsel, and shall be recorded at the Cumberland County Registry of Deeds.

PRIOR TO APPLYING FOR A CERTIFICATE OF OCCUPANCY

5. The applicant shall pay for a 4-section Flashing Yellow Arrow (FYA) head configuration and coordinate installation with the Department of Public Works to install the signal head for the left turn movement entering the retail plaza off of Brighton Avenue outbound at the intersection with City Hospital Drive.

The approval is based on the submitted plans and findings related to the site plan standards contained in the Planning Board report dated August 8, 2025 for application PL-003379-2025 which is attached.

Standard Procedures

Note: The following standard procedures and requirements apply to all approved site plans:

1. Site Plan Expiration
   The site plan approval shall expire three (3) years from the date of approval unless development has been undertaken in accordance with the approved site plan and site work or building construction is ongoing. Any lapse in construction for a period in excess of 12 months shall result in an expiration of the site plan.

2. Separate Building Permits Are Required
   This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.

3. Performance Guarantee and Inspection Fees

A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plan.

4. Construction Management Plans

The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.

5. Preconstruction Meeting

Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre- construction meeting.

6. Department of Public Works Permits

If work or obstructions will occur within the public right- of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

7. Develop Site According to Plan

The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan

approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

8. Stormwater Management

The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article Ill, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

9. Third Party Inspections

For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.

The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.

10. Defect Guarantee

A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

11. As-Built Final Plans

Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department as a PDF. Once the PDF version has been reviewed and accepted, a mylar and a AutoCAD format will need to be submitted to the Department of Public Works Engineering Archive, located at 212 Canco Road, Portland, Maine 04102.

12. Mylar Copies

Mylar copies of the as-built drawings for public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.

13. Impact Fees

New development or changes of use that result in net new residential dwelling units, non- residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit https://www.portlandmaine.gov/2409/Impact-Fees

14. Subdivision Recording Plat

A revised recording plat, listing all conditions of subdivision approval, must be submitted to the Planning and Urban Development Department for review. Once approved, the plat shall be signed by the Planning Board prior to the issuance of a performance guarantee. The performance guarantee must be issued, prior to the release of the recording plat, for recording at the Cumberland County Registry of Deeds.

15. Subdivision Waivers

Pursuant to 30-A MRSA section 4406(8)(1), any waiver must be specified on the subdivision plan or outlined in a notice. The plan or notice must be recorded in the Cumberland County Registry of Deeds within 90 days of the final subdivision approval.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at drc@portlandmaine.gov or (207)874-8901. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Andrew Graminski by phone at 207-874-8608 or email at agraminski@portlandmaine.gov.

Sincerely,

Brandon Mazer, Planning Board Chair

Attachments:

1. Planning Board Report
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

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August 5, 2025

Mr. Andrew Graminski, Planning & Development Review Manager
City of Portland
389 Congress Street
Portland, Maine 04101

RE: Barron Ctr – Prosperity Place PL-003379 - 2025
Letter of Response #2

Dear Andrew,

Our office is pleased to provide this letter of response to various staff, peer review and Planning Board comments for the proposed 50-unit Prosperity Place development at 1125 Brighton Ave. For ease of reference, we have repeated those comments in *italics* followed by our responses in **bold.** These comments are in no particular order but are cross referenced to the July 30, 2025, email you sent to this office regarding open items for resolution.

Stormwater review comments received via email on July 21, 2025

- *The Applicant has provided a Stormwater Management Report. Some clarification of areas is required. The report includes one set of areas on page 2 of the report describing the impervious and developed areas, and page 4 includes areas for stormwater treatment that don't seem to match. The impervious area used to calculate the required detention volume is also different from the other values. I believe they are providing for adequate treatment, but they should clarify all of the areas provided.*

  Response: We have updated the Stormwater Management Report to address this comment as well as others outlined later in this letter. With respect to the tables, the areas within Table 1 previously included a slightly larger watershed study area for both the project site and the adjacent parcel that contains the Loring House parking area to remain. Table 1 has since been revised to include only the 0.77-acre site area within the lease parcel. Table 3 has been revised to display the treatment summary of all impervious and developed areas onsite. The design measures are treating the equivalent of over 95% of the new impervious area by treating all of the paved parking lot. The building roof top runoff will be collected in an internal roof drain system that will discharge into the underground R-Tank storage/detention system for flood control.

- *The landscaping plan shows an oak tree located within the area of the proposed Focal Point stormwater system. I believe these are typically planted with shrubs and small plants within the mulched area, and not with trees. The Applicant should clarify the landscaping intent and how it aligns with the requirements of the proposed stormwater treatment system.*

  Response: The proposed oak tree has been changed to shrubs that are allowed within the typical FocalPoint water quality treatment system. The revised landscaping plan is made part of the updated plan submission uploaded to Eplan.

- *The grading and drainage plan shows a foundation drain surrounding the building. The connection point of the foundation drain into the stormwater system is not clear, but it may be via the roof drain connection in the middle of the building. That should be clarified. If the connection is at this location, I'd suggest the applicant consider if any backflow prevention is needed for the foundation drain to prevent roof drainage flow to the foundation.*

  Response: The foundation drain and roof drain are intended to connect into the stormwater system separately at the proposed DMH. With this new connection design, we believe backflow prevention will not be needed. Sheet C-4.0 has been revised, and a note has been added to clarify this connection.

Staff Comments from July 23, 2025, Email Transmission

ID Comments

- *Please provide a draft winter maintenance agreement for our review.*
- *The applicant has claimed points for using locally sourced landscape materials and native vegetation but some of the species shown are non-native. Please update the landscape plan to use only vegetation with a native range that includes southern Maine and add a note to the landscape plan requiring only locally sourced landscaping materials and only native vegetation.*

  Response: See the final landscape plan for updates related to native species plant selection. A draft winter Maintenance agreement also accompanies this letter.

General Sewer/Stormwater Comments

- *The applicant's wastewater capacity application is being reviewed by water resources engineering and a determination will be issued soon.*
- *Add standard detail VI-14 to the plan set.*

Response: The Engineering Department has issued the Wastewater Capacity Authorization, and detail VI-14 has been added to the plan set.

Planning Comment – from July 24, 2025, email

- *I wanted to let you know that in follow-up from the Planning Board meeting this past Tuesday, I reached out to Jeremiah Bartlett, the City's Transportation System Engineer about the possibility of part of City Hospital Drive becoming two-way. This was something that the Board asked about and I wanted to make sure it was addressed before the public hearing. This is the feedback I got from Jeremiah:*

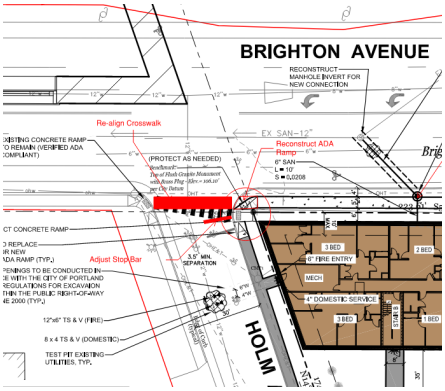
  "I am not opposed to the possibility of this change, but the Applicant would need to demonstrate that it could operate effectively as a two-way facility from a capacity perspective as well as physically accommodating turning movements. Any signalization and/or striping changes would be the responsibility of the Applicant."

  Response: The development team believes that the existing circulation pattern for the City Hospital Drive should remain unchanged with the proposed development. With respect to modifying City Hospital Drive in front of the Barron Center to a two-way operation, we believe this change is not practicable primarily due to issues for left-turning traffic potentially entering from Brighton into the City Hospital Drive. There is currently no designated left turn lane for this movement at the signalized intersection, and we don't believe that a dedicated separate left turn lane can be installed due to the roadway's existing conditions. This alone is sufficient to preclude the ability to convert City Hospital Drive to a two-way pattern approaching the Brighton Ave signalized intersection. We believe the City's traffic Consultant, Tom Errico, has weighed in with a similar finding. Furthermore, the site plan has been updated to include the addition of angled parking along City Hospital Drive, both in front of the Loring House as well as in front of the Barron Center. The additional spaces are intended to offset the displacement of the forty-six existing Barron Center spaces on Site 1. This layout relies on the width reduction of City Hospital Drive in the one-way areas from 24' down to a 20' one-way width. The City's technical standards require a minimum one-way driveway width of 19' for 60 deg angled parking.

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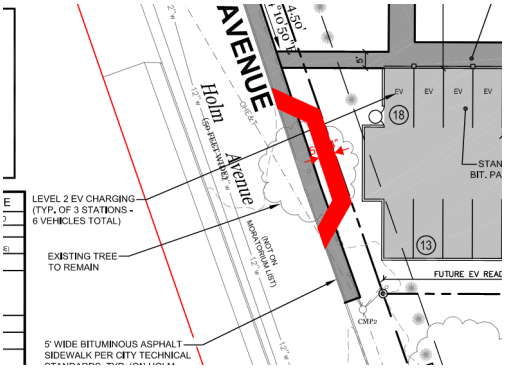
July 29, 2025, DPW comments from Kristoffer DeVolder via email

- *DPW Transportation*
  - *Reconstruct ADA Ramp, realign crosswalk and adjust stop bar to improve sight distance, relocate existing stop sign. See below.*



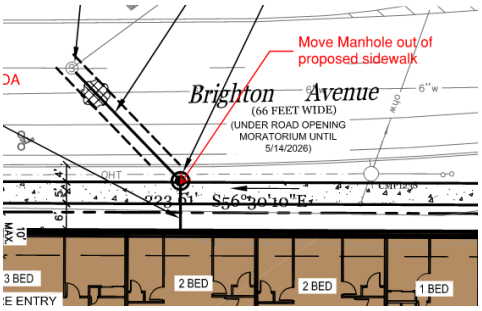
Response: The site plan has been updated accordingly.

- *If the tree is to remain on Holm Ave adjust sidewalk within the ROW.*



Response: The Site plan has been updated.

- *Relocate proposed manhole out of the proposed sidewalk.*



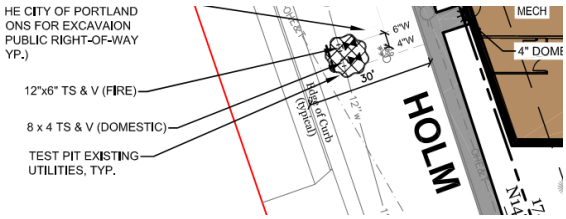
Response: The site plan has been updated

- *The applicant shall label or provide spot grades and slopes at grade breaks for any proposed / existing improvements in the right of way such as sidewalks, accessible ramps, driveways and at the end of the limits of the proposed improvements for the property.*

Response: The Grading plan has been updated.

- *Show limits of proposed pavement cuts in the ROW.*

Response: The plans have been updated.



- *How will solid waste service be handled on the site?*

Response: Solid waste will be provided by a contracted waste service who will routinely service the site and have access to the trash room in the building where totes for tenant waste and recycling will be stored. The number of weekly service visits will depend on demand experienced over time. There will be no outside storage of waste/recycling within the lease area. The waste vendor will access the site from City Hospital Drive and exit the site via the Brighton Ave Signal at City Hospital Drive.

- *Update the Site Lighting Layout to match the revised site plan and ensure it follows the requirements in Technical Manual Section 8.*

Response: Exposure Lighting has updated the plan and completed the lighting design in conformance with Section 8 of the Technical Manual.

- *Reinforced Concrete Sidewalk detail included on Sheet C-5.1 does not match the City Standard detail I-11B, include the correct detail.*

Response: The current City standard detail I-11B has been added to the plan set.

- *As noted on the plans Brighton Ave is under Moratorium. Any utility cuts into Brighton Ave prior to the Moratorium end date will require that the applicant repave the finished surface of the street per the moratorium standards. All pavement cuts in the City ROW shall be repaired per the Minor Excavation Pavement Repair Details (prior to paving the finished surface) found in the Rules and Regulations for Excavation Activity.*

Response: Notes have been added to the plans reflecting these conditions that will be applicable to work in the public ROW.

- *Technical Manual Section 14.1.1.C.9 - Location of all snow storage areas and/or a snow removal plan; What is the plan for snow storage and removal?*

Response: Snow storage locations are now identified on the plans. Snow plowing and removal will be by a private contractor and snow will be removed as needed if onsite storage space becomes constrained.

- *Comments on Boundary and Topographic Survey Of A Proposed Lease Area Parcel, by Nadeau Land Surveys:*

  - *14.2.1.26 - Show Rim elevations of all catch basin and manhole structures.*
  - *14.2.1.23 - Show Invert elevations of all pipes entering and/or exiting catch basins and manhole structures.*
  - *14.2.1.41 - When State Plane Coordinates are required, the State Plane Coordinates (to the nearest hundredth of a foot) of at least two survey property corners shall be displayed for any two property corners in the project which are the farthest distance apart. Please contact the Department of Public Works Engineering Division for assistance in providing Survey Control Points or GPS Base Station Support.*
  - *Bearing basis appears to be M.T.A. Datum. Maine State Plane Coordinates should be listed to ensure that the City surveying staff is able to use the boundary survey plan to identify the location of the property with certainty and accurately retrace the boundary.*

Response: An updated boundary survey with pertinent information will be uploaded to Eplan when available. All of the information above is shown on the Site Layout and Utility plan and/or the Grading, Drainage and Erosion Control Plan.

Planner comments from July 30, 2025, via email

- Staff Memo comments:
  - *Add a narrative and a site plan showing snow storage.*
  - *Create a narrative for solid waste management.*
  - *Update the facade design based on comments from the Board and Director Kraft. We've already sent these comments to your architecture team.*

Response: The latest plans show snow storage locations and a note regarding snow removal expectations has been added to the Site plan. Solid Waste will be collected in a trash room within totes and routinely (weekly or more as needed) removed by a contracted waste hauler. Architectural plan updates for elevations, materials and roof top design are included in the updated plans uploaded to Eplan.

- Site Plan Updates:
  - *Show that 50% of the parking spaces are EV-ready.*
  - *Relocate the transformer to a more recessed area or add screening to its current location.*
  - *Show SRI levels for all sidewalks and internal pathways to comply with site plan standards.*
  - *Provide a roof plan that shows the location of rooftop appurtenances and mechanical equipment, as well as SRI levels.*
  - *Update the landscape plan to include a minimum of fourteen trees in the parking area.*

Response: The site plan shows that six spaces shall include energized electrical outlets for EV charging and that an additional twelve spaces will be EV ready with conduit placed for future wiring. A total of eighteen spaces of the thirty-three onsite will therefore have EV charging or be EV ready.

The Power Transformer has been shifted to a location at the rear of the building off Holm Avenue.

See the accompanying revised landscape plan and architectural roof plans for information on SRI levels.

The Landscape plan now contains a total of twenty-nine (29) 2.5" caliper trees.

- Street Trees:
  - *Provide street trees on Brighton Avenue. If this isn't possible, you'll need to submit a detailed narrative explaining why and a request to pay the "payment-in-lieu" standard.*
  - *Show that the street tree requirement is met on Holm Avenue.*

Response: The Landscape plan includes nine (9) street trees on Brighton Ave and Three (3) on Holm Ave.

<u>Planning Board comments from July 22, 2025, meeting</u>

- *Show snow storage locations on site plan.*

  Response: Snow storage locations have been added to Sheet C-3.0.

- *Transformer pad to be screened or moved away from frontage.*

  Response: The transformer pad has been relocated and will be screened to provide buffering from the site's frontage.

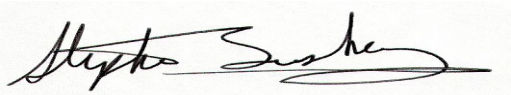
- *Building Corner and Siding – the Board asked to revisit the building design at the corner of Holm/Brighton and the fenestration. Perhaps more variety for windows.*

  Response: The architectural elevations include modifications to the building design at the corner of Brighton/Holm as well as other updates related to staff and Board comments. See updated elevations and renderings uploaded to Eplan.

We appreciate the opportunity to provide these additional responses and look forward to Staff and the Board's continued review of this application. If you require any additional information, please do not hesitate to contact our office.

Sincerely,

GORRILL PALMER



Stephen Bushey, PE
Senior Associate
207-772-2515 x286
SBushey@GorrillPalmer.com

Attachments-

- Revised Stormwater Management Report and Draft Winter Maintenance Agreement
- Plans – uploaded to Eplan

c: Robby Perkins-High, ProsperityME
Laura Reading, DC Predevelopment LLC

BEST PRACTICES FOR

SNOW AND ICE

REMOVAL

Prosperity Place

Prepared for
ProsperityME/
DC
Management

Prepared by
Gorrill Palmer

August 2025

INTRODUCTION

Chlorides are frequently used in road and pavement deicing during winter months. When used in a high enough concentration, chlorides can alter plant communities resulting in changes in habitat, create favorable conditions for invasive species, and result in the fatality of aquatic organisms in freshwater ecosystems.

Subsequent sections identify individual maintenance items, give a brief commentary of the function and need of the item, a description of the work required, and a suggested frequency of accomplishment. While the suggested programs and schedules must be adapted to specific projects, the material presented should provide guidance for a successful long-term program.

BMP OVERVIEW

Material Storage and Housekeeping: Salt and liquids should be stored on an impermeable surface to prevent groundwater contamination. If possible, the storage area should be covered to prevent runoff.

Anti-Icing: Anti-icing helps prevent snow and ice from bonding to pavement such that it can be plowed away.

Pre-Wetting: De-icing chemicals must form a brine before they can begin melting ice. Pre-wetting the chemicals accelerates the brine-making process, improving effectiveness. Pre-wetting solid chemicals also reduces bouncing and scatter which results from the use of spreaders.

Pony Motor-Run and Hydraulic-Run Spreaders: Pony Motor-Run and Hydraulic-Run spreaders are mechanical devices attached to trucks or other vehicles used to spread salts quickly over large areas. Spreaders must be properly calibrated, or over-salting can occur. Application rates specific to the Prosperity Place site are discussed in Section A. of this report.

STANDARD PRACTICES

The following narrative describes the standard practices as it pertains to the Prosperity Place Development.

A. Salt Application for Impervious Parking and Access Surfaces

There are several factors affecting the application of snow and ice control materials:

- Right Material – The right material will depend upon the conditions being treated. For this site, the right material includes plowing and road salt use.
- Right Amount – The right amount of material is dependent upon the type of condition being treated, the amount of residual product on the pavement surface, the expected pavement temperature, and the amount of precipitation that is expected.
- Right Place – Precise placement of the material is important to keep it in the right place to do the job rather than wasted to the environment. Proper material placement requires the right equipment and skilled operators.
- Right Time – The timing of salt placement is important to minimize waste and maximize chemical effectiveness. There are times when the pavement temperature is above freezing and therefore may not warrant salt application.

Road salt (i.e. sodium chloride, calcium chloride, magnesium chloride, and potassium chloride) categorized as a freeze point depressant will be used at the Prosperity Place Development.

Salts can range from simple table salt to calcium chloride. Salts are used because they are able to decrease the freezing point of water. Below is a table of materials and the lowest pavement temperature at which that material works:

Melting Agent	Lowest Pavement Temperature At Which Material Works
Calcium Chloride ($CaCl_2$)	-20˚F
Potassium Acetate (KAc)	-15˚F
Magnesium Chloride ($MgCl_2$)	-10˚F
Sodium Chloride (NaCl)	15˚F
Calcium Magnesium Acetate (CMA)	20˚F
Blends	Check with Manufacturer
Sand	Never melts, provides traction only

Below are suggested site-specific materials and application rates for the Prosperity Place Development:

Parking Areas and Access Drives: Parking and access drive areas make up approximately 10,375 SF of the site's impervious area. Due to the size of the area, salt application would be via pony motor-run or hydraulically-run spreaders. The Snowfighter's Handbook recommends an application rate of 500lb of salt per 2-lane mile. Assuming a 2-lane width of 24 feet, provides for approximately 500lb per 126,720 SF.

Below is a chart outlining storm-fighting best practices based on storm condition:

Condition	Description	Action
1	Temperature: 30°F or above Precipitation: Snow, Sleet or freezing rain Road Surface: Wet	Apply salt at the above-mentioned rate (500lb per two-lane mile = approx. 41lb for the site). If snow or sleet occurs, the area should be plowed and salted simultaneously. If freezing rain occurs, salt application should be reduced to 17lb per 10,375 SF(the entire site).
2	Temperature: 30°F and falling Precipitation: Snow, Sleet or freezing rain Road Surface: Wet or dry	Apply salt at the above-mentioned rate (500lb per two-lane mile = approx. 41lb for the site) depending on precipitation accumulation rate. Reduce if possible. If freezing rain occurs, salt application should be reduced to 17lb per 10,375 SF (the entire site) and consider anti-icing treatments.
3	Temperature: 20°F and falling Precipitation: Dry snow Road Surface: Dry	Plow as soon as possible. Do not apply salt. Check for wet or packed icy spots; salt isolated areas as necessary.
4	Temperature: 20°F and falling Precipitation: Snow, Sleet or freezing rain Road Surface: Wet	Apply salt at a rate of 600lb per two-lane mile (approx. 49lbs for the site). If snow, salting and plowing should occur simultaneously. If temperatures rise, reduce salt application to 500lb per two-lane mile (41lb for the site).

Condition	Description	Action
5	Temperature: Below 10°F Precipitation: Snow or freezing rain Road Surface: Accumulation of packed snow or ice	Apply salt at a rate of 800lb per two-lane mile (approx. 66lb for the site). When snow or ice becomes mealy or slushy, plow snow and repeat application of salt and additional plowing as necessary.

Most storms occur under conditions 1, 2, or 3. However, several variations may occur. A well-trained maintenance crew must be poised to take preventative measures prior to the start of any storm.

B. Impervious Walking Surfaces

Walking Paths and Hardscape Areas: Walking paths and hardscape areas account for approximately 2,180 SF of the site's impervious area. The preferred treatment shall be employing anti-icing to prevent ice and pavement bonding. Anti-icing typically requires 1/4 to 1/3 less material than de-icing. As storms intensify and additional material is required, sand shall be preferred over salt use on all walking areas but shall not be used near building entrances to reduce tracking material onto interior floors. Salt may be used as necessary to reduce ice accumulation on walking paths.

C. Equipment

To minimize the use of salts, snow should be removed by plowing as much as possible. Solid materials, such as salts, may be applied using pony-motor or hydraulic-motor spreaders to drives and parking lots. Hand spreaders should be used for sidewalks and walking areas to reduce the amount of material used. Uncontrolled spreading can be wasteful and harmful to the environment. Spreaders should be accurately calibrated to discharge the correct amount of material given the condition of the storm.

The following considerations shall be taken into account with respect to equipment:

- The Owner of their assigned contractor shall ensure that sufficient equipment and staff are available to properly plow snow then apply material at the correct rate.
- Ensure that plowing equipment can reach all areas required and that the blade is appropriate and in good shape to remove the maximum amount of snow and ice.
- Spreaders shall allow the operator to target material application so that materials are confined to the treatment area and not lost to adjacent areas.
- Operators shall be able to control the spreader so that the amount of material being applied can be increased, decreased, or stopped when appropriate.
- Combination plows and spreaders are efficient for removing snow and spreading materials at the same time.
- Hand spreaders rather than motor spreaders shall be used on sidewalks to increase the amount of material retained on the sidewalks. This will also help to limit salt damage to vegetated areas adjacent to sidewalks.
- Motor spreaders shall be used on parking lots to provide for rapid coverage.

- Each spreader unit shall be thoroughly inspected and the mechanical spreader checked to ensure that spreading rate is correct.

D. Materials Storage and Handling

Minimal salt will be stored onsite to be used for walkways. This material will be stored inside the building in a container and under the supervision of the facilities management. No salt stockpiles will be kept on site. Should the owner wish to store salt on site, properly-maintained salt dome structures shall be provided along with good housekeeping to safely keep salt in the structure and avoid environmental impacts.

E. Snow Storage and Disposal

Snow is to be only temporarily stored onsite and shall be ultimately transported to a disposal site. Snow that has been cleared from parking and drive areas may have high salt content from salt applications prior to plowing. Due to the concentrated salt content, snow should be transported to an approved snow dump location. The owner or assigned contractor shall determine the disposal locations prior to the start of the winter season.

PROGRAM ADMINISTRATION

The property owner intends to include these best management standards in all contracts for snow removal on the premises.

GORRILL PALMER
An LJB Engineering Company

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(207) 772-2515 | GorrillPalmer.com

Stormwater Management Memorandum

To: **Andrew Graminski**
Planner

Date: **July 10, 2025**
Revised: August 1, 2025

From: **Stephen Bushey, PE**
Samuel Foglio, EI

Re: **Proposed Residential Development**
Barron Center - Site 1 Housing
Developers Collaborative
Predevelopment LLC /
ProsperityME

Task

Perform a stormwater management analysis for the proposed development of a new 50-unit residential building and redeveloped parking area in Portland, ME.

References

- Boundary and Topographic Survey dated June 6, 2025 by Nadeau Land Surveys
- Field reconnaissance by Gorrill Palmer
- Civil Plan Set dated July 2025 prepared by Gorrill Palmer
- City GIS information
- City of Portland Technical Manual

Background

Developers Collaborative Predevelopment LLC (DC) and **ProsperityME** are currently seeking a Major Site Plan Permit from the City of Portland Planning Board for the construction of a residential housing development consisting of a new 11,994± SF, 50-unit building. The City of Portland has selected the DC/ProsperityME team to negotiate to enter into a ground lease agreement for the purpose of expanding housing opportunities on the Barron Center Campus. The proposed 0.77-acre lease Site #1 is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 269/Lot B 001.

The site is tributary to the City's public stormwater collection system within Holm Avenue. The project will create less than 1 acre of new impervious area, and therefore will not require permitting from MeDEP. However, to meet local City of Portland ordinances, the project will follow the provisions of Chapter 500. The plans prepared by Gorrill Palmer include the infrastructure necessary to serve the project and to comply with current local stormwater standards. Erosion and Sedimentation Controls will also be employed during the construction of this project and are summarized in the Erosion and Sedimentation Control Plans provided on Sheet C-4.0.

In the existing condition, there is approximately 16,080 SF of impervious area onsite, whereas the post-development condition includes 24,541 SF of impervious area. This equates to a net creation of 8,461 SF of new impervious area. The entire site is developed in the existing condition, consisting of either parking lot or maintained lawn area. Therefore, no new developed area will be created during this project. These areas are summarized in Table 1 below.

TABLE 1 – IMPERVIOUS AND DEVELOPED AREAS SUMMARY (SQ. FT.)			
	Pre-development	Post-development	Net
Impervious Area	16,080	24,541	+8,461
Lawn Area	17,541	9,080	-8,461
Developed Area	33,621	33,621	0

The project includes the removal of an existing impervious parking lot, with a portion of this area being revegetated into lawn area. The new building and parking lot will replace existing parking and lawn area. A further breakdown of the change in land cover from the existing condition to the post-development site is displayed in Table 2 below. These areas will determine the treatment requirements onsite, detailed further in this report.

TABLE 2 – CHANGES IN LAND COVER	
	Area (Sq. Ft.)
Existing Lawn to Pavement	5,743
Existing Lawn to Roof	7,115
Existing Lawn to Lawn	4,683
Existing Pavement to Pavement	6,804
Existing Pavement to Roof	4,879
Existing Pavement to Lawn	4,397
Total Area	33,621

The purpose of this analysis and memorandum is to document what measures will be implemented to provide stormwater management for the project.

Existing Conditions

The project site is comprised of an existing 16,080± SF paved parking lot and sidewalk, as well as 17,541 SF of maintained lawn area around the perimeter. The site generally drains northeasterly, away from Brighton Avenue and down Holm Avenue. A low area within the eastern lawn area collects stormwater runoff, where it then sheets to Holm Avenue. An existing catch basin in the parking area on the adjacent parcel captures the remainder of the site's runoff. Both of these areas are then tributary to a catch basin at the intersection of City Hospital Drive and Holm Avenue in the northeast corner of the site. This structure is connected to a 12" PVC pipe, which is part of the City's public stormwater system. Further downstream, the public drainage enters into the City's sand filter off of Holm Avenue, and ultimately Capisic Brook. Because Capisic Brook is identified as an Urban Impaired Stream (UIS), the applicant will provide the In-Lieu-Fee payment to the City as part of the application process to meet the UIS Standard.

A Medium Intensity Soil Survey was obtained from USDA's Web Soil Survey. The site primarily consists of Hinkley loamy sand (HlB), which is classified as a Type A soil. These soils are acceptable to support the installation of the proposed SWM BMP, using proper installation techniques and measures to prevent erosion.

Proposed Development

The proposed development will include the redevelopment of portions of the existing parking lot and lawn area into 50 residential units, associated utilities, and parking facilities. The site will continue to drain to the northeast in the post-development condition. The newly created parking lot and a portion of the new lawn area will be graded to drain via sheet flow or shallow concentrated flow to a proprietary FocalPoint™ filtration BMP designed by Ferguson Waterworks. Stormwater in this area will be treated by the FocalPoint™, stored in subsurface R-Tank™ chambers, and conveyed to the existing public drainage system within Holm Avenue. The remaining lawn area will continue to be sent to the existing 12" pipe via the existing catch basin in Holm Avenue. In total, the proposed project is anticipated to create approximately 8,461 SF of new impervious area, and no new developed area as the site is currently all developed.



Image 1: FocalPoint system

Analysis

The project will meet the Basic, General, and Flooding Standards of MeDEP Ch. 500 to satisfy local stormwater requirements. The applicant has chosen to provide a FocalPoint™ to provide treatment to all area tributary to it. The project is also providing underground storage and detention of the peak flows for the 2-, 10-, and 25-year storm events. For each of the listed storms, the post-development flows at the Point of Analysis do not exceed the pre-development flows.



Image 2: R-Tank chamber

Stormwater Quality

The project is proposed to be treated utilizing a FocalPoint™ and R-Tanks™ stormwater best management practices (BMPs). These proprietary systems are approved by MaineDEP to provide stormwater treatment in more confined areas where traditional stormwater management approaches may not be feasible. As opposed to traditional systems, which require an area equal to roughly 5% of the subcatchment's impervious area

(~2,200 SF per acre), these proprietary systems only require 174 SF of area per acre of the subcatchment's impervious area. This is because the filter media within the FocalPoint™ is designed to permeate water quickly (100" per hour). The proposed FocalPoint™ provides storage between the mulch filter media surface and the domed overflow grate which is situated 6" above the mulch. Additional storage is provided beneath the FocalPoint™ by subsurface "R-Tank" chambers. Runoff from smaller storms is filtered down through the 18" of filter media and 6" of bedding stone, is stored in the R-Tanks™, withheld by an outlet control structure (OCS), and conveyed to the existing public drainage system within Holm Avenue. Runoff from larger storm events will follow the same process, however, the surface flows will be collected by both the FocalPoint™ and its overflow grate.

The OCS will detain the channel protection volume to be released within 24-48 hours of the storm event. The OCS will also detain stormwater volumes from the peak storm to keep the flows below pre-development levels. The FocalPoint™ will provide treatment for approximately 11,966 SF of impervious area and 4,591 SF of landscaped area. This will be provided through a 55 SF filter basin area, which meets the minimum filter surface area required.

Per Section 4.C.(5)(f) of Maine DEP Chapter 500, runoff from non-asphalt roofs of non-industrial facilities needs to be treated for thermal impact and for channel protection only. The R-Tank chamber system is therefore providing treatment for the building rooftop as it is detaining the channel protection volume and is providing thermal impact treatment because the runoff volume is released between 24 – 48 hours. The R-Tanks will provide treatment for the entire approximate 11,994± SF of roof area.

The following table presents the design information for the FocalPoint:

TABLE 3 - FOCALPOINT

	REQUIRED	PROVIDED
Impervious Area		11,966 SF
Vegetated Developed Area		4,591 SF
Runoff 0.95-inch Type III Storm		0.02 CFS
FocalPoint mulch bed elevation		103.75
Max. stage over filter for 0.95" storm		101.50
Rim of overflow structure		104.25
Filter surface area	55 SF	55 SF
Filter media ratio	>1:5	>1:5
1-Year Storm Peak Flow		0.43 CFS

The proposed development will treat no less than 95% of the impervious area and no less than 80% of the developed area of these lots in accordance with the MaineDEP Chapter 500. As the site is currently entirely developed, there will be no new developed area created.

The following table presents the treatment summary for this development in accordance with the City of Portland's Technical Manual Section 5.2.2.

Table 4 – Overall Treatment for Development				
	New Impervious Area	**New Developed Area**	**Non-Roof Redeveloped Impervious Area**	**Roof Redeveloped Impervious Area**
Area Treated	12,595	0	6,487	4,879
Area Untreated	263	0	317	0
Total Area of Project	12,858	0	6,804	4,879
Percent Treated	98.0%	-	95.3%	100.0%
Percent Required	95%	80%	95%	0%

In addition to meeting each of the required treatment values, this development is also proposing to treat the redeveloped impervious area that is changed into roof of the new building, which is not required to be treated by the City of Portland.

Stormwater Quantity

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

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

- Boundary/Topographic Survey from Nadeau Land Surveys.
- Medium Intensity Soil Survey from the USGS Web Soil Survey.
- Aerial photography of the project site, obtained from the Maine Office of GIS.

Pre-Development Conditions

The drainage study analyzes the watersheds in the predevelopment condition as depicted on the Predevelopment Watershed Map W1.

Subcatchment 1S is made up of the entire site, which is approximately 1.2 acres and consists of soil type A. Approximately half of this area is impervious parking area while the other half is maintained lawn. This runoff is conveyed to POI 1, which is an existing storm drain basin located northeast of the site at the intersection of Holm Avenue and City Hospital Drive.

Table 5 presents the peak flow rates at the point of interest in the predevelopment condition.

TABLE 5 – PREDEVELOPMENT PEAK FLOW RATES (TYPE III 24-HR)			
Point of Interest	Peak Flow (CFS)		
	2 Year	10 Year	25 Year
POI 1	0.58	1.52	2.38

The calculations for the predevelopment conditions are included as an attachment to this memo.

Post-Development Conditions

Analysis for the post-development condition consists of determining post-development peak flows and limiting the values to predevelopment levels. The post-development condition has been modeled as three subcatchments tributary to POI 1.

Subcatchment 1A consists of the untreated area onsite that will not be sent to either the FocalPoint™ or R-Tank™ chambers. This is approximately 0.25 acres of impervious and approximately 0.29 acres of pervious lawn area and is tributary to POI 1.

Subcatchment 1B consists of approximately 0.27 acres of impervious area and 0.1 acres of pervious lawn area. Runoff from this area is tributary to the FocalPoint™ and R-Tank™ subsurface chamber system and is tributary to POI 1.

Subcatchment 1C consists of approximately 0.28 acres of impervious surfaces and no pervious area. This area is comprised entirely of the proposed roof. Runoff from this area is sent directly to the R-Tank™ subsurface chamber system for thermal impact and channel protection and is tributary to POI 1.

The following table demonstrates the results of the HydroCAD model for the pre- and post-development peak storm events.

TABLE 6 – PEAK FLOW COMPARISON WITH DETENTION			
	Peak Flow (CFS)		
	2 Year	10 Year	25 Year
POI 1			
Pre	0.58	1.52	2.38
Post	0.29	1.30	2.31

The peak post-development flows for POI 1 are below predevelopment levels. The calculations for the post-development conditions are included as an attachment to this memo.

City of Portland Standards

Technical Manual Section 3

Section 3 of the City's Technical Manual requires site plans to obtain a minimum of 80 points as noted on the LID scorecard Appendix 3A. The report includes the completed scorecard as an attachment, with a score greater than the minimum 80 points.

Technical Manual Section 5

5.2.2. Water quality treatment requirements:

The project is providing stormwater quality treatment as summarized in Table 4 of this report.

5.2.3. Flooding standard requirements:

The project complies with Chapter 500 Flooding Standard as shown in Table 6 above.

5.2.4. Minimum stormwater detention volume requirement:

This project proposes to connect into the City's separated storm drain system and therefore provides a minimum on-site storage detention volume of 1" of rainfall over the total impervious area within the project's disturbance limits. The total impervious area within the disturbance is 24,541 SF, which equates to a minimum detention volume of 2,045 CF. The R-Tank system provides a detention of 2,150 CF prior to stormwater entering the first orifice in the outlet control structure at an elevation of 100.20. Additionally, the stormwater discharge rate is controlled by a gate valve connected to the underdrain of the R-Tanks at 0.02 CFS until the detention system reaches its design capacity and activates the outlet control structure. These calculations are detailed further in the HydroCAD reports attached to this document.

5.2.4. Urban impaired stream requirements:

It is our understanding that the City's storm drain system in this area is tributary to Capisic Brook, which is classified as an Urban Impaired Stream (UIS). Therefore, the project will comply with the UIS standard by paying the in-lieu fee to the City.

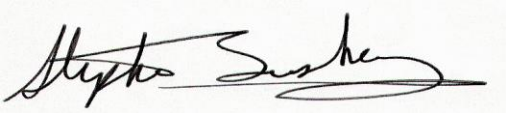
Conclusion

As described above, the proposed stormwater management plan for this project is anticipated to provide sufficient water quality treatment and water quantity detention to reduce post-development flows to below pre-development conditions. The FocalPoint™ BMP will provide treatment of approximately 11,966 SF of impervious area, and the R-Tank will provide treatment of 11,994 SF of impervious area.

Based on the proposed design, the runoff from the proposed development will be captured and conveyed in a manner that will not have an adverse impact on the surrounding stormwater systems or the environment.

Regards,

GORRILL PALMER

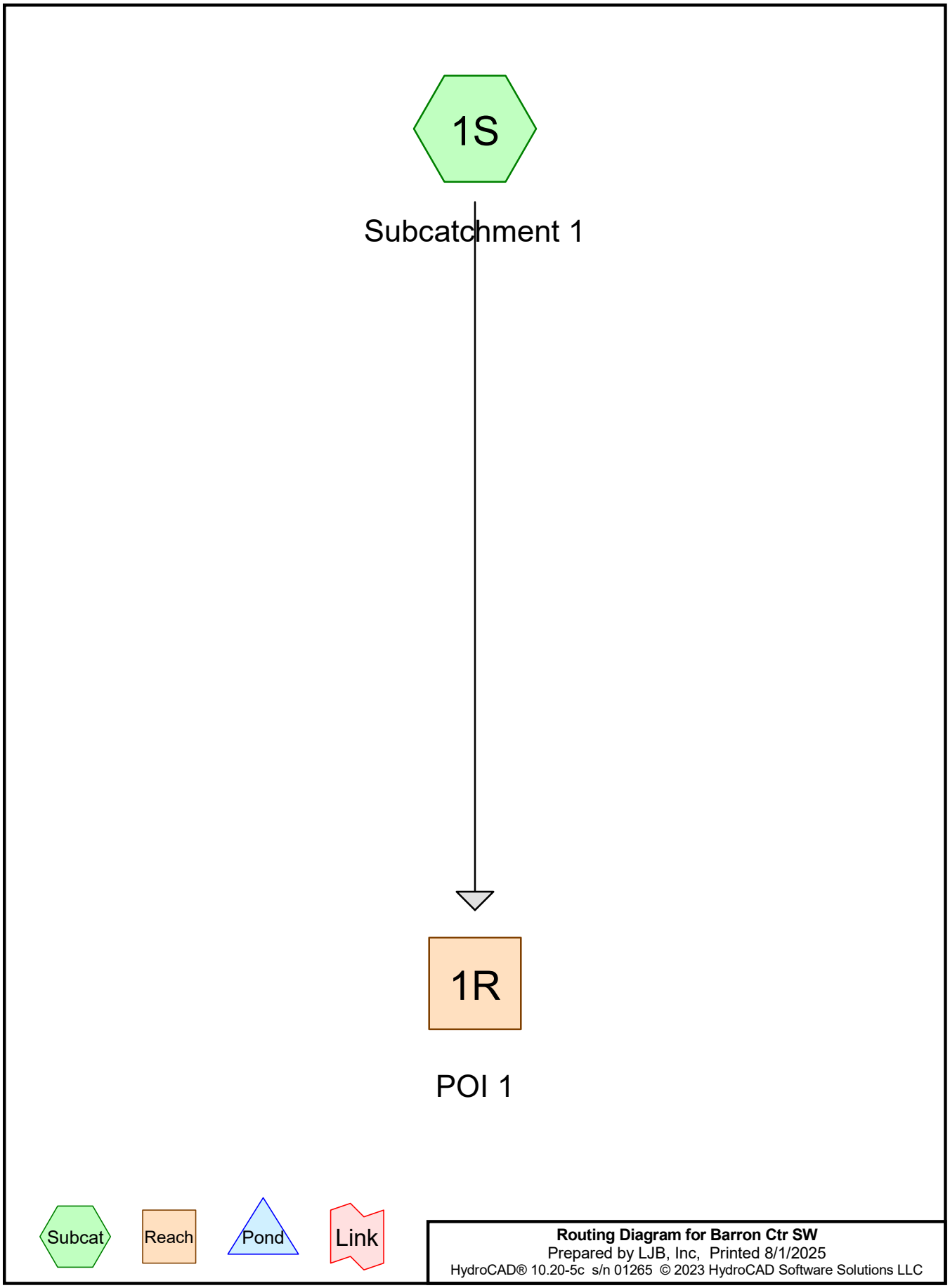


Stephen Bushey, PE

Senior Associate

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Attachments – HydroCAD Reports
Watershed Maps
City of Portland LID Scorecard



Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
HydroCAD® 10.20-5c s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: Subcatchment 1 Runoff Area=51,196 sf 51.06% Impervious Runoff Depth=0.72"
Flow Length=293' Tc=19.3 min CN=69 Runoff=0.58 cfs 0.071 af

Reach 1R: POI 1 Inflow=0.58 cfs 0.071 af
Outflow=0.58 cfs 0.071 af

Total Runoff Area = 1.175 ac Runoff Volume = 0.071 af Average Runoff Depth = 0.72"
48.94% Pervious = 0.575 ac 51.06% Impervious = 0.600 ac

Summary for Subcatchment 1S: Subcatchment 1

Runoff = 0.58 cfs @ 12.31 hrs, Volume= 0.071 af, Depth= 0.72"
Routed to Reach 1R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
25,405	98	Paved parking, HSG A
737	98	Paved parking, HSG A
25,054	39	>75% Grass cover, Good, HSG A
51,196	69	Weighted Average
25,054		48.94% Pervious Area
26,142		51.06% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0100	0.14		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.2	34	0.0440	3.15		**Shallow Concentrated Flow, Lawn** Grassed Waterway Kv= 15.0 fps
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
19.3	293	Total			

Summary for Reach 1R: POI 1

Inflow Area = 1.175 ac, 51.06% Impervious, Inflow Depth = 0.72" for 2-Year Storm event
Inflow = 0.58 cfs @ 12.31 hrs, Volume= 0.071 af
Outflow = 0.58 cfs @ 12.31 hrs, Volume= 0.071 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: Subcatchment 1 Runoff Area=51,196 sf 51.06% Impervious Runoff Depth=1.67"
Flow Length=293' Tc=19.3 min CN=69 Runoff=1.52 cfs 0.164 af

Reach 1R: POI 1 Inflow=1.52 cfs 0.164 af
Outflow=1.52 cfs 0.164 af

Total Runoff Area = 1.175 ac Runoff Volume = 0.164 af Average Runoff Depth = 1.67"
48.94% Pervious = 0.575 ac 51.06% Impervious = 0.600 ac

Summary for Subcatchment 1S: Subcatchment 1

Runoff = 1.52 cfs @ 12.29 hrs, Volume= 0.164 af, Depth= 1.67"
Routed to Reach 1R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

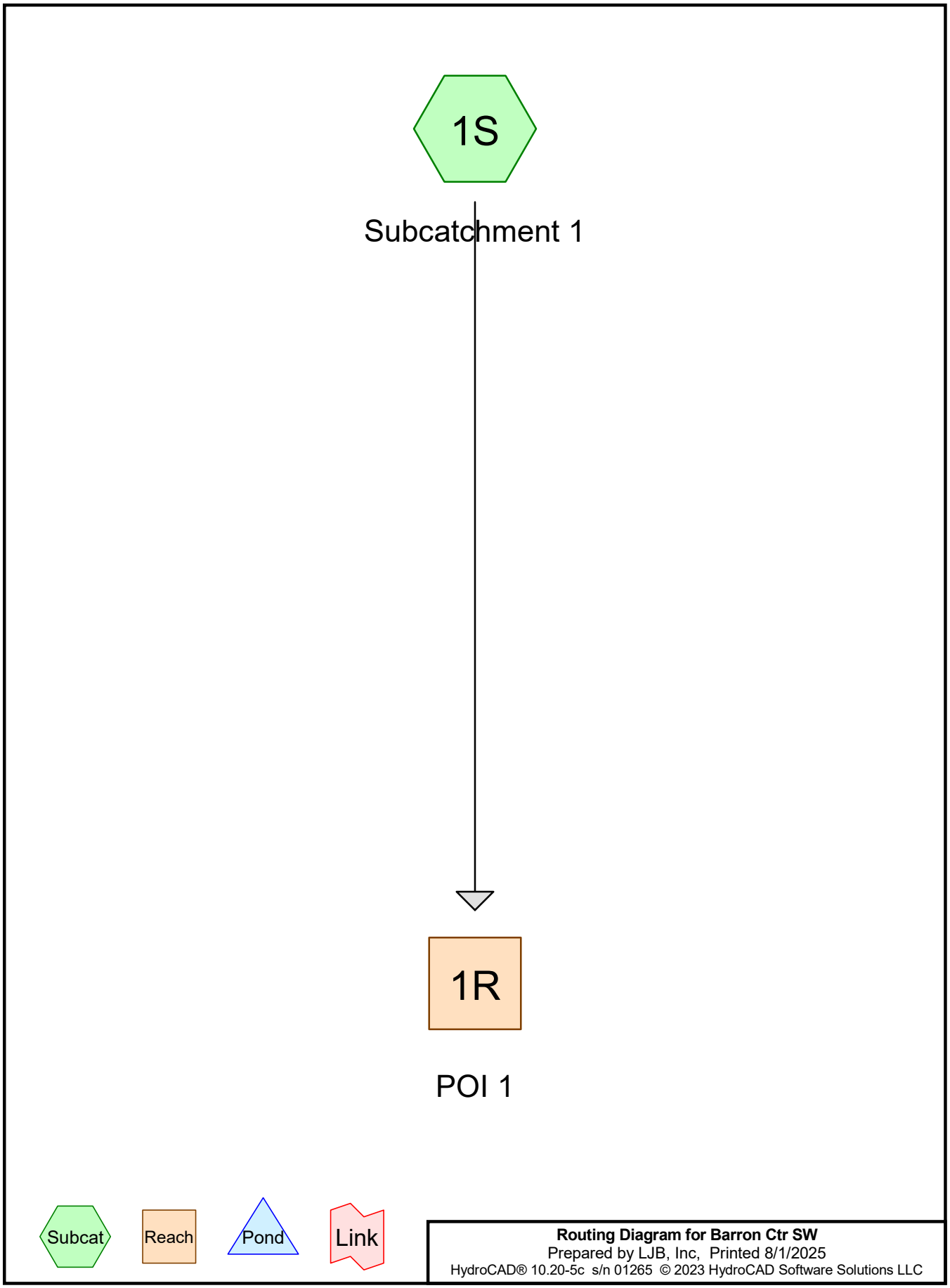
Area (sf)	CN	Description
25,405	98	Paved parking, HSG A
737	98	Paved parking, HSG A
25,054	39	>75% Grass cover, Good, HSG A
51,196	69	Weighted Average
25,054		48.94% Pervious Area
26,142		51.06% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0100	0.14		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.2	34	0.0440	3.15		**Shallow Concentrated Flow, Lawn** Grassed Waterway Kv= 15.0 fps
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
19.3	293	Total			

Summary for Reach 1R: POI 1

Inflow Area = 1.175 ac, 51.06% Impervious, Inflow Depth = 1.67" for 10-Year Storm event
Inflow = 1.52 cfs @ 12.29 hrs, Volume= 0.164 af
Outflow = 1.52 cfs @ 12.29 hrs, Volume= 0.164 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs



Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
HydroCAD® 10.20-5c s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: Subcatchment 1 Runoff Area=51,196 sf 51.06% Impervious Runoff Depth=2.56"
Flow Length=293' Tc=19.3 min CN=69 Runoff=2.38 cfs 0.250 af

Reach 1R: POI 1 Inflow=2.38 cfs 0.250 af
Outflow=2.38 cfs 0.250 af

Total Runoff Area = 1.175 ac Runoff Volume = 0.250 af Average Runoff Depth = 2.56"
48.94% Pervious = 0.575 ac 51.06% Impervious = 0.600 ac

Summary for Subcatchment 1S: Subcatchment 1

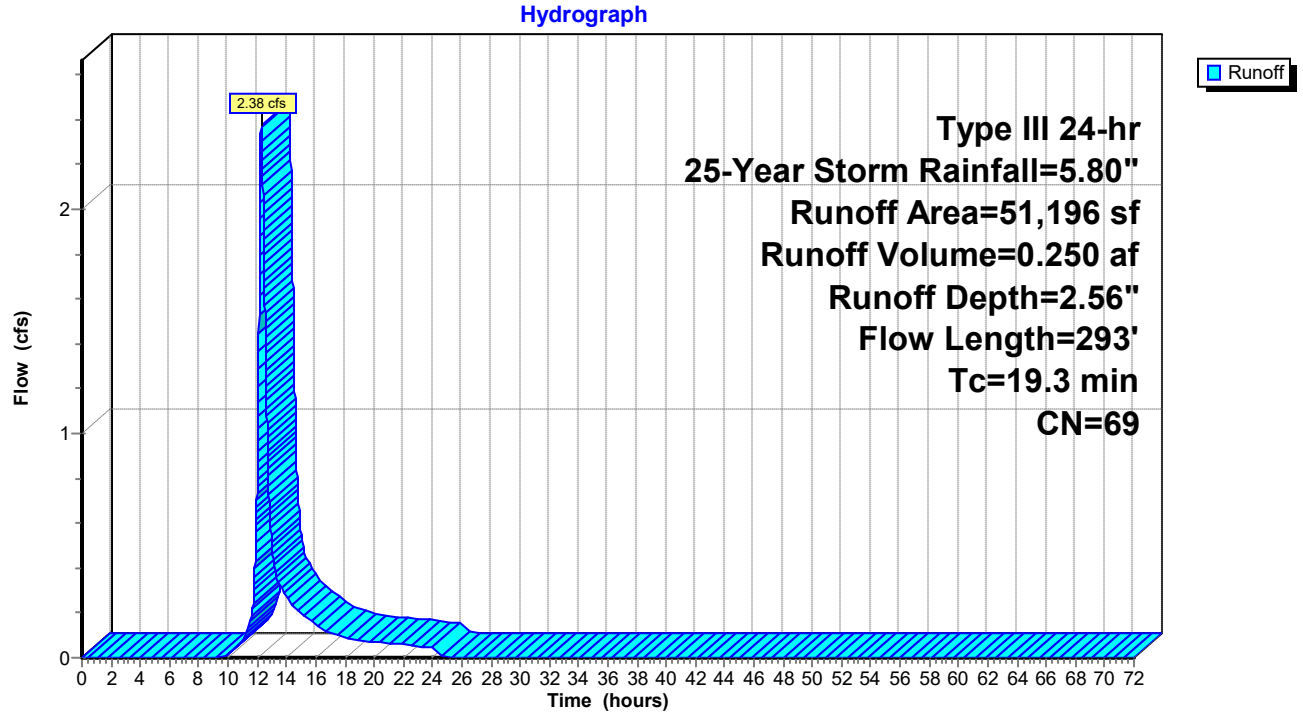
Runoff = 2.38 cfs @ 12.28 hrs, Volume= 0.250 af, Depth= 2.56"
Routed to Reach 1R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
25,405	98	Paved parking, HSG A
737	98	Paved parking, HSG A
25,054	39	>75% Grass cover, Good, HSG A
51,196	69	Weighted Average
25,054		48.94% Pervious Area
26,142		51.06% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0100	0.14		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.2	34	0.0440	3.15		**Shallow Concentrated Flow, Lawn** Grassed Waterway Kv= 15.0 fps
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
19.3	293	Total			

Subcatchment 1S: Subcatchment 1

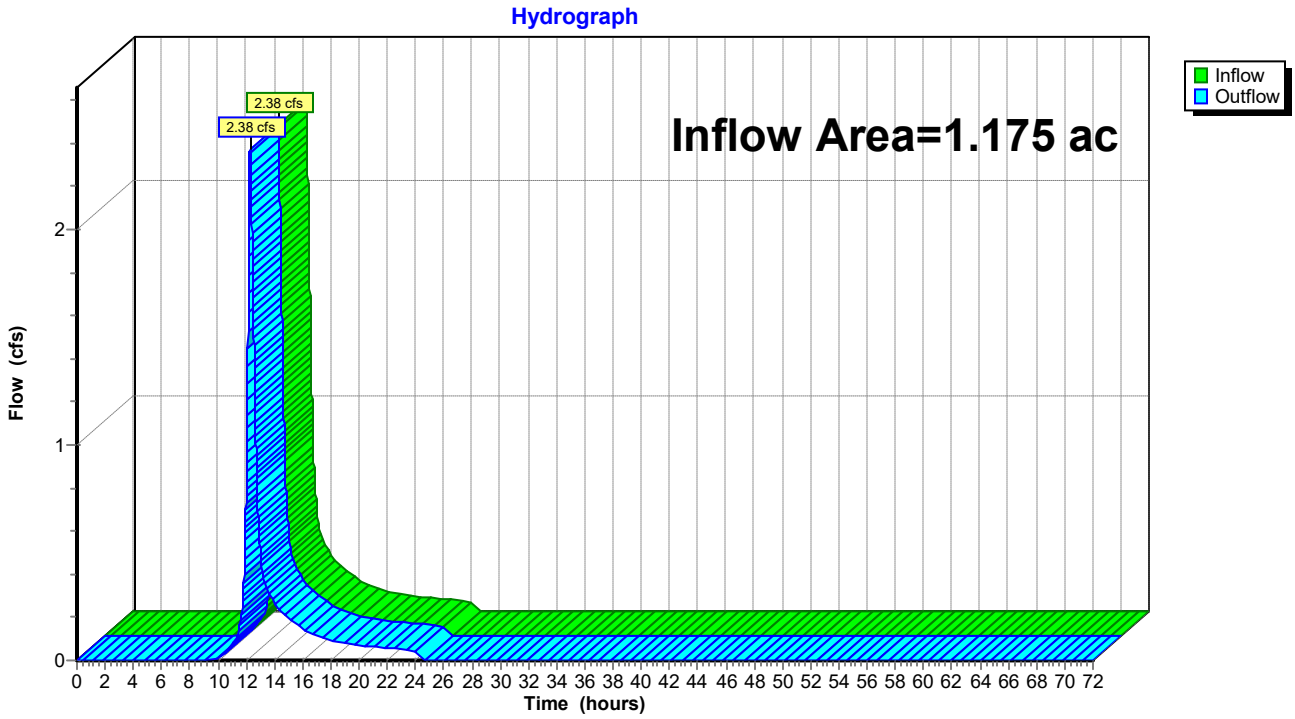


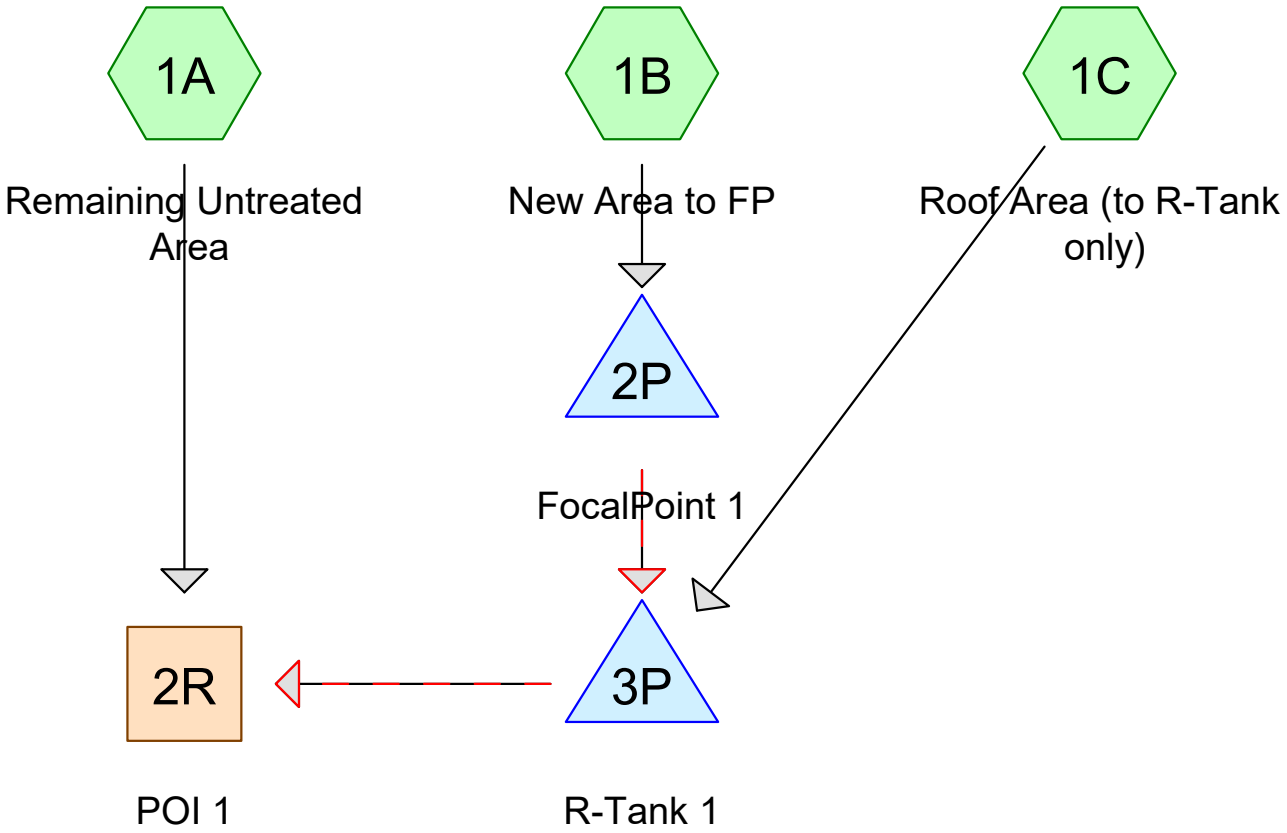
Summary for Reach 1R: POI 1

Inflow Area = 1.175 ac, 51.06% Impervious, Inflow Depth = 2.56" for 25-Year Storm event
Inflow = 2.38 cfs @ 12.28 hrs, Volume= 0.250 af
Outflow = 2.38 cfs @ 12.28 hrs, Volume= 0.250 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Reach 1R: POI 1





Subcat Reach Pond Link

Routing Diagram for Barron Ctr SW
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Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1A: Remaining Untreated Runoff Area=23,328 sf 46.77% Impervious Runoff Depth=0.64"
Flow Length=236' Tc=11.0 min CN=67 Runoff=0.27 cfs 0.028 af

Subcatchment 1B: New Area to FP Runoff Area=16,557 sf 72.27% Impervious Runoff Depth=1.46"
Flow Length=200' Tc=8.2 min CN=82 Runoff=0.60 cfs 0.046 af

Subcatchment 1C: Roof Area (to R-Tank Runoff Area=11,994 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=0.83 cfs 0.066 af

Reach 2R: POI 1 Inflow=0.29 cfs 0.140 af
Outflow=0.29 cfs 0.140 af

Pond 2P: FocalPoint 1 Peak Elev=104.38' Storage=82 cf Inflow=0.60 cfs 0.046 af
Primary=0.13 cfs 0.036 af Secondary=0.47 cfs 0.010 af Outflow=0.60 cfs 0.046 af

Pond 3P: R-Tank 1 Peak Elev=100.49' Storage=2,531 cf Inflow=1.38 cfs 0.112 af
Outflow=0.17 cfs 0.112 af

Total Runoff Area = 1.191 ac Runoff Volume = 0.140 af Average Runoff Depth = 1.41"
32.79% Pervious = 0.390 ac 67.21% Impervious = 0.801 ac

Summary for Subcatchment 1A: Remaining Untreated Area

Runoff = 0.27 cfs @ 12.18 hrs, Volume= 0.028 af, Depth= 0.64"
Routed to Reach 2R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
10,910	98	Paved parking, HSG A
12,418	39	>75% Grass cover, Good, HSG A
23,328	67	Weighted Average
12,418		53.23% Pervious Area
10,910		46.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.4	127	0.0300	0.20		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
11.0	236	Total			

Summary for Subcatchment 1B: New Area to FP

Runoff = 0.60 cfs @ 12.12 hrs, Volume= 0.046 af, Depth= 1.46"
Routed to Pond 2P : FocalPoint 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
11,966	98	Paved parking, HSG A
4,591	39	>75% Grass cover, Good, HSG A
16,557	82	Weighted Average
4,591		27.73% Pervious Area
11,966		72.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	30	0.0070	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.9	120	0.0100	1.05		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	50	0.0100	2.03		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
8.2	200	Total			

Summary for Subcatchment 1C: Roof Area (to R-Tank only)

Runoff = 0.83 cfs @ 12.08 hrs, Volume= 0.066 af, Depth= 2.87"
Routed to Pond 3P : R-Tank 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
11,994	98	Roofs, HSG A
11,994		100.00% Impervious Area

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

Summary for Reach 2R: POI 1

Inflow Area = 1.191 ac, 67.21% Impervious, Inflow Depth > 1.41" for 2-Year Storm event
Inflow = 0.29 cfs @ 12.18 hrs, Volume= 0.140 af
Outflow = 0.29 cfs @ 12.18 hrs, Volume= 0.140 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Summary for Pond 2P: FocalPoint 1

Inflow Area = 0.380 ac, 72.27% Impervious, Inflow Depth = 1.46" for 2-Year Storm event
Inflow = 0.60 cfs @ 12.12 hrs, Volume= 0.046 af
Outflow = 0.60 cfs @ 12.13 hrs, Volume= 0.046 af, Atten= 0%, Lag= 0.4 min
Primary = 0.13 cfs @ 11.83 hrs, Volume= 0.036 af
Routed to Pond 3P : R-Tank 1
Secondary = 0.47 cfs @ 12.13 hrs, Volume= 0.010 af
Routed to Pond 3P : R-Tank 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 104.38' @ 12.13 hrs Surf.Area= 55 sf Storage= 82 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 2.0 min (841.8 - 839.9)

Volume	Invert	Avail.Storage	Storage Description
#1	101.50'	25 cf	**5.00'W x 11.00'L x 2.25'H Focal Point Filter Media** 124 cf Overall x 20.0% Voids
#2	103.75'	114 cf	**FocalPoint Basin (Prismatic)** Listed below (Recalc) -Impervious
		138 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
103.75	55	0	0
104.75	172	114	114

Device	Routing	Invert	Outlet Devices
#1	Primary	101.50'	**100.000 in/hr Exfiltration FP Media over Surface area** Phase-In= 0.01'
#2	Secondary	104.25'	**12.0" Horiz. Overflow Pipe** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 11.83 hrs HW=101.56' TW=99.07' (Dynamic Tailwater)
↑—**1=Exfiltration FP Media** (Exfiltration Controls 0.13 cfs)

Secondary OutFlow Max=0.47 cfs @ 12.13 hrs HW=104.38' TW=99.66' (Dynamic Tailwater)
↑—**2=Overflow Pipe** (Weir Controls 0.47 cfs @ 1.17 fps)

Summary for Pond 3P: R-Tank 1

Inflow Area = 0.655 ac, 83.92% Impervious, Inflow Depth = 2.05" for 2-Year Storm event
Inflow = 1.38 cfs @ 12.10 hrs, Volume= 0.112 af
Outflow = 0.17 cfs @ 13.05 hrs, Volume= 0.112 af, Atten= 88%, Lag= 57.2 min
Primary = 0.17 cfs @ 13.05 hrs, Volume= 0.112 af
Routed to Reach 2R : POI 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 100.49' @ 13.05 hrs Surf.Area= 1,564 sf Storage= 2,531 cf

Plug-Flow detention time= 749.3 min calculated for 0.112 af (100% of inflow)
Center-of-Mass det. time= 748.9 min (1,541.0 - 792.0)

Volume	Invert	Avail.Storage	Storage Description
#1A	98.43'	1,126 cf	**27.62'W x 55.61'L x 4.07'H Field A** 6,254 cf Overall - 3,440 cf Embedded = 2,814 cf x 40.0% Voids
#2A	98.68'	3,268 cf	**Ferguson R-Tank HD 2** x 396 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 396 Chambers in 18 Rows
#3	98.68'	133 cf	**6.00'D x 4.69'H Vertical Cone/Cylinder**
		4,526 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	98.43'	**12.0" Round 12" out of OCS** L= 90.0' Ke= 0.900 Inlet / Outlet Invert= 98.43' / 98.00' S= 0.0048 '/' Cc= 0.900 n= 0.013, Flow Area= 0.79 sf
#2	Device 1	98.43'	**0.02 cfs Exfiltration at all elevations**
#3	Device 1	100.20'	**4.0" Vert. Orifice/Grate-wqv** C= 0.600 Limited to weir flow at low heads
#4	Device 1	100.49'	**4.0" Vert. Orifice/Grate-2yr peak** C= 0.600 Limited to weir flow at low heads
#5	Device 1	101.19'	**3.0" Vert. Orifice/Grate-10 yr peak** C= 0.600 Limited to weir flow at low heads
#6	Device 1	102.08'	**6.0' long x 0.7' breadth Weir-25 yr peak**

Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50
Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.17 cfs @ 13.05 hrs HW=100.49' TW=0.00' (Dynamic Tailwater)
└─**1=12" out of OCS** (Passes 0.17 cfs of 3.54 cfs potential flow)
  ├─**2=Exfiltration** (Exfiltration Controls 0.02 cfs)
  ├─**3=Orifice/Grate-wqv** (Orifice Controls 0.15 cfs @ 1.84 fps)
  ├─**4=Orifice/Grate-2yr peak** (Orifice Controls 0.00 cfs @ 0.08 fps)
  ├─**5=Orifice/Grate-10 yr peak** (Controls 0.00 cfs)
  └─**6=Weir-25 yr peak** (Controls 0.00 cfs)

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1A: Remaining Untreated Runoff Area=23,328 sf 46.77% Impervious Runoff Depth=1.53"
Flow Length=236' Tc=11.0 min CN=67 Runoff=0.77 cfs 0.068 af

Subcatchment 1B: New Area to FP Runoff Area=16,557 sf 72.27% Impervious Runoff Depth=2.72"
Flow Length=200' Tc=8.2 min CN=82 Runoff=1.12 cfs 0.086 af

Subcatchment 1C: Roof Area (to R-Tank Runoff Area=11,994 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=1.24 cfs 0.100 af

Reach 2R: POI 1 Inflow=1.30 cfs 0.255 af
Outflow=1.30 cfs 0.255 af

Pond 2P: FocalPoint 1 Peak Elev=104.46' Storage=93 cf Inflow=1.12 cfs 0.086 af
Primary=0.13 cfs 0.057 af Secondary=1.00 cfs 0.029 af Outflow=1.12 cfs 0.086 af

Pond 3P: R-Tank 1 Peak Elev=101.20' Storage=3,458 cf Inflow=2.30 cfs 0.186 af
Outflow=0.71 cfs 0.186 af

Total Runoff Area = 1.191 ac Runoff Volume = 0.255 af Average Runoff Depth = 2.57"
32.79% Pervious = 0.390 ac 67.21% Impervious = 0.801 ac

Summary for Subcatchment 1A: Remaining Untreated Area

Runoff = 0.77 cfs @ 12.16 hrs, Volume= 0.068 af, Depth= 1.53"
Routed to Reach 2R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

Area (sf)	CN	Description
10,910	98	Paved parking, HSG A
12,418	39	>75% Grass cover, Good, HSG A
23,328	67	Weighted Average
12,418		53.23% Pervious Area
10,910		46.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.4	127	0.0300	0.20		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
11.0	236	Total			

Summary for Subcatchment 1B: New Area to FP

Runoff = 1.12 cfs @ 12.12 hrs, Volume= 0.086 af, Depth= 2.72"
Routed to Pond 2P : FocalPoint 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

Area (sf)	CN	Description
11,966	98	Paved parking, HSG A
4,591	39	>75% Grass cover, Good, HSG A
16,557	82	Weighted Average
4,591		27.73% Pervious Area
11,966		72.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	30	0.0070	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.9	120	0.0100	1.05		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	50	0.0100	2.03		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
8.2	200	Total			

Summary for Subcatchment 1C: Roof Area (to R-Tank only)

Runoff = 1.24 cfs @ 12.08 hrs, Volume= 0.100 af, Depth= 4.36"
Routed to Pond 3P : R-Tank 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

Area (sf)	CN	Description
11,994	98	Roofs, HSG A
11,994		100.00% Impervious Area

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

Summary for Reach 2R: POI 1

Inflow Area = 1.191 ac, 67.21% Impervious, Inflow Depth = 2.57" for 10-Year Storm event
Inflow = 1.30 cfs @ 12.21 hrs, Volume= 0.255 af
Outflow = 1.30 cfs @ 12.21 hrs, Volume= 0.255 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Summary for Pond 2P: FocalPoint 1

Inflow Area = 0.380 ac, 72.27% Impervious, Inflow Depth = 2.72" for 10-Year Storm event
Inflow = 1.12 cfs @ 12.12 hrs, Volume= 0.086 af
Outflow = 1.12 cfs @ 12.12 hrs, Volume= 0.086 af, Atten= 0%, Lag= 0.4 min
Primary = 0.13 cfs @ 11.65 hrs, Volume= 0.057 af
Routed to Pond 3P : R-Tank 1
Secondary = 1.00 cfs @ 12.12 hrs, Volume= 0.029 af
Routed to Pond 3P : R-Tank 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 104.46' @ 12.12 hrs Surf.Area= 55 sf Storage= 93 cf

Plug-Flow detention time= 1.9 min calculated for 0.086 af (100% of inflow)
Center-of-Mass det. time= 1.9 min (823.8 - 821.8)

Volume	Invert	Avail.Storage	Storage Description
#1	101.50'	25 cf	**5.00'W x 11.00'L x 2.25'H Focal Point Filter Media** 124 cf Overall x 20.0% Voids
#2	103.75'	114 cf	**FocalPoint Basin (Prismatic)** Listed below (Recalc) -Impervious
		138 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
103.75	55	0	0
104.75	172	114	114

Device	Routing	Invert	Outlet Devices
#1	Primary	101.50'	**100.000 in/hr Exfiltration FP Media over Surface area** Phase-In= 0.01'
#2	Secondary	104.25'	**12.0" Horiz. Overflow Pipe** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 11.65 hrs HW=101.54' TW=99.38' (Dynamic Tailwater)
↑—**1=Exfiltration FP Media** (Exfiltration Controls 0.13 cfs)

Secondary OutFlow Max=0.99 cfs @ 12.12 hrs HW=104.46' TW=100.63' (Dynamic Tailwater)
↑—**2=Overflow Pipe** (Weir Controls 0.99 cfs @ 1.50 fps)

Summary for Pond 3P: R-Tank 1

Inflow Area = 0.655 ac, 83.92% Impervious, Inflow Depth = 3.41" for 10-Year Storm event
Inflow = 2.30 cfs @ 12.10 hrs, Volume= 0.186 af
Outflow = 0.71 cfs @ 12.45 hrs, Volume= 0.186 af, Atten= 69%, Lag= 20.8 min
Primary = 0.71 cfs @ 12.45 hrs, Volume= 0.186 af
Routed to Reach 2R : POI 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 101.20' @ 12.45 hrs Surf.Area= 1,564 sf Storage= 3,458 cf

Plug-Flow detention time= 483.6 min calculated for 0.186 af (100% of inflow)
Center-of-Mass det. time= 483.7 min (1,267.5 - 783.8)

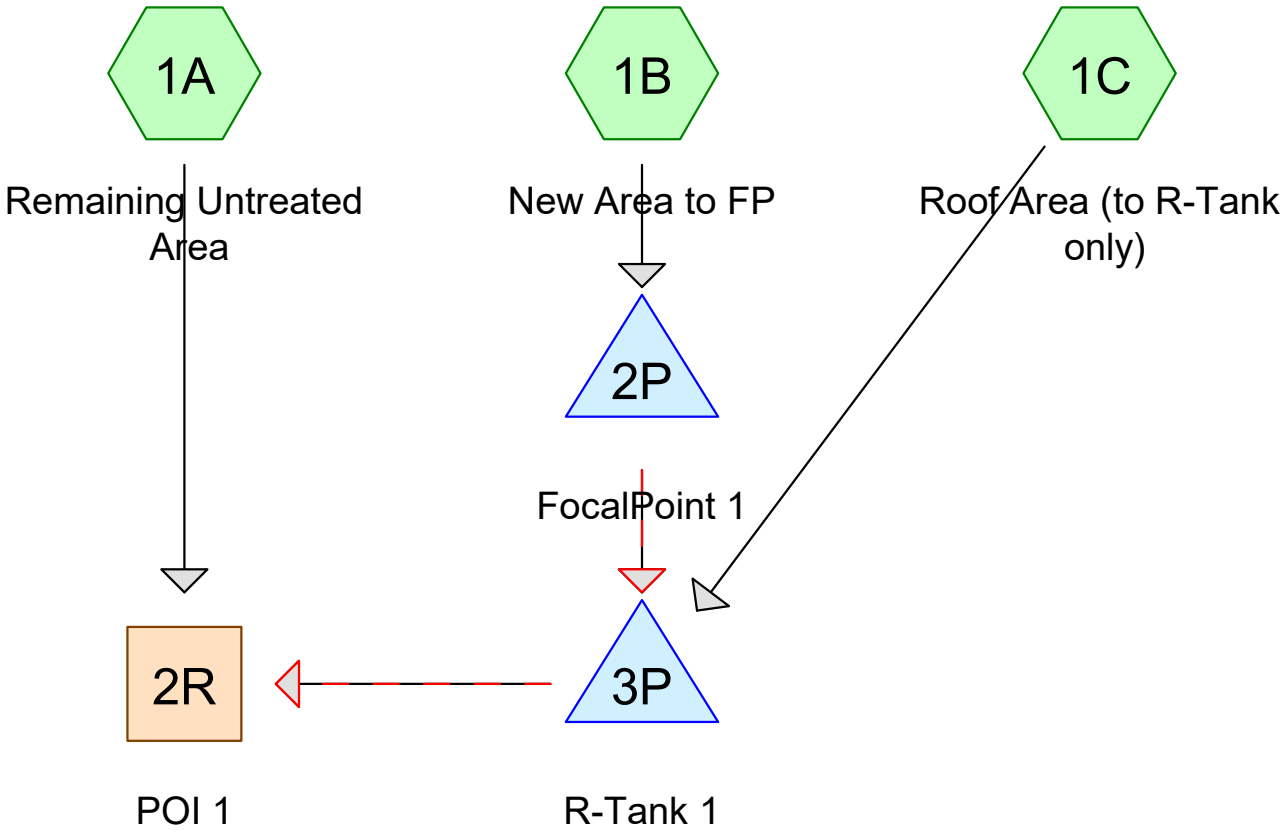
Volume	Invert	Avail.Storage	Storage Description
#1A	98.43'	1,126 cf	**27.62'W x 55.61'L x 4.07'H Field A** 6,254 cf Overall - 3,440 cf Embedded = 2,814 cf x 40.0% Voids
#2A	98.68'	3,268 cf	**Ferguson R-Tank HD 2** x 396 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 396 Chambers in 18 Rows
#3	98.68'	133 cf	**6.00'D x 4.69'H Vertical Cone/Cylinder**
		4,526 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	98.43'	**12.0" Round 12" out of OCS** L= 90.0' Ke= 0.900 Inlet / Outlet Invert= 98.43' / 98.00' S= 0.0048 '/' Cc= 0.900 n= 0.013, Flow Area= 0.79 sf
#2	Device 1	98.43'	**0.02 cfs Exfiltration at all elevations**
#3	Device 1	100.20'	**4.0" Vert. Orifice/Grate-wqv** C= 0.600 Limited to weir flow at low heads
#4	Device 1	100.49'	**4.0" Vert. Orifice/Grate-2yr peak** C= 0.600 Limited to weir flow at low heads
#5	Device 1	101.19'	**3.0" Vert. Orifice/Grate-10 yr peak** C= 0.600 Limited to weir flow at low heads
#6	Device 1	102.08'	**6.0' long x 0.7' breadth Weir-25 yr peak**

Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50
Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.71 cfs @ 12.45 hrs HW=101.20' TW=0.00' (Dynamic Tailwater)
└─**1=12" out of OCS** (Passes 0.71 cfs of 4.30 cfs potential flow)
  ├─**2=Exfiltration** (Exfiltration Controls 0.02 cfs)
  ├─**3=Orifice/Grate-wqv** (Orifice Controls 0.38 cfs @ 4.39 fps)
  ├─**4=Orifice/Grate-2yr peak** (Orifice Controls 0.31 cfs @ 3.54 fps)
  ├─**5=Orifice/Grate-10 yr peak** (Orifice Controls 0.00 cfs @ 0.28 fps)
  └─**6=Weir-25 yr peak** (Controls 0.00 cfs)



Subcat Reach Pond Link

Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
HydroCAD® 10.20-5c s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1A: Remaining Untreated Runoff Area=23,328 sf 46.77% Impervious Runoff Depth=2.38"
Flow Length=236' Tc=11.0 min CN=67 Runoff=1.24 cfs 0.106 af

Subcatchment 1B: New Area to FP Runoff Area=16,557 sf 72.27% Impervious Runoff Depth=3.80"
Flow Length=200' Tc=8.2 min CN=82 Runoff=1.56 cfs 0.120 af

Subcatchment 1C: Roof Area (to R-Tank Runoff Area=11,994 sf 100.00% Impervious Runoff Depth=5.56"
Tc=6.0 min CN=98 Runoff=1.56 cfs 0.128 af

Reach 2R: POI 1 Inflow=2.31 cfs 0.354 af
Outflow=2.31 cfs 0.354 af

Pond 2P: FocalPoint 1 Peak Elev=104.52' Storage=102 cf Inflow=1.56 cfs 0.120 af
Primary=0.13 cfs 0.073 af Secondary=1.43 cfs 0.047 af Outflow=1.56 cfs 0.120 af

Pond 3P: R-Tank 1 Peak Elev=102.09' Storage=4,234 cf Inflow=3.05 cfs 0.248 af
Outflow=1.29 cfs 0.248 af

Total Runoff Area = 1.191 ac Runoff Volume = 0.354 af Average Runoff Depth = 3.57"
32.79% Pervious = 0.390 ac 67.21% Impervious = 0.801 ac

Summary for Subcatchment 1A: Remaining Untreated Area

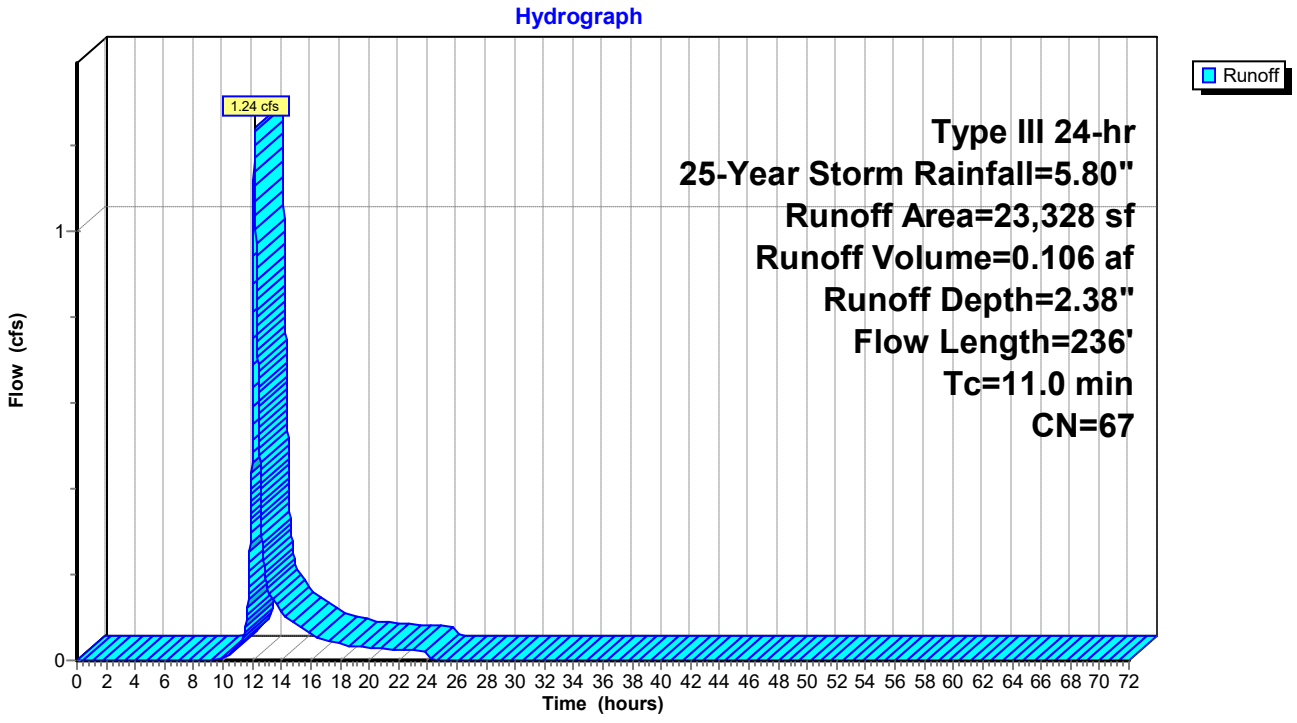
Runoff = 1.24 cfs @ 12.16 hrs, Volume= 0.106 af, Depth= 2.38"
Routed to Reach 2R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
10,910	98	Paved parking, HSG A
12,418	39	>75% Grass cover, Good, HSG A
23,328	67	Weighted Average
12,418		53.23% Pervious Area
10,910		46.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.4	127	0.0300	0.20		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
11.0	236	Total			

Subcatchment 1A: Remaining Untreated Area



Summary for Subcatchment 1B: New Area to FP

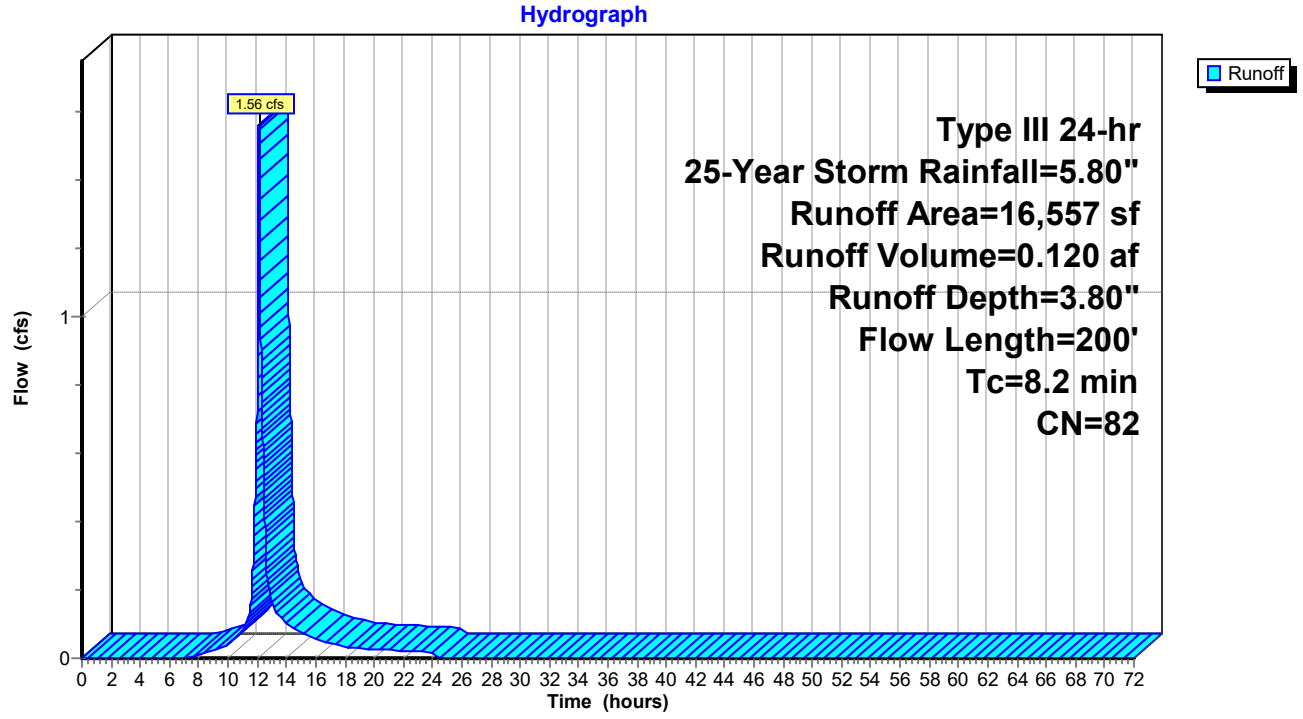
Runoff = 1.56 cfs @ 12.11 hrs, Volume= 0.120 af, Depth= 3.80"
Routed to Pond 2P : FocalPoint 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
11,966	98	Paved parking, HSG A
4,591	39	>75% Grass cover, Good, HSG A
16,557	82	Weighted Average
4,591		27.73% Pervious Area
11,966		72.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	30	0.0070	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.9	120	0.0100	1.05		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	50	0.0100	2.03		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
8.2	200	Total			

Subcatchment 1B: New Area to FP



Summary for Subcatchment 1C: Roof Area (to R-Tank only)

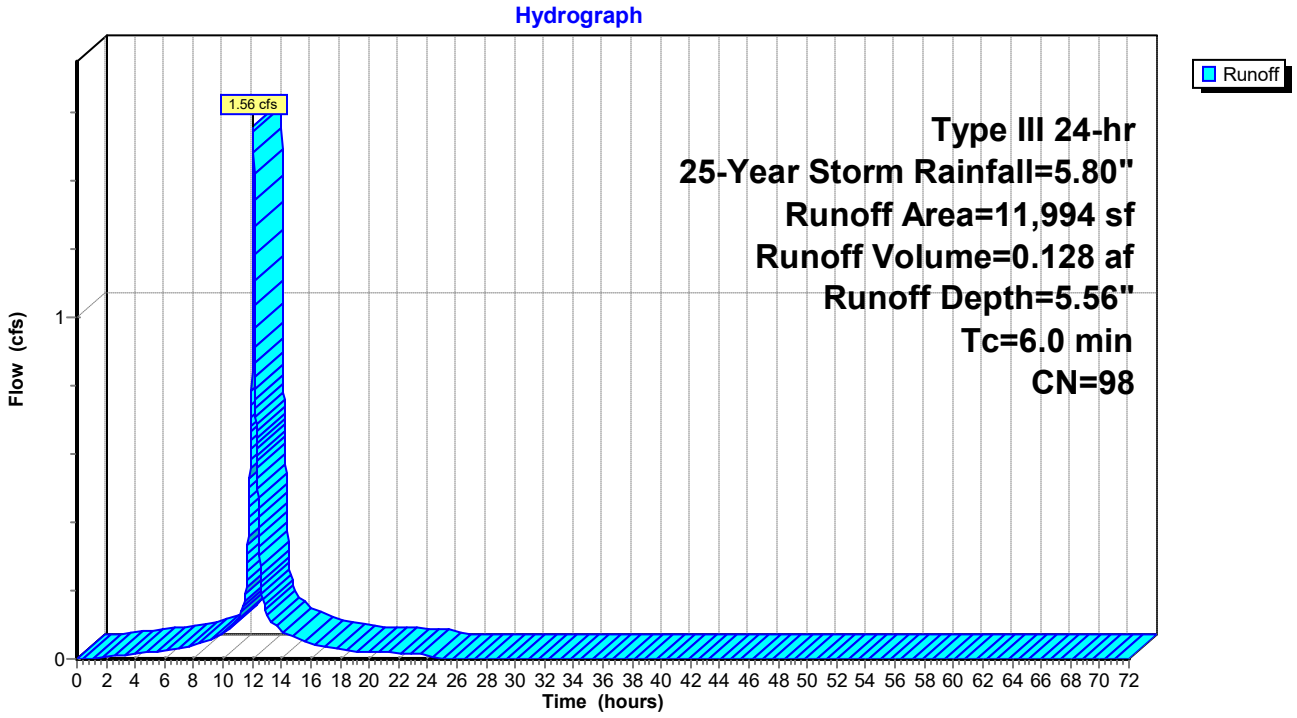
Runoff = 1.56 cfs @ 12.08 hrs, Volume= 0.128 af, Depth= 5.56"
Routed to Pond 3P : R-Tank 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
11,994	98	Roofs, HSG A
11,994		100.00% Impervious Area

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

Subcatchment 1C: Roof Area (to R-Tank only)

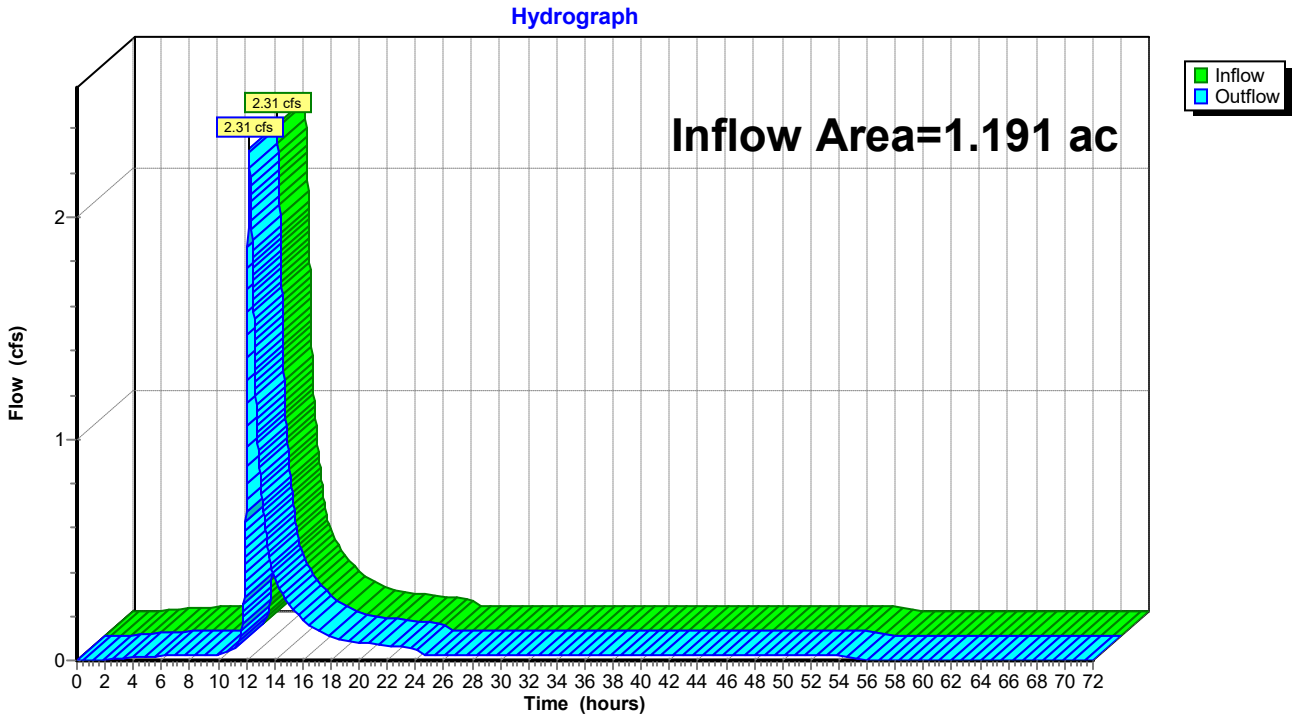


Summary for Reach 2R: POI 1

Inflow Area = 1.191 ac, 67.21% Impervious, Inflow Depth = 3.57" for 25-Year Storm event
Inflow = 2.31 cfs @ 12.20 hrs, Volume= 0.354 af
Outflow = 2.31 cfs @ 12.20 hrs, Volume= 0.354 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Reach 2R: POI 1



Summary for Pond 2P: FocalPoint 1

Inflow Area = 0.380 ac, 72.27% Impervious, Inflow Depth = 3.80" for 25-Year Storm event
Inflow = 1.56 cfs @ 12.11 hrs, Volume= 0.120 af
Outflow = 1.56 cfs @ 12.12 hrs, Volume= 0.120 af, Atten= 0%, Lag= 0.3 min
Primary = 0.13 cfs @ 11.45 hrs, Volume= 0.073 af
Routed to Pond 3P : R-Tank 1
Secondary = 1.43 cfs @ 12.12 hrs, Volume= 0.047 af
Routed to Pond 3P : R-Tank 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 104.52' @ 12.12 hrs Surf.Area= 55 sf Storage= 102 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 2.0 min (814.3 - 812.3)

Volume	Invert	Avail.Storage	Storage Description
#1	101.50'	25 cf	**5.00'W x 11.00'L x 2.25'H Focal Point Filter Media** 124 cf Overall x 20.0% Voids
#2	103.75'	114 cf	**FocalPoint Basin (Prismatic)** Listed below (Recalc) -Impervious
		138 cf	Total Available Storage

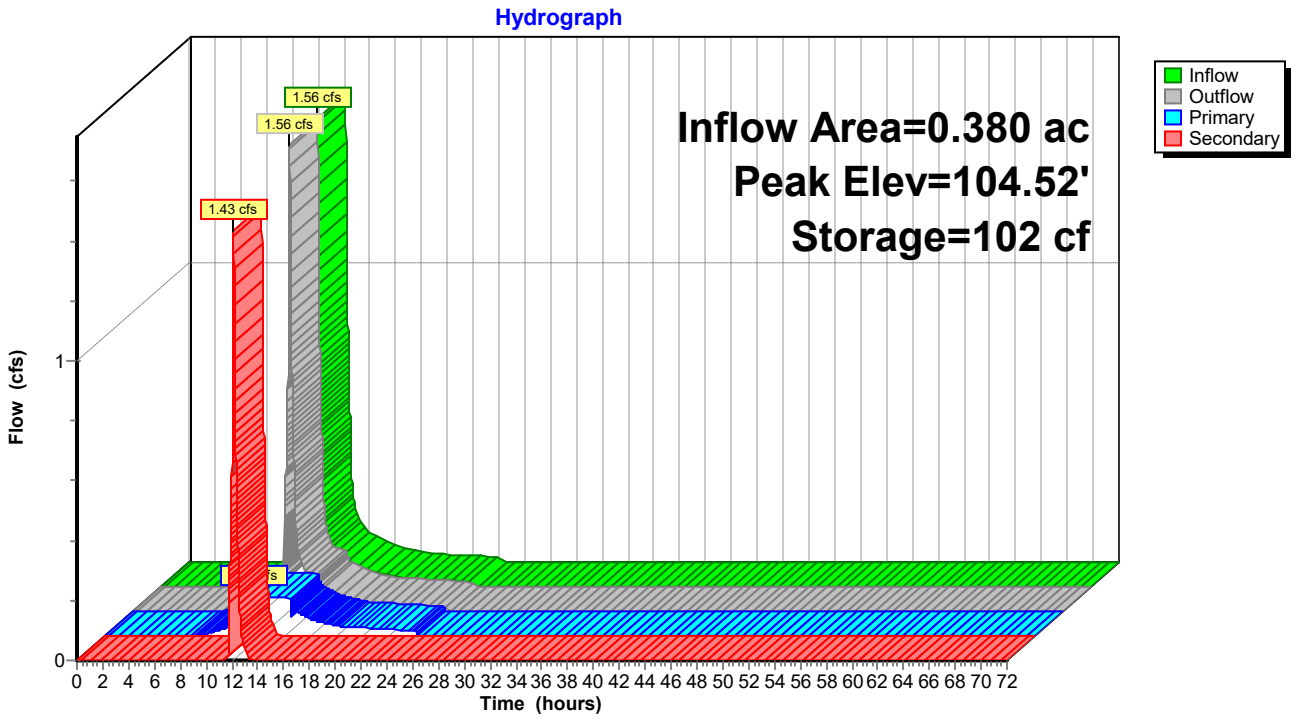
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
103.75	55	0	0
104.75	172	114	114

Device	Routing	Invert	Outlet Devices
#1	Primary	101.50'	**100.000 in/hr Exfiltration FP Media over Surface area** Phase-In= 0.01'
#2	Secondary	104.25'	**12.0" Horiz. Overflow Pipe** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 11.45 hrs HW=101.54' TW=99.63' (Dynamic Tailwater)
↑—**1=Exfiltration FP Media** (Exfiltration Controls 0.13 cfs)

Secondary OutFlow Max=1.43 cfs @ 12.12 hrs HW=104.52' TW=101.31' (Dynamic Tailwater)
↑—**2=Overflow Pipe** (Weir Controls 1.43 cfs @ 1.69 fps)

Pond 2P: FocalPoint 1



Summary for Pond 3P: R-Tank 1

Inflow Area = 0.655 ac, 83.92% Impervious, Inflow Depth = 4.54" for 25-Year Storm event
Inflow = 3.05 cfs @ 12.10 hrs, Volume= 0.248 af
Outflow = 1.29 cfs @ 12.34 hrs, Volume= 0.248 af, Atten= 58%, Lag= 14.2 min
Primary = 1.29 cfs @ 12.34 hrs, Volume= 0.248 af
Routed to Reach 2R : POI 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 102.09' @ 12.34 hrs Surf.Area= 1,564 sf Storage= 4,234 cf

Plug-Flow detention time= 380.7 min calculated for 0.248 af (100% of inflow)
Center-of-Mass det. time= 380.6 min (1,159.6 - 779.0)

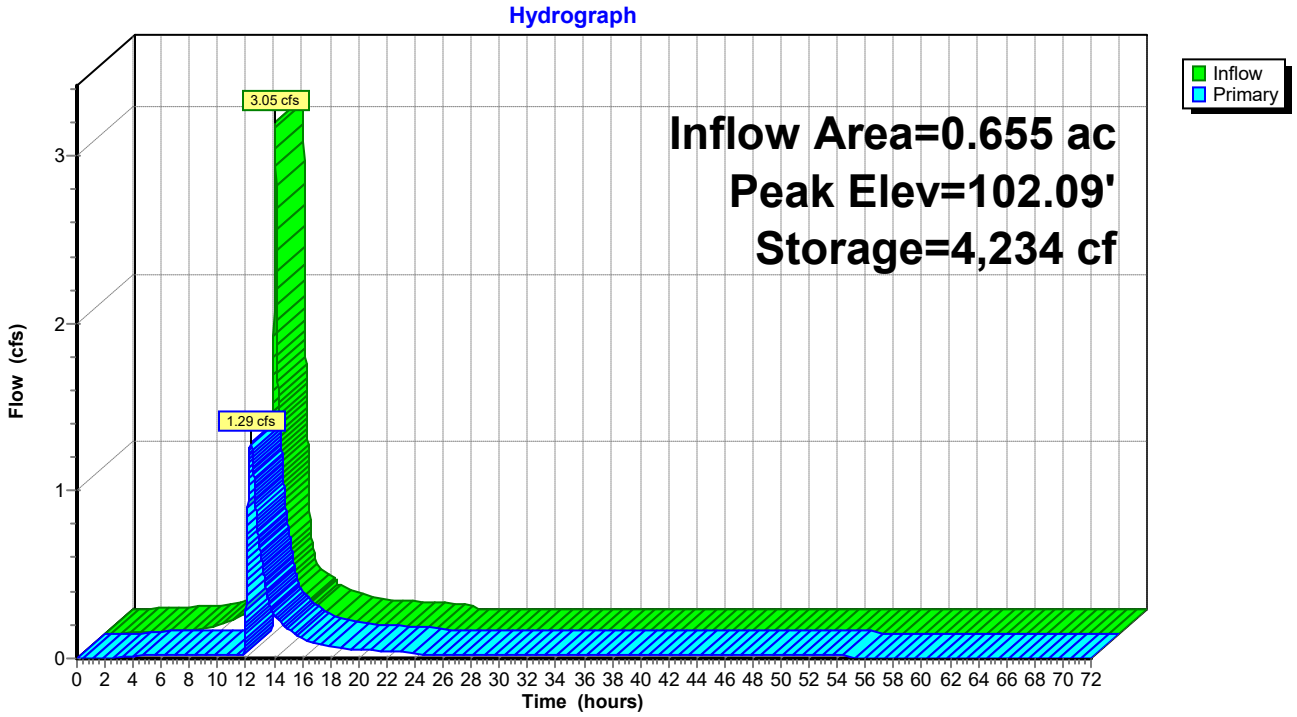
Volume	Invert	Avail.Storage	Storage Description
#1A	98.43'	1,126 cf	**27.62'W x 55.61'L x 4.07'H Field A** 6,254 cf Overall - 3,440 cf Embedded = 2,814 cf x 40.0% Voids
#2A	98.68'	3,268 cf	**Ferguson R-Tank HD 2** x 396 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 396 Chambers in 18 Rows
#3	98.68'	133 cf	**6.00'D x 4.69'H Vertical Cone/Cylinder**
		4,526 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	98.43'	**12.0" Round 12" out of OCS** L= 90.0' Ke= 0.900 Inlet / Outlet Invert= 98.43' / 98.00' S= 0.0048 '/' Cc= 0.900 n= 0.013, Flow Area= 0.79 sf
#2	Device 1	98.43'	**0.02 cfs Exfiltration at all elevations**
#3	Device 1	100.20'	**4.0" Vert. Orifice/Grate-wqv** C= 0.600 Limited to weir flow at low heads
#4	Device 1	100.49'	**4.0" Vert. Orifice/Grate-2yr peak** C= 0.600 Limited to weir flow at low heads
#5	Device 1	101.19'	**3.0" Vert. Orifice/Grate-10 yr peak** C= 0.600 Limited to weir flow at low heads
#6	Device 1	102.08'	**6.0' long x 0.7' breadth Weir-25 yr peak** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=1.29 cfs @ 12.34 hrs HW=102.09' TW=0.00' (Dynamic Tailwater)
- **1=12" out of OCS** (Passes 1.29 cfs of 5.09 cfs potential flow)
  - **2=Exfiltration** (Exfiltration Controls 0.02 cfs)
  - **3=Orifice/Grate-wqv** (Orifice Controls 0.55 cfs @ 6.31 fps)
  - **4=Orifice/Grate-2yr peak** (Orifice Controls 0.50 cfs @ 5.76 fps)
  - **5=Orifice/Grate-10 yr peak** (Orifice Controls 0.21 cfs @ 4.23 fps)
  - **6=Weir-25 yr peak** (Weir Controls 0.01 cfs @ 0.21 fps)

Pond 3P: R-Tank 1



PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue
(66 FEET WIDE)

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

"City Hospital Drive"
Access & Utility Easement

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

Benchmark:
Top of Flush Granite Monument
with Brass Plug - Elev.= 106.10'
per City Datum

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

Point Of Beginning -
Exhibit C Common Use Ground
Book 6822, Page 176

223.61' S56°30'10"E

174.50' N14°10'50"E

S26°55'25"W 165.77'

127.41' 184.86'(total) N56°30'10"W 20.13' 35.46' 1.86'

N26°21'50"E 93.00'(total)

N62°23'10"W

N64°29'30"W

S14°10'50"W 64.00'

124.28'(total) N75°39'50"W 94.00'

104.50' N62°56'00"W 135.50'(total)

N26°55'50"E 83.21'

N26°55'50"E 80.96'

20' Wide Access Easement

20' Wide Utility Easement

Old Broken Pavement

Paved Parking

Paved Sidewalk

Paved

Island

Sign

EXIST. METRO/BUS SHELTER

EXIST. BIT. SIDEWALK

Hold For Line

Blackpoint Lane
Marked "Abandon"

NO PARKING

EX. CB RIM=102.94
12" PVC INV. OUT=97.98

EX. CB RIM=100.19
SUMP=91.70
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80

CMP1 CMP2 CMP123S CMP123.1

Connecte Ramp

Edge of Bush (typical)

EX SAN 12"

EX SAN–12"

OHT OHE&T ohw

1S SF A B SCF C SCF POI

Lot 1

NORTH

PREDEVELOPMENT PEAK FLOW DISCHARGE SUMMARY

	POI 1
2 YR	0.58 CFS
10 YR	1.52 CFS
25 YR	2.38 CFS

LEGEND

- 1 — SUBCATCHMENT AREA
- A — TIME OF CONCENTRATION FLOW PATH
- WATERSHED BOUNDARY
- POI — POINT OF INTEREST
- SF — SHEET FLOW
- SCF — SHALLOW CONCENTRATED FLOW

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

20 0 10 20 40
1 inch = 20 ft.

Rev.	Date	Revision

Rev.	Date	Revision
2	7/8/2025	REVISED PER STAFF COMMENTS
1	6/6/2025	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A.00
File Name: BARRON–WS–PRE.dwg		

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GorrillPalmer.com
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: PREDEVELOPMENT WATERSHED MAP

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. W1

U:\Developers Collaborative\0129762A.00 – City of Portland Barron Ctr Hsg 1st RFP\2 – CAD\DWG\BARRON–WS–PRE.dwg 7/25/2025 10:47 AM

PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

NORTH

EX SAN 12 RCP

EX SAN–12"VIT

Brighton Avenue
(66 FEET WIDE)

Benchmark:
Top of Flush Granite Monument with Brass Plug –Elev.= 106.10' per City Datum

CMP123S

CMP123.1

1A
Paved Sidewalk

1C
DIRECT ENTRY: 6 MINUTES

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

Edge of Path (typical)

CMP1

A

SF

SCF

B

1B
22 PARKING SPACES
(11 ADA)

CMP2

Paved

EX. CB RIM=102.94
12" PVC INV. OUT=97.98

EX. CB RIM=100.19
SUMP=91.10
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80

POI

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

"City Hospital Drive"
Access & Utility Easement

Island

Sign

Lot 1

EX. CATCH BASIN

EXIST. METRO/BUS SHELTER

EXIST. BIT. SIDEWALK

EXIST. EDGE OF PAVEMENT

ONE WAY

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

20 0 10 20 40
1 inch = 20 ft.

PEAK FLOW DISCHARGE SUMMARY

	PRE	POST
2 YR	0.58 CFS	0.29 CFS
10 YR	1.52 CFS	1.30 CFS
25 YR	2.38 CFS	2.31 CFS

LEGEND

1 — SUBCATCHMENT AREA

A — TIME OF CONCENTRATION FLOW PATH

WATERSHED BOUNDARY

POI — POINT OF INTEREST

SF — SHEET FLOW

SCF — SHALLOW CONCENTRATED FLOW

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

Rev.	Date	Revision

Rev.	Date	Revision
2	7/8/2025	REVISED PER STAFF COMMENTS
1	6/6/2025	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00
File Name: BARRON–WS–POST.dwg		

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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: POSTDEVELOPMENT WATERSHED MAP

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. W2

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PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue
(66 FEET WIDE)

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

"City Hospital Drive"
Access & Utility Easement

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

Benchmark:
Top of Flush Granite Monument
with Brass Plug -Elev.= 106.10'
per City Datum

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

Lot 1

EX SAN
12 RCP

EX SAN-12"VIT

EX CB RIM=102.94
12" PVC INV. OUT=97.98

EX CB RIM=100.19
SUMP=91.70
12" PVC INV.=95.09
12" PVC INV.=94.80

EXIST. BIT. SIDEWALK

EXIST. EDGE OF PAVEMENT

ONE WAY

PEAK FLOW DISCHARGE SUMMARY		
	PRE	POST
2 YR	0.58 CFS	0.29 CFS
10 YR	1.52 CFS	1.30 CFS
25 YR	2.38 CFS	2.31 CFS

LEGEND:

- AREA TREATED BY FOCALPOINT
- AREA SENT TO R-TANKS ONLY
- UNTREATED AREA
- 1 — SUBCATCHMENT
- POI — POINT OF INTEREST
- 4P — STORAGE BMP

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

1 inch = 20 ft.

Rev.	Date	Revision

Rev.	Date	Revision
2	7/8/2025	REVISED PER STAFF COMMENTS
1	6/6/2025	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A.00
File Name: BARRON-WS-POST.dwg		

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GorrillPalmer.com
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: WATER QUALITY MAP

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. WQ

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City of Portland ME: Low-Impact Design Requirements

Owner / applicant name:	Developers Collaborative
Representative name:	Stephen Bushey, PE - Gorrill Palmer (Agent)
Project address:	Barron Ctr - Brighton Ave
Project CBL:	269 B 041
Application ID (if known):	

	Maximum Points	How to Apply	Points Awarded	LID Standard / Approach
CORE METHODS: Wetlands, Streams, & Drainage				
Protect natural drainage paths	Required			
Shoreland Zoning	Required			
Meeting DEP and ACOE standards for stream crossings	Required			
Protect wetlands	12	Select one option	12	Select a site that does not have wetlands or vernal pools = 12pts
				Project maintains a 50' set-back / no-disturb buffer to all wetlands = 10pts
				Project maintains a 25' set-back / no-disturb buffer to all wetlands = 7pts
				Project does not place structures in wetlands and avoids wetlands impacts from construction and stormwater discharges = 5pts
				Project replicates impacted wetlands elsewhere on site or within watershed = 3pt
				Project pays wetlands impact fee = 0pts
Permanently protect stream (intermittent and perennial) and riparian buffers *(exclusive of approved stream crossings; must include a no-disturb zone with markers installed and deed restriction recorded at registry of deeds)*	12	Select one option	12	Select a site with no streams = 12pts
				Permanently protect all 100ft shoreline buffers = 10pts
				Permanently protect all 75ft shoreline buffers = 7pts
				Permanently protect all 50ft shoreline buffers (intermittent streams) = 6pts
				Permanently protect all 50ft shoreline buffers (required minimum for perennial streams) = 5pts
				Permanently protect all 25ft shoreline buffers (required minimum for intermittent streams) = 5pts
Stream crossings	12	Select one option	12	Select a site with no streams = 12pts
				Avoid any stream crossings = 10pts
				All stream crossings use a bridge or open bottom culvert structure sized at 1.2 times the bank full width of the stream = 10pts
				All stream crossings use Maine Stream Smart Principles to preserve natural pre-development drainage pathways = 6pts
CORE METHODS: Natural Areas & Habitat				
Preserve threatened or endangered species habitat	Required (Beginning with Habitat Maps at a minimum)			
Protect 30% of trees over 10" DBH	Required (Tree survey required)			
Protect intact, contiguous forests and native trees over 10" DBH	8	Select one option	8	All development and land disturbance outside of existing wooded/forested areas (no site clearing in prior 10 years) = 8pts
				Protect 50% of trees over 10" DBH = 6pts
				Protect 40% of trees over 10" DBH = 4pt

CORE METHODS: Soils & Slopes				
USDA Web Soil Survey	Required (provide details how soil limitations will be mitigated)			
Avoid steep slope disturbance	5	Select one option	5	Selecting a site without slopes 15% or greater = 5pts
				Maintain >20' undisturbed vegetated buffer to all slopes 15% or greater = 3pts
				Maintain 10-20' undisturbed vegetated buffer to all slopes 15% or greater = 2pts
				Maintain 1-10' undisturbed vegetated buffer to all slopes 15% or greater = 1pt
				Disturbance of any slope 15% or greater = 0pts
Protect soils	5	Select one option	5	Redevelopment sites = 5pts
				Detailed, site-specific soil survey; preparation of a Soil Management and Protection Plan; protect highly permeable soils = 5pts
Limit site disturbance and earthwork	8	Select one option		Redevelopment limits disturbance to existing footprint = 8pts
			8	New development disturbs less than 50% of existing undeveloped site area = 8pts
				New development disturbs less than 75% of existing undeveloped site area = 6pts
				New development disturbs greater than 75% of existing undeveloped site area = 0pts
Soil preparation & minimizing compaction	6	Select all options that apply	3	Till soils to a depth of at least 10" prior to revegetation = 3pts
				Organic matter amendments as needed based on soil tests = 3pts
CORE METHODS: Landscaping				
Low-Impact Landscaping	6	Select all options that apply		Redevelopment sites reduce lawn area by 50%, provided no increase in impervious area (lawn becomes landscaping) = 2pt
				New development results in >50% non-impervious developed area is landscaping = 2pt
			2	Use only native vegetation for landscaped areas = 2pts
			2	Using only locally-sourced landscape materials = 2pt
CORE METHODS: Impervious Area & SW Management				
Meeting City's stormwater management standards	Required			
Reduce impervious and increase permeable surfaces	10	Select all options that apply, up to a maximum of 10 points		50% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 6pts
				Minimize parking impervious area by using only the minimum required number of parking spaces, the minimum required parking lot dimensions, maximizing compact spaces and utilizing low-turnover standard parking space width reductions = 4pt
				25% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 3pts
			2	Minimize roadway impervious area by developing roadways and driveways at the minimum width and using minimum number of curb cuts = 2pt
			2	Reducing the number of driveways by using a shared driveway design = 2pt
			2	Providing transportation alternatives (such as bike share, car share, or similar) = 2pt
Use GI / natural stormwater treatment systems	12	Select all options that apply	6	Treatment requirements and conveyance achieved through vegetated systems = 6pts
			3	No more than 1-acre of drainage per treatment system = 3pts
				Increase time of concentration on site (1" 25 year storm event) = 3pts
Limit / eliminate salt use	4	Select one option	4	Detailed winter maintenance agreement, with annual reporting requirement, limiting chloride use (required in UIS watersheds) = 4pts

Bonus Points				
Bonus points are offered for strategies that may go above and beyond typical approaches; may offer particularly innovative site design or engineering ; or may help achieve the larger goal of low-impact development on a regional scale.	10			Utilizing structured parking = 10pts
	10			Utilizing a green roof for at least 50% of a newly developed or redeveloped building roof = 10pts
	10			Restoration of previously disturbed natural resources (minimum 500 square feet of restoration) = 10pts
	10			BMPs designed for known water quality impairment within watershed = 10pts
	10			Connecting to City sewer from a site >200 ft from existing City infrastructure = 10pts
	6			Detention of 1.5 times the required volume = 6pts
	6			Treatment for 1.5 times the required water quality volume = 6pts
	6			Innovative LID site design and/or stormwater improvement - 6pts
	10			Establishing a Traffic Demand Management plan for projects under 50,000ft = 10pts
	Total Possible Points **178**		**Total Points Awarded** **88**	**Minimum points required for approval of LID strategies and techniques** **80**

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June 6, 2025

Mr. Kevin Kraft –Director
City of Portland Planning & Urban Development
389 Congress Street, 4th Floor
Portland, ME 04101

Subject: **Land at 1125 Brighton Ave - Major Site Plan Application -Prosperity Place Residential development – City RFP#25056**
Applicant: ProsperityME and Developers Collaborative Predevelopment LLC
CBL: 269 B 041

Dear Kevin:



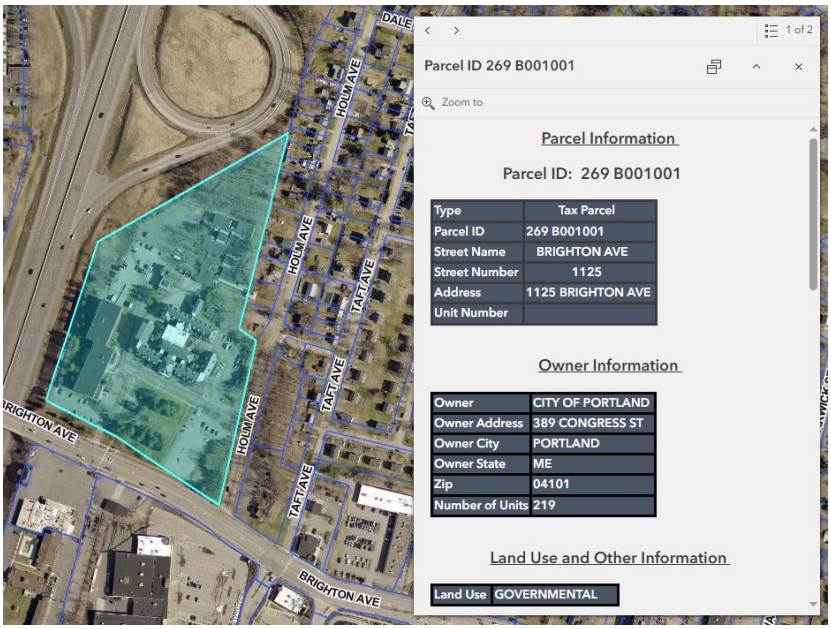
The team of Developers Collaborative Predevelopment LLC (DC) and ProsperityME (PME) have retained Gorrill Palmer to prepare plans and permit applications for a proposed 50-Unit family apartment building in an existing parking lot at the Barron Center complex on Brighton Ave in Portland, ME. The City of Portland has selected the DC/Prosperity team to negotiate to enter into a ground lease agreement for the purpose of expanding housing opportunities on the Barron Center Campus. The proposed 0.77-acre lease Site #1 is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 269/Lot B 001. The current application is only for Site #1 as identified in the RFP. Any future development proposal for so-called Site #2 will require its own permitting effort.

Prosperity Place is an exciting joint venture between DC and ProsperityME. DC will serve as the Site #1 development consultant and provide property management services, and ProsperityME will be the owner and support tenants through wraparound services. Laura Reading and Robby Perkins-High will serve as the Project Managers for DC and ProsperityME, respectively.

While there is significant demand in the BIPOC community for housing generally, and affordable housing specifically, there is no significant BIPOC ownership of affordable housing. This partnership proposes to change that dynamic permanently. DC will develop the projects, and train ProsperityME staff to develop similar projects themselves in the future. And while DC will initially manage the properties, the intent is for ProsperityME to develop their own internal capacity to self-manage their real estate.

In addition to Developers Collaborative and ProsperityME, the project team includes Invivid Architecture, Aceto Kimball Landscape Architecture & Urban Design, and Gorrill Palmer. All have established professional relationships and have partnered previously on similar projects.

According to the boundary survey by Nadeau Land Surveying, the proposed lease area is part of what is identified as the 9.1-acre Lot 2 on the recording plan of City Hospital Housing for Elderly[1]. The site presently contains the Barron Center Nursing Care Facility, and the Barron Center 2 building, formerly containing an Alzheimer's care facility but currently under consideration for transitioning to an alternative use as the Alzheimers unit is not currently in operation. Lot 1 of the Subdivision contains the 104-unit 62+ Loring House senior living apartment complex, also under long term lease with the City[2].



The proposed Site #1 development includes greater than three dwelling units therefore the proposal qualifies for a Major Site Plan approval from the Planning Board in accordance with Table 13-A of the ReCode. The following summarizes the reviews required by the City:

Proposal	Applicable Standards
New Construction over 20,000 SF	Sec 13.6 Site plan Review, B-3 Design Review, HP Advisory
Subdivision (50 dwelling units)	Sec 14 Subdivision Review
Multi-family Residential >10 units	Section 17.2 Affordable Housing

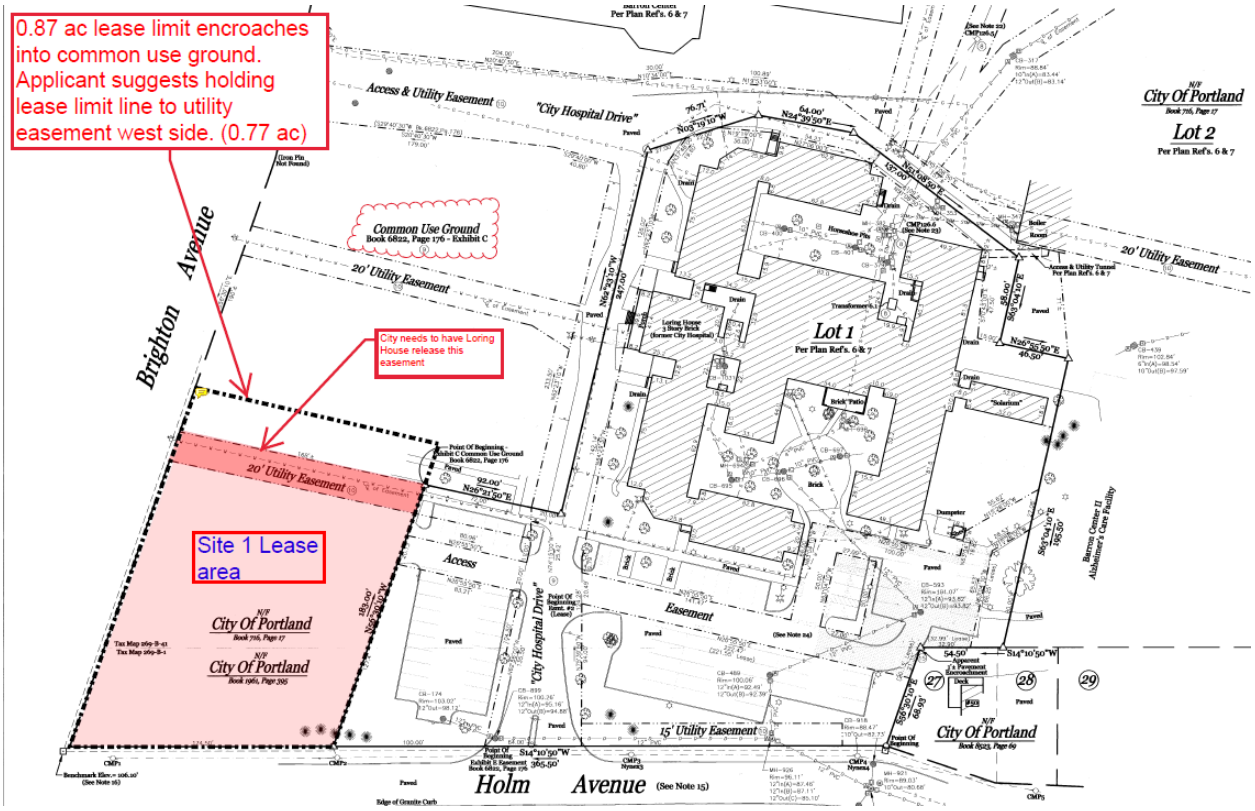
Existing Conditions

The proposed site is bounded by Brighton Avenue to the south, Holm Avenue to the east and the Barron Center Campus to the north and west. The Loring House Apartments occupy the original City Hospital building just north of the Site #1 development area. The Loring House and the Barron Center share a two-way driveway off Holm Avenue aka City Hospital Drive that is the primary entrance into the campus. Vehicular circulation thru the campus flows from Holm Ave into the site and to several parking areas surrounding the Barron Center. A one-way

[1] See CCRD Book 196 page 39 by Owen Haskell Inc. and the ALTA survey for Wishrock Housing Partners & Investment Group CCRD Book 216, page 56, by Nadeau Land Surveys
[2] See CCRD book 32935 page 37 for assignment of ground lease to Loring House Associates LP

directional exit onto Brighton Avenue benefits from an existing traffic signal on Brighton. The site is located in the B-2 zone as identified below. See the Pedestrian access and Site Circulation plan for further information.

The lease area site as originally contemplated in the RFP was 0.87 Acres in size. Nadeau Land Survey has completed a boundary survey for the site and alerted the team that the contemplated 0.87-acre lease area would extend into land already within the so-called "Common Use Ground"[3]. For this reason, the current proposal defines the lease limits as the westerly line of a 20' wide utility easement that is no longer required due to the installation of a new PWD 12" water main thru the Barron Center property. The applicant requests the City petition the Loring House to release any easement rights associated with the 20' wide utility easement. The overall lease area size would be approximately 33,775 SF or .77 ac.



According to City records, underground utilities in the surrounding streets include water, gas, and sewer. Overhead three phase power and communications lines are located nearby on Brighton Avenue. The proposed building footprint will be approximately 11,890 SF or about 35% of the lease area. The construction will require coordination with the abutting building owners on the Barron Center campus. Barron Center parking will be displaced to other locations on the campus. The construction may involve reconstruction of bituminous

[3] See CCRD Book 6822 page 176 – Exhibit C, a copy of which can be uploaded to Eplan upon request

sidewalk along the adjacent streets, and repaving of new parking on the lease site. Portions of adjacent streets may also require restoration due to proposed utility connections.



Fig 1: Zoning Excerpt



Fig 2: Google Earth View

Proposed Development

The proposed building will involve the following unit mix:

Unit size	Count	Mix %
1 Bed	15	30%
2 Bed	25	50%
3 Bed	8	16%
4 Bed	2	4%
Total	**50**	**100%**

Preliminary floor plans and site renderings by Invivid accompany this submission.



First floor Plan – Prosperity Place

Traffic/parking

Drawing C-1.5 is the Pedestrian Access & Site Circulation plan for the existing campus. The campus is highlighted by the following parking and circulation conditions:

Parking/Circulation

- Four parking lots are available for Barron Center Staff, guests and visitors. There are a total of 160 spaces in these four lots. The Barron Center is understood to have a maximum resident capacity of 212 and maximum staff shift of 105 persons.

- All site access is from the Holm Avenue Driveway (aka City Hospital Drive) which allows entering and exiting movements. Per the C-1.5 plan, users of East Lot #1 (Barron Center staff) and East lots #2 &#3 (Loring House) may enter and exit via Holm Avenue. These users may also choose to exit the site via the one-way exit drive in front of the Barron Center, that exits onto Brighton Ave at the existing signalized intersection.
- Barron Center staff and visitors enter the site from Holm Ave and if proceeding to West Lot #1 (visitors) or West Lots #2 & #3 (staff), may only exit the site via the signalized exit-only driveway onto Brighton Ave. Signage prohibiting Holm Ave. access via City Hospital Drive in front of the Loring House, is posted.

Pedestrian Circulation

- The site benefits from a number of internal paved walks through the common space in front of the Loring House. The walks connect to the public sidewalk on Brighton Avenue including to the METRO shelters on both sides of Brighton. Push button activated pedestrian crossing signals and crosswalk are part of the vehicular traffic signal operations at the Exit only driveway.
- The Brighton Avenue sidewalk extends in both directions to provide convenient access to various businesses and services within 0.5 to 1 mile of the site. Walking distance to the Rowe Elementary School is approximately 0.5 mile.

The site has an existing 46 space parking lot used by Barron Center staff that will be eliminated. The development expects to work with City officials on the placement/construction of new spaces on the Barron Center campus to offset the loss of Barron Center staff parking in Site #1. The exact locations of the replacement parking are not yet finalized, but options include new parking in the exit drive, opposite the Barron Center as well as new parking in the undeveloped area on the north end of the campus.

Tenants of the building will have access to the following onsite parking:

- 31 parking spaces (Max allowed is 2 sp/unit or 100 sp)
- At least 6 ADA spaces
- 6 Level 2 EV charging spaces
- 12 EV charging ready spaces (i.e. conduit installed)
- Bike Parking – 25 spaces required (1/2 units) which may be a combination of interior and exterior racks. Bike rack storage in the building will allow for 32 bicycles in a secured room.

<u>Utilities</u>

The proposed project will involve new utility connections that are described as follows:

- The building will be sprinkled and contain a domestic water service, both to be extended from an 8" water main in Brighton Avenue as currently designed. The Fire Dept connection will be located along the south side of the building facing Brighton Avenue.

- A domestic sewer connection is proposed to tie into an existing 12" sewer line in Brighton Avenue. A Wastewater capacity authorization request has been submitted to Brad Roland in Engineering and we have requested he review the sewer connection alternatives and advise as to the most suitable option for connection to the City sewer.
- The building may be served by Natural gas coming from nearby, although the MEP design has not been advanced enough to decide on gas need. All HVAC equipment will be roof top mounted and screened.
- There is three-phase overhead power in Brighton Avenue and the nearest pole is slightly west of the site. A new riser pole and underground service along the north side of Brighton Avenue are currently contemplated subject to coordination with Central Maine Power. The design team is currently coordinating with CMP and the communications providers on these services. Use of electrical systems for the building's heating and cooling systems will be prioritized.

Consistency with Master Plan

Highlights of the DC/ProsperityME development proposal as accepted by the City Council include:

- A development concept that creates 50 affordable rental homes in Phase 1 for Portland families, including those experiencing homelessness;
- A focus on campus and neighborhood safety created by serving families and providing relevant supportive services;
- A thorough and inclusive neighborhood engagement plan that considers the varied impacts of potentially two phased development sites, and also allows for timely delivery of housing;
- A project team with extensive qualifications and a proven track record of delivering comparable projects, both in scale and in community engagement; and
- A place that can provide affordable homes for employees of the Barron Center and other nearby employers.

On Portland's Future Land Use Plan, Brighton Avenue remains located in the Mixed Use/Commercial/Office zone and is located on a Priority Corridor (Brighton Avenue). Priority Corridors are "*major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.*" Located on Brighton Avenue, the site is within an area that is maintaining a robust level of activity and development. This site is an ideal location for a building that offers enhanced residential housing programming while providing great transit and support services access. We believe the proposed residential land use goes hand in hand as complimentary to the surrounding land use as envisioned in the Comprehensive plan and current zoning.

In accordance with the Major Site plan General Document Checklist, we offer the following information. Separate sections addressing each of the Site plan standards is included in the application materials to be uploaded to Eplan.

General Documents

1. Project Description – A new 50-unit residential building construction for affordable rental homes for Portland families, including those experiencing homelessness, located in the B-2 zoning district. The project infills an existing 46 space parking lot on a prominent corner facing Brighton Ave and Holm Avenue. The site is proximate to the METRO 4 transit route and related services in the surrounding Nasons Corner neighborhood. See description above.
2. Completed Checklist – See upload to Eplan once authorized.
3. Evidence of Right, Title and Interest. The site is owned by the City of Portland per Deed recorded at the CCRD Book 716, page 17, and Plan book 196 page 39, copies of which are attached to this submission document.
4. Zoning Assessment – see attached. Located in B-2 zone.
5. Site plan Standards Assessment – see information below and with the Site plan Standards narrative.
6. Summary of Existing and/or proposed easements or covenants – no easements or covenants are proposed at this time. An existing 20' wide utility easement for a now abandoned water service to the former City Hospital, requires it being released from the Loring House Associates LP. The proposed lease area is currently aligned to include the utility easement space, however it does not extend beyond the utility easement westerly into the Common Use Ground as identified in the ALTA Survey for Wishrock Housing Partners, by Nadeau Land Surveying CCRD Boo, 216 page 56. The lease area is calculated to be 0.77 acres which is slightly less than the 0.87 acre originally contemplated in the City's RFP.
7. Waiver Request – The applicant is requesting a waiver to allow a parking lot aisle width reduction from 24 ft down to 22 ft.
8. Evidence of financial and Technical Capacity – The applicant has retained Invivid Architecture, Gorrill Palmer Consulting Engineers, and Aceto Kimball Landscape Architects to assist with the design and construction of the proposed project. The applicant will be seeking Maine State Housing Low Income Housing Tax Credit financing support. Bangor Savings Bank and Evernorth have also provided financial letters of support contained in the submission materials.

Transportation – see full narrative uploaded to Eplan

9. Impact on Surrounding Street system – The impact on the surrounding street system is expected to be minor based on historic street conditions and land use surrounding the site. The activity involves redevelopment of previously developed property. The site use is not

expected to create or aggravate any existing or proposed hazard or safety concerns on adjacent streets as the sidewalk conditions are robust and accommodating. The site access conditions are consistent with the neighboring sites on both sides of the street. The development is not proposing on street parking on Brighton or Holm Avenue.

10. Access and Circulation – The first floor of the building is to be accessible to foot traffic from both Brighton Ave as well as the interior parking lot. There will be stairs and an elevator supporting the building. The elevator will be sized to allow for stretcher and emergency personnel. The building entrances off the Brighton Avenue sidewalk will be flush to existing grade. The proposed finish floor elevation will be at least 104.00 (NGVD29) placing it well above any floodplain. Access to an interior trash room will be provided off sidewalks between the building and the parking lot.
11. Public transit –METRO route 4 is on Brighton Ave with bus shelters on both sides of Brighton within 500 feet of the site.
12. Off-Street Parking –Onsite parking for 31 vehicles is proposed for tenants. A parking study has been performed to evaluate parking use for Barron Center Staff and the applicant is discussing options for the construction of new Barron Center site parking to offset the loss of the 46 parking spaces on Site 1. Additional parking for Barron Center Staff may occur along the exit lane to Brighton Ave, in front of the Barron Center, or somewhat more remotely in undeveloped area towards the north end of the property, in an area identified as potential future lease site area 2.

Environmental – See full narrative uploaded to Eplan

13. Preservation of Significant Natural Features – Not applicable however the design currently contemplates protecting a single large deciduous tree along Holm Avenue based on its size and screening benefit.
14. Landscape Preservation – the existing trees within the Site 1 area consist or 30-35 pine trees that will be removed to make way for the building and new parking lot. New plantings are proposed to offset the loss of existing trees. The applicant will cooperate with the Parks and Recreation Department on the planting of new trees on the sidewalks and/or payment of the in-lieu fee for trees based on fifty apartment units.
15. Site landscaping and Buffers –The applicant is considering a playground area within the common area between the site and the Barron Center. There are several dedication trees and other features of the common space that warrant further discussion with City staff as to the potential for additional features or improvements in the common space.
16. Water Quality, Stormwater Management and Erosion control – The 0.77 acre lease area has approximately 15,947 SF or 0.37 ac of existing pavement. The proposed impervious area will be increased to 24,480 SF or an increase of about 8,533 SF. The site design includes a Focal point™[4] water quality treatment BMP and R-Tank underground storage for pavement and roof runoff control before discharge into the Holm Ave Drainage system. Typical erosion control measures including stabilized construction entrance and sediment

[4] See FocalPoint Biofiltration System - Modular - Ferguson Waterworks

sacks at nearby catch basins will be employed during the construction to minimize sediment transport into the drainage systems.



<u>Public Infrastructure and Safety – See full narrative uploaded to Eplan.</u>

17. **Consistency with City Master Plans** – See Above
18. **Public Safety and Fire Prevention** – The new building will have a full sprinkler system and Fire Department Connection along the Brighton Ave. Façade. The nearest fire hydrant is located on Brighton Avenue, less than fifty feet from the proposed building.
19. **Availability and Adequacy of Public Utilities** – see above.

<u>Site Design – See Full narrative uploaded to Eplan</u>

20. **Massing, Ventilations and Wind Impact** – not applicable – See Architectural renderings for further information on the building.
21. **Shadows** – Not applicable
22. **Snow and Ice Loading** – the building is primarily a flat roof. Snow and Ice will not fall onto adjacent properties.
23. **View Corridors** – Not applicable
24. **Historic Resources** Not applicable
25. **Exterior Lighting** – The applicant proposes some building mounted fixtures to satisfy safety and security needs around the site. There are existing cobra head streetlights on the existing utility poles on the surrounding streets, opposite the property. Exposure lighting has completed lighting plans compliant with City Standards.
26. **Noise and Vibration** – Not applicable- rooftop equipment will be screened and dampened as necessary to satisfy City noise and vibration standards.
27. **Signage and Wayfinding** – All signage to be permitted separately by the applicant.
28. **Zone Related Design Standards** – The development satisfies ReCode 13.6.4.I.1.for the B-2 and Technical Design Manual Section (d) for the B-2, where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment.

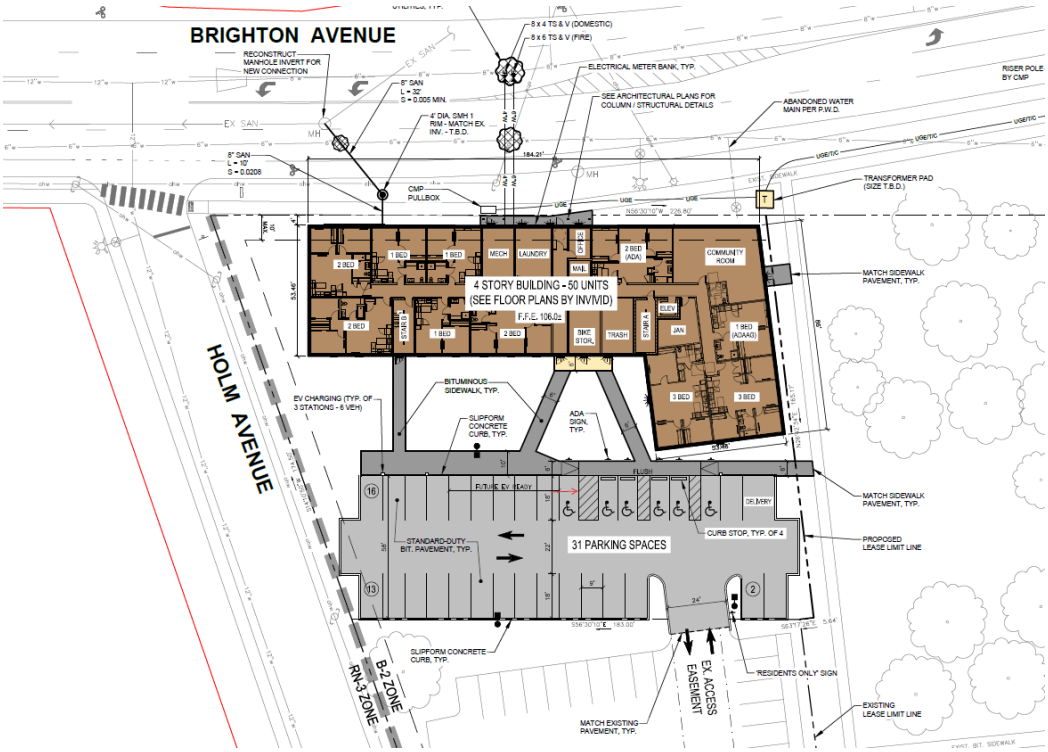


Fig 3 Proposed Site plan – Site 1 Barron Center

We trust the supporting application materials are acceptable and we look forward to the Planning Authority's prompt review and scheduling of a workshop with the Planning Board. The team is scheduling an official neighborhood meeting prior to the workshop after conducting two unofficial neighborhood meetings in the past two weeks.

Sincerely,

GORRILL-PALMER

Stephen Bushey, PE
Senior Associate
Phone: 207-772-2515 x286
sbushey@gorrillpalmer.com

See separate uploads to Eplan

C:Laura Reading/Kevin Bunker – DC
Robby Perkins-High – ProsperityME

CITY OF PORTLAND
Planning & Urban Development Department

MAJOR SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

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

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

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

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

MAJOR SITE PLAN
STANDARDS AND SUBMISSION CHECKLIST

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

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

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

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY	
Yes **NA**	**Consistency with City Master Plans (14-14.6.3(A))** ● Describe proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes **NA**	**Public Safety and Fire Prevention (14-14.6.3(B))** Identify and describe the following: ● Compliance with Crime Prevention through Environmental Design (CPTED) requirements (Technical Manual, Section 3) ● Emergency vehicle access ● Consistency with public safety standards (Technical Manual, Section 3)
Yes **NA**	**Availability and Adequacy of Public Utilities (14-14.6.3(C)) (Technical Manual, Sections 2 & 9)** Identify and describe the following: ● Electrical services, including providing underground services ● Existing and proposed connections for public utilities and required public utility upgrades ● Sewer line connections
SITE DESIGN	
Yes **NA**	**Massing, Ventilations and Wind Impact (14-14.6.4(A))** Identify and describe the following: ● Wind and ventilation impacts on adjoining structures and/or adjacent public spaces, including wind study, if applicable ● Bulk, location, or height impacts on adjoining structures
Yes **NA**	**Shadows (14-14.6.4(B)), if applicable** ● Provide shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes **NA**	**Snow and Ice Loading (14-14.6.4(C))** ● Describe building design measures to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes **NA**	**View Corridors (14-14.6.4(D)), if applicable** ● Describe any protection of designated view corridors (Portland Design Manual, Appendix. 1)
Yes **NA**	**Historic Resources (14-14.6.4(E)), if applicable** Identify and describe the following: ● The site's status as a designated landmark, within a historic district or historic landscape district, or within 100 feet of any designated landmark, historic district, or historic landscape district ● Compliance with standards for preservation and documentation of archaeological resources

Yes NA	**Exterior Lighting (14-14.6.4(F))** ● Describe how the proposed site lighting will adhere to photometrics requirements as it relates to light trespass and full cutoff fixture design, pursuant to Technical Manual Section 12
Yes NA	**Noise and Vibration (14-14.6.4(G))** ● Provide data on noise levels for HVAC and other mechanical equipment, such as design specifications, to demonstrate consistency with state and federal noise emissions requirements as well as City code
Yes **NA**	**Signage and Wayfinding (14-14.6.4(H)), if applicable** ● Provide signage plan showing the location, dimensions, height and setback of all existing and proposed signs ● Provide drawings of all commercial and directional signage on site
Yes NA	**Zone-Related Design Standards (14-14.6.4(I))** ● Address any applicable design review standards by zone, including compliance with Design Manual

MAJOR SITE PLAN
DRAWINGS CHECKLIST

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

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

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

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

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

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

Existing Conditions Plan with the following:

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

Proposed Site Plan with the following:

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

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

UTILITY PLAN including:

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

GRADING AND DRAINAGE PLAN including:

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

LANDSCAPE PLAN including:

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

ARCHITECTURAL PLANS AND RENDERINGS including:

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

CONSTRUCTION MANAGEMENT PLAN including:

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

OTHER

- Details and cross-sections, as necessary

Docusign Envelope ID: EFAB94CF-4688-470C-828C-43A16D20CD01

AGREEMENT TO FILE APPLICATIONS FOR LAND USE APPROVALS

THIS AGREEMENT TO FILE APPLICATIONS FOR LAND USE APPROVALS is granted this third day of June, 2025 by the CITY OF PORTLAND, a Maine body corporate politic ("City"), to DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC, a Maine limited liability company, and PROSPERITYME, a Maine nonprofit corporation (collectively the "Developers")

RECITALS:

WHEREAS, City issued a request for proposals (the "RFP") dated February 20, 2025, RFP No. 25056, for the development of affordable rental housing on City - owned land on the Barron Center campus at 1125 Brighton Avenue (the "Project"); and

WHEREAS, Developers submitted a proposal in response to the RFP on April 9, 2025; and

WHEREAS, by Order 222-24/25, the Portland City Council directed its Housing and Economic Development Committee to begin negotiating an option to lease and ground lease agreement with Developers for the development of the Project (collectively the "Option Agreement"); and

WHEREAS, the Developers have submitted a draft of the Option Agreement to the City for review, but it has not been executed yet; and

WHEREAS, time is of the essence for the commencement of the development of the Project, and the City is willing to provide the authorization set forth in this instrument on the terms and conditions set forth below.

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

1. The City hereby authorizes the Developers to prepare and file in their own name and in the City's name applications for site plan approval of the Project with the Portland planning board, and any other land use applications necessary for development of the Project (the "Applications") at Developers' sole expense.

2. If at any time Developers or the City decide not to execute the Option Agreement, they shall so notify the other party, after which the Applications shall be withdrawn and the authorizations granted herein shall terminate and be of no further force or effect.

[remainder of page left blank intentionally—signatures appear on next page]

Docusign Envelope ID: EFAB94CF-4688-470C-828C-43A16D20CD01

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives, as of the day and year first written above.

Approved as to form:

Signed by:
Michael Goldman
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City Corporation Counsel

CITY OF PORTLAND

DocuSigned by:
By: Danielle West
A4546612E752416...
Danielle P. West, City Manager

DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC

DocuSigned by:
By: Kevin Bunker
E63A4EF02A1B404...
Kevin Bunker
Its Manager

PROSPERITYME

DocuSigned by:
By: Claude Rwaganje
1C15976CE9904A9...
Claude Rwaganje,
Its Executive Director

Bangor Savings Bank

April 4, 2025

City of Portland
Planning Department
389 Congress Street
Portland, ME 04101

RE: Barron Center RFP

To Whom It May Concern:

On behalf of Bangor Savings Bank, I am pleased to provide this letter in support of Developers Collaborative Predevelopment LLC (DC Predevelopment), and or it's assigns, for the development of an affordable housing project to be located on a parcel of land that includes 1125 Brighton Avenue and surplus land at the site of the Barron Center in Portland, Maine. Bangor Savings Bank has collaborated with DC Predevelopment on multiple projects of a similar nature. Based on our prior experience working with the developer, we believe that the applicant has the ability to finance the proposed project costs. In addition, they possess the management skills, development expertise, and problem-solving capabilities to successfully complete the proposed project.

While this letter of support is not a commitment to lend, Bangor Savings Bank would welcome the opportunity to be a resource for project financing. Please feel free to call me at 541-2707 with any questions.

Sincerely,

Shawn McKenna
Vice President
Commercial Banking

evernorth

Investing in communities. Building possibilities.

March 25, 2025

Samantha Chapin
Purchasing & Controls Manager
City of Portland
389 Congress Street
Portland, ME 04101

RE: Letter of Financial Capability – Brighton Ave Project

Dear Ms. Chapin and Members of the Review Committee:

Evernorth is pleased to provide this letter of financial and technical capability support for the ProsperityME and Developers Collaborative proposal to redevelop a portion of the City-owned land at 1125 Brighton Avenue in Portland, Maine for affordable, mixed-income housing.

Evernorth invests in community-based projects receiving Low-Income Housing Tax Credits, which we understand will be a primary funding source for the project.

We have reviewed the principal members of the development team and their respective roles in the project. The key team members identified have relevant experience and a proven ability to develop sites of comparable scale, complexity, and context, as well as experience in developing projects that reflect substantive community engagement. In our experience, the development team proposed has the financial and technical skills to successfully redevelop the site, if selected.

Evernorth has invested as an equity partner with Developers Collaborative as owner and operator in ten projects in Maine, including projects in Portland such as those located 155 Danforth and 66 State Street and most recently with Equality Community Center where Developers Collaborative's role is similarly proposed as development consultant. Our financial relationship extends eight years in providing $43.2 million of equity capital to facilitate $107.3 million in total affordable housing development costs.

While Evernorth has not yet worked with ProsperityME, their housing committee and staff include several individuals with which we have successful professional relationships.

This letter does not constitute a commitment of funding, and any investment is subject to the team's proposal being successfully selected, a Maine Housing tax credit award, and securing of all permits and capital sources; and customary project underwriting and due diligence. A detailed equity letter of intent and terms of investment will be offered once capital sources are secured.

We are excited for the City led opportunity to develop vacant city-owned land and further the Council's goal of increasing the development of affordable housing. I am happy to provide any additional information about our direct experience and involvement with the project partners should you need more specific information. We wish you success in this very worthwhile endeavor.

Sincerely,

Beth Boutin, Vice President, Community Investments

100 Bank Street, Suite 400, Burlington, VT 05401
Phone: 802.863.8424 Fax: 802.660.9034

120 Exchange Street, Suite 600, Portland, ME 04101
Phone: 207.772.8255 Fax: 207.772.8241

evernorthus.org

TECHNICAL CAPABILITY

The applicant has retained a highly qualified team of professionals to undertake planning, permitting and design tasks on this project. Prosperity Place is an exciting joint venture between Developers Collaborative (DC) and ProsperityME. DC will serve as the development consultant and provide property management services, and ProsperityME will be the owner and support tenants through wraparound services. While there is significant demand in the BIPOC community for housing generally, and affordable housing specifically, there is no significant BIPOC ownership of affordable housing. This partnership proposes to change that dynamic permanently. DC will develop the projects, and train ProsperityME staff to develop similar projects themselves in the future. And while DC will initially manage the properties, the intent is for ProsperityME to develop their own internal capacity to self-manage their real estate.
Design and Permitting Services will be provided by the following companies and their respective team leaders:

Civil Engineer	Stephen Bushey, P.E. Gorrill-Palmer Consulting Engineers 300 Southborough Drive, Suite 200 South Portland, Maine 04106 (207) 772-2515 sbushey@gorrillpalmer.com
Owner/Developer	Robby Perkins High-Director of Housing Initiatives ProsperityME 175 Lancaster Street Portland, ME 04101 Phone: 207-797-7890
Architect	Virginie Stanley Invivid Architecture 631 Stevens Avenue Suite 200 Portland, ME 04103 Virginie Stanley <virginie@invividarchitecture.com>
Surveyor	Nadeau Land Survey James Nadeau 918 Brighton Avenue Portland, ME 04102 Jim Nadeau <jim@nadeaulandsurveys.com>
Owners representative	Laura Reading Developers Collaborative 631 Stevens Avenue, Suite 203 Portland Maine 04103 Laura Reading <reading.lauraj@gmail.com>
Landscape Architect	Aceto Kimball Landscape Architects Grace McNeil gm@acetola.com
Construction Manager	TBD

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

SITE DESIGN

13.6.4 (A) Massing, Ventilations and Wind Impact – not applicable – See architectural elevations and renderings for further information on the building. The proposed building height is about 45 ft. which complies with the 65 height limit in the B-2 Zone.

13.6.4 (B) Shadows – Not applicable. The nearest building is located greater than 100 feet from the proposed building.

13.6.4 (C) Snow and Ice Loading – the building is primarily a flat roof. Snow and Ice will not fall onto adjacent properties or within the public ROW.

13.6.4 (D) View Corridors – Not applicable

13.6.4 (E) Historic Resources – Not applicable.

13.6.4 (F) Exterior Lighting – The applicant proposes wall mount lighting for safety and security and the door entrances. All lighting will be full cut off and dark sky compliant. Fixtures will be 3000K color temperature. Exposure Lighting has prepared the site lighting plans and selected fixtures in the accompanying site lighting information.



13.6.4 (G) Noise and Vibration – Not applicable- roof top equipment will be screened and dampened as necessary to satisfy City noise and vibration standards.

13.6.4 (H) Signage and Wayfinding – All tenant signage to be permitted separately by the applicant.



13.6.4 (I) Zone Related Design Standards – The development satisfies ReCode 13.6.4.I.1 and the *Design Manual* for the B-2 where the design shall support the development of a dense, Mixed-use neighborhood with an attractive, safe, and convenient street-level pedestrian environment.



Proposed Site plan – Prosperity Place 1125 Brighton Ave

PUBLIC INFRASTRUCTURE AND COMMUNITY SAFETY

13.6.3.A Consistency with City Master Plans – On Portland's Future Land Use Plan, Brighton Avenue is located within the mixed use/commercial office zone and is a Priority Corridor. Priority Corridors are "*major arterials that often see heavy vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.*" Located Brighton Avenue, the site is within a corridor area that is maintaining a robust level of activity and development including proximity to many services, a transit corridor, schools and related neighborhood conveniences. This site is an ideal location for a building with residential land that is complimentary to existing site land use in our opinion.

The proposed land use is as envisioned in the Comprehensive plan and current zoning.



Aerial Image of surrounding vicinity

13.6.3 (B) Public Safety and Fire Prevention – The new building will have a full sprinkler system and Fire Department Connection along the Brighton Ave Façade. The nearest fire hydrant is located on Brighton Ave, immediately in front of the site, less than fifty feet from the proposed building. The Barron Center and Loring House (former City Hospital) have operated at this location for many years and ample fire prevention resources are available on the property.

Features for safety and security including locking doors, video, and related measures will be considered and applied as needed within the building to assure safety and security throughout.

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

- The building will be sprinkled and contain a domestic water service, both to be extended from an 8" water main in Brighton Avenue. The Fire Dept connection will be located along the south side of the building facing Brighton Avenue.
- A domestic sewer connection is proposed to tie into an existing 12" sewer line in Brighton Avenue.
- The building may be served by Natural gas coming from Brighton Ave.
- There is overhead 3-phase power on Brighton Avenue. The design team is currently coordinating with CMP and the communications providers on these services.

ENVIRONMENTAL

13.6.2 (A) Preservation of Significant Natural Features – Not applicable

There are several trees as identified on the removals plan that will be removed as a part of the construction of the building. The applicant is proposing landscaped area around the site perimeter to replace what is lost while enhancing the site for the benefit of the residents.



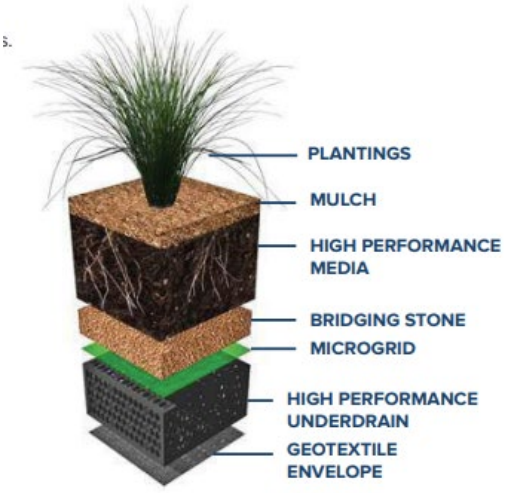
13.6.2 (B) Site landscaping and Buffers – As mentioned above, the applicant is proposing new street tree plantings along the street frontage. No heritage or feature trees exist on the site, and none are proposed.



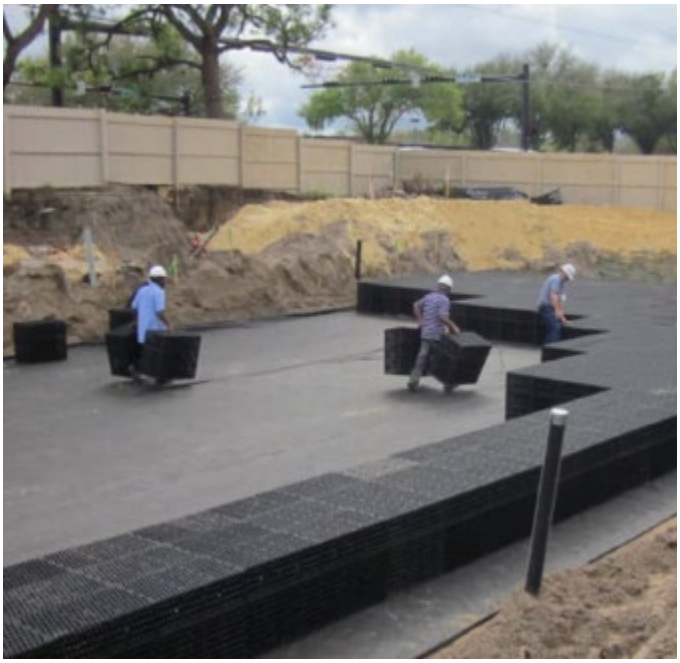


Streetview from Brighton Avenue to corner of building.

14.6.2 (C) Water Quality, Stormwater Management and Erosion control – The site is partially covered with pavement (15,947 SF) in the current condition and there are no onsite stormwater management measures in place. Stormwater runoff sheets across pavement and lawn area before capture in one catch basin in the adjacent Loring House parking lot. Runoff is then conveyed via storm drain pipe north on Holm Avenue to various additional systems before ultimately reaching a discharge to a Capasic Brook tributary. The site's impervious will increase slightly to 24, 480 SF and become a combination of roof and new pavement surfaces. The design includes collection and treatment of parking lot runoff as well as collection and storage of both roof and parking lot runoff before tying into the existing drain on the Loring House site. A Focal Point™ Stormwater filter and R-Tank™ underground storage system will be installed. Exact design details are being conducted by Ferguson Waterworks, vendor for these systems. Additional information related to the design and sizing calculations will be provided upon receipt. The systems are designed to provide water quality treatment and quantity control in a manner both compliant with City standards as well as substantially improved over the existing conditions. Typical erosion control measures including stabilized construction entrance and sediment sacks at nearby catch basins will be employed during the construction to minimize sediment transport into the drainage systems. Upon the completion of construction the site will be fully stabilized by pavement, building or landscaping.



Focal Point Section



R-Tank Storage Example

GENERAL APPLICATION DOCUMENT

WAIVER REQUESTS

The Accompanying Waiver Table provides a description of the applicable waiver requests and supporting evidence for these requests.

Standard to be Waived: Cite Ordinance or Technical Manual Standard	**Cite Standard Language:** Cite specific language of applicable Ordinance or Technical Manual Standard	**Waiver Being Sought:** Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20'.	**Justification for Waiver:** Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Technical Manual Section 1 Transportation Standards – Design standard Figure I-16A depicting typical standard parking drive aisle dimension	*Standard for 90 Deg parking is 24' aisle width*	The applicant is seeking a waiver of the aisle width to reduce it to 22 ft.	The site area is limited and based on the residential land use, implementation of a narrower drive aisle is reasonable based on the lower turnover of vehicles expected.

Department of Public Works
Mike Murray
Director

City of portland

Date: August 4, 2025
Re: Wastewater Capacity Authorization
Address: 1125 Brighton Avenue
Applicant: Developers Collaborative Predevelopment LLC
Planner: Andrew Graminski

Estimate of Anticipated Wastewater Flows				
Development	**Unit Size**	**Number of Units**	**Gallons per Day per Unit**	**Total Gallons per Day**
Proposed flow				
Multiple Family Dwelling Units	1-Bedroom	15	120	1800
Multiple Family Dwelling Units	2-Bedroom	25	180	4500
Multiple Family Dwelling Units	3-Bedroom	8	270	2160
Multiple Family Dwelling Units	4-Bedroom	2	360	720
Net Change				**+ 9,180**
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:
The Department of Public Works, which includes the Water Resource Division, have reviewed and determined that the downstream sewers from the project address have the capacity to convey the estimated dry weather wastewater flows which will be generated from this development.
You are reminded that new connections into the combined sewer system shall be equipped with backflow prevention in accordance with Section 6.6.10 of the City's Technical Manual.
If the City can be of further assistance, please contact me at 207-874-8840 or brad@portlandmaine.gov
Sincerely,

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

From: COUGH, JAMES
To: Stephen Bushey
Subject: CMP Three Phase Service Process and Ability to Serve Letter 1125 Brighton Ave _ Barron Center - new 50 unit apartment building.
Date: Thursday, August 7, 2025 2:45:23 PM
Attachments: Easement_Information_Worksheet.doc
Standard Easement Sample.pdf
blank W9.pdf
CMP EDET January 2025.xlsx

Stephen Bushey
Gorrill Palmer
300 Southborough Drive
South Portland, ME 04106

1125 Brighton Ave _ Barron Center - new 50 unit apartment building

Letter of Ability to Serve Request

SAP TBD

Project Description:

50 unit apartment building on the Barron Center Campus in Portland

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Handbook of Standard Requirements. If you have any questions on the process, or need help in completion of the documents, please contact CMP at 800-565-3181

Here is our typical process for getting your three phase or CT rated single phase service installed. If you have any questions, please let us know. The underlined links will redirect you to the appropriate site for additional information.

Service Milestones for Three Phase Services and CT Rated Single Phase Services:

- Call 800-750-4000 option 4 to establish a new account (if needed) and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete the attached EDET (excel file) using load information. Please complete this and email back to me. If the loads are over 500 kw, more in depth load studies may be required with our Distribution Planning and Transmission Planning Departments. Be advised that these may involve more detailed load information, a load study agreement (signed contract), as well as other items. This additional study process may add up to two additional months to completion of the job.
- Submit the easement information worksheet, including where any CMP structures may be on ANY private property (Poles, Wires, Anchors). You are responsible for obtaining all information for all required easements. Please complete this form and either email or fax back to me.

- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections.
- For Primary Metered installations (including PV), please have the access road in for pole staking.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment scheduled once the preliminary information is complete. This will allow us to cost out the job and develop a CMP Invoice. The invoice is typically generated 5-6 weeks after the design appointment. This expires after 90 days from the invoice date.
- Submit completed W9 so that your bill can be properly processed. This is a new CMP process.
- CMP submits invoice to the customer for payment (typically via email). Payment received from customer.
- Easements (based on easement information worksheet) sent out, signed and originals returned to CMP.
- Job scheduled for completion after payment, easements and the electrical inspection have been received.

There are additional requirements for primary metered Solar Service Installations listed in the Chapter 324 Interconnections section below. Please refer to CMP Installation Checklists for other installations.

This process can take several months, depending upon several factors including transformer or materials delivery, return of completed paperwork, and other jobs in the system that may be ahead of yours. In addition, contact with the other utilities, including telephone and cable, should be commenced as soon as practical. They may have additional work or charges in addition to the CMP work required to bring your project on line.

As you may be aware, there are global supply chain issues impacting the utility industry. CMP is closely monitoring and managing their inventory in order to serve our customers. Larger padmount transformers may not be readily available for the date that you will need to be energized. Please consider this as part of your construction plan. The energy service advisor will continue to work closely with you and let you know as soon as the transformer becomes available. Should you have any questions or concerns throughout this process, please do not hesitate to contact your ESA directly at the number or email provided.

Please complete the attached forms (the specific instructions are on each form). Please email them at your earliest convenience. If you are returning an Easement Form, a 1190 or State Permit please be sure to send those documents to lineclerknewservice@cmpco.com, All W9's should be sent to gettingconnected@cmpco.com. All other forms including the EDET (load sheet) and technical information should be sent to me.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements: CMP Handbook of Standard Requirements Additional resources include our CMP Metering Supplement is our Distribution Construction Standards: CMP Distribution

Construction Standards CMP Distribution Construction Standards.

You will be responsible for installing the customer connections, conduits, and metering in accordance with the CMP Handbook of Standard Requirements The transformer will be sized based on your submitted load sheets.

Your deposit amount will be typically based on an estimated two month bill, calculated from your completed load sheet unless otherwise determined by CMP.

In addition, we have recently added on an online map that shows single phase and three phase power locations within CMP. Here is that link: CMP ArcGIS Information

Metering:

All metering (including locations) must be preapproved by CMP. If you have any questions, please consult the CMP Handbook of Standard Requirements and our CMP Metering Supplement.

Chapter 324 Interconnections:

Please be advised that if you plan to install solar/wind/hydro generation, you must complete an application under the MPUC mandated Chapter 324 Interconnection Standards. If you go to Chapter 324 Interconnection Standards and follow the instructions for the Small Generator Interconnection Procedures, CMP can do this work in parallel to your service request that will be handled by me. If you project is under 660 KW You will be able to have a Customer Net Energy Billing contract. Information concerning Customer Net Energy Billing can be accessed thru the Chapter 324 website or by clicking here: Net Energy Billing

Reallocation/Line Extensions:

Recently, changes were made to the three-phase construction policy, which require CMP to reallocate construction costs paid by customers. If applicable, those projects identified as "developments" do not qualify for reallocation of funds. Please see this document at our website for details about the reallocation conditions. Any reallocation charges will be specifically denoted on your invoice. The website address for this is: Polyphase Line Extension.

This line extension will be part of Central Maine Power's distribution system. In the event the property served under this Agreement is sold or otherwise conveyed, all rights and obligations of the Agreement shall stay with the property. Please note that if you rent or lease this property to another and you want to receive the reimbursement payments, you must make special arrangements with the Central Maine Power Company. Otherwise, any reimbursement payments will be sent to the "Customer" taking service at the service location.

Electricity Supplier Information:

Central Maine Power Company (CMP) will provide your facility with electric delivery service. If you

don't already have a provider, you will need to make arrangements with a competitive electricity provider in order to receive electricity supply for your facility. In the event you fail to choose a competitive electricity provider, you will receive Standard Offer service arranged by the Maine Public Utilities Commission. If you wish to be served by a competitive electricity provider immediately upon establishment of delivery service, you must arrange for this service directly through your chosen competitive electricity provider, who must enroll your account no later than 5 PM on the business day prior initiation of delivery service by CMP. An up-to-date list of competitive suppliers can be found at the:

1. Maine Public Utilities Commission (MPUC) web site- **Maine PUC**
2. By calling the MPUC at (207) 287-3831

Attachments:

Easement Worksheet and Sample Standard Easement
W9
CMP EDET (Load Sheet)

Regards,

Jamie

Jamie Cough
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-610-0055

Please consider the environment before printing this email.
If you have received this message in error, please notify the sender and immediately delete this message and any attachment hereto and/or copy hereof, as such message contains confidential information intended solely for the individual or entity to whom it is addressed. The use or disclosure of such information to third parties is prohibited by law and may give rise to civil or criminal liability. The views presented in this message are solely those of the author(s) and do not necessarily represent the opinion of Avangrid, Inc. or any company of its group. Neither Avangrid, Inc. nor any company of its group guarantees the integrity, security or proper receipt of this message. Likewise, neither Avangrid, Inc. nor any company of its group accepts any liability whatsoever for any possible damages arising from, or in connection with, data interception, software viruses or manipulation by third parties.

TRANSPORTATION

13.6.1(A) **Impact on Surrounding Street system** – No significant impact is predicted for the proposed development. The activity consists of the development of a new 50-unit low-income apartment building for families. The site will be accessed from existing travel routes in/out of the Barron Center property. These conditions include limited two-way access from Holm Ave and a signalized Exit only drive from the site onto Brighton Avenue. The proposed site use is not expected to create or aggravate any existing or proposed hazards or safety concern on adjacent streets as sidewalk conditions are ample to allow pedestrian movement to nearby streets, services, transit, and activities. The site access conditions are consistent with the neighboring sites on both sides of the street. The activity is considered an urban infill development that's consistent with City goals and objectives.

The Table below shows trip generation based on 50 dwelling units based on two ITE Land Use codes for comparison:

Time Period	**LUC 221 (Mid-rise) Multifamily Housing**	**LUC 223 - Affordable Housing**
Weekday	192	326
AM Adj	10	25
PM Adj	20	23
AM Gen	**22**	**25**
PM Gen	**32**	**25**
Saturday	20	64*

*Based on one study

In accordance with Section 2 of the Technical manual it appears that a Traffic Movement permit will not be required as trip generation will be less than 100 passenger car equivalents (PCE) in the peak hour. The Peak hour trip generation is very close to 25 PCE and thus we will await any further direction from the City traffic staff as to any further need of a Transportation Study. On the basis of the existing site access conditions and proximity to a traffic signal on Brighton Ave to control traffic exiting the property, we don't believe the project will significantly impact onsite conditions and surrounding traffic on Brighton or Holm Avenue.

13.6.1(B) **Access and Circulation** – The ground level of the building will be accessible with ample access for emergency vehicles and site tenants along the street fronts and in the parking lot. The elevator and hallways will be sized to allow for a medical stretcher and emergency personnel. The building entrances off the Brighton Avenue sidewalk will be flush to existing grade. The existing Brighton Avenue sidewalk along the site perimeter will be reconstructed if impacted during foundation construction. ADA access will be accommodated at all entrances.

Parking/Circulation

- Four parking lots are available for Barron Center Staff, guests and visitors. There are total of 160 spaces in these four lots. The Barron Center is understood to have a maximum resident capacity of 212 and maximum staff shift of 105 persons. The Loring House has their own parking lots within the lease area and these will not be impacted by the proposed development.
- All site access is from the Holm Avenue Driveway which allows entering and exiting movements. Per the C-1.5 plan, users of East Lot #1 (Barron Center staff) and East lots #2 &#3 (Loring House) may enter and exit via Holm Avenue. These users may also choose to exit the site via the one-way exit drive in front of the Barron Center, that exits onto Brighton Ave at the existing signalized intersection.
- Barron Center staff and visitors enter the site from Holm Ave and if proceeding to West Lots #1 (visitors) or West Lots #2 & #3 (staff), may only exit the site via the signalized exit-only driveway onto Brighton Ave. Signage prohibiting Holm Ave. access via the drive in front of the Loring House, is posted.

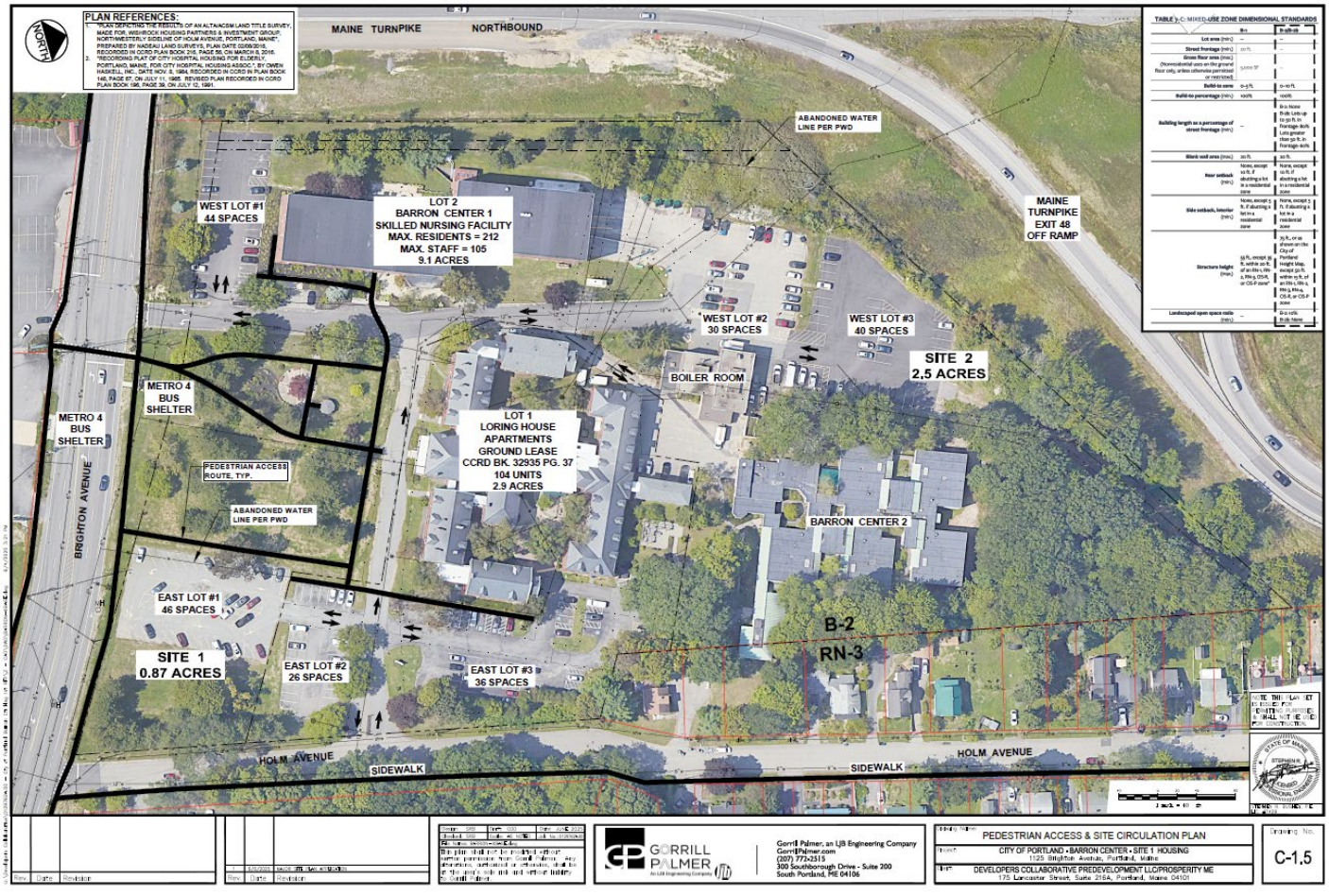
Pedestrian Circulation

- The site benefits from a number of internal paved walks through the common space in front of the Loring House. The walks connect to the public sidewalk on Brighton Avenue including to the METRO shelters on both sides of Brighton. Push button activated pedestrian crossing signals and crosswalk are part of the vehicular traffic signal operations at the Exit only driveway.
- The Brighton Avenue sidewalk extends in both directions to provide convenient access to various businesses and services within 0.5 to 1 mile of the site. Walking distance to the Rowe Elementary School is approximately 0.5 mile.

The site has an existing 46 space parking lot used by Barron Center staff that will be eliminated. The development expects to work with City officials on the placement/construction of new spaces on the Barron Center campus to offset the loss of Barron Center staff parking in Site #1. The exact locations of the replacement parking are not yet finalized, but options include new parking in the exit drive, opposite the Barron Center as well as new parking in the undeveloped area on the north end of the campus.

Tenants of the building will have access to the following onsite parking:

- 31 parking spaces (Max allowed is 2 sp/unit or 100 sp)
- At least 6 ADA spaces
- 6 Level 2 EV charging spaces
- 12 EV charging ready spaces (i.e. conduit installed)
- Bike Parking – 25 spaces required (1 per 2 units) which may be a combination of interior and exterior racks. The Bike room in the building will have capacity for up to 32 bikes in a rack system as shown in the image below.


PLAN REFERENCES:
1. "PLAN DEPICTING THE RESULTS OF AN ALTA/ACSM LAND TITLE SURVEY, MADE FOR: WISHROCK HOUSING PARTNERS & INVESTMENT GROUP, NORTHWESTERLY SIDELINE OF HOLM AVENUE, PORTLAND, MAINE", PREPARED BY: HADSALL LAND SURVEYS, PLAN DATE: 03/06/2015, RECORDED IN CCRD PLAN BOOK 216, PAGE 56, ON MARCH 9, 2015.
2. "RECORDING PLAT OF CITY HOSPITAL HOUSING FOR ELDERLY, PORTLAND, MAINE, FOR CITY HOSPITAL HOUSING ASSOC." BY OWEN HASKELL, INC., DATE NOV. 8, 1984, RECORDED IN CCRD IN PLAN BOOK 146, PAGE 87, ON JULY 11, 1985. REVISED PLAN RECORDED IN CCRD PLAN BOOK 198, PAGE 39, ON JULY 12, 1991.
MAINE TURNPIKE
NORTHBOUND
ABANDONED WATER LINE PER PWD
WEST LOT #1
44 SPACES
LOT 2
BARRON CENTER 1
SKILLED NURSING FACILITY
MAX. RESIDENTS = 212
MAX. STAFF = 105
9.1 ACRES
MAINE TURNPIKE EXIT 48 OFF RAMP
WEST LOT #2
30 SPACES
WEST LOT #3
40 SPACES
SITE 2
2.5 ACRES
BOILER ROOM
METRO 4 BUS SHELTER
METRO 4 BUS SHELTER
LOT 1
LORING HOUSE APARTMENTS
GROUND LEASE
CCRD BK. 32935 PG. 37
104 UNITS
2.9 ACRES
PEDESTRIAN ACCESS ROUTE, TYP.
ABANDONED WATER LINE PER PWD
BRIGHTON AVENUE
BARRON CENTER 2
EAST LOT #1
46 SPACES
SITE 1
0.87 ACRES
EAST LOT #2
26 SPACES
EAST LOT #3
36 SPACES
B-2
RN-3
HOLM AVENUE
SIDEWALK
SIDEWALK
HOLM AVENUE
TABLE 5-C: MIXED-USE ZONE DIMENSIONAL STANDARDS
GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
Gorrill@Palmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106
PEDESTRIAN ACCESS & SITE CIRCULATION PLAN
CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine
DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101
Drawing No.
C-1.5

13.6.1(C) **Public transit** –The nearest bus stop (pictured below) is on Brighton Avenue in front of the Barron Center that includes the Metro 4 Route (Westbrook and intown – see right).



1. 13.6.1(D) **Off-Street Parking** – Off street parking is to be provided with 31 spaces onsite. Several City Standard Dero Bike Hitches will be provided in the sidewalks as may be determined by City Staff to support the 291 SF interior bike room in the building.

13.6.1 (E) **Traffic Demand Management** - Not applicable





Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B-2 - apartment site -1125 Bright

All Projects:

	Required	Proposed
Lot Size	-	33,775 SF (lease)
Area Per Dwelling Unit	-	
Minimum Street Frontage	-	226 ft+/-
Front Yard Minimum		
Front Yard Maximum	10 ft	3.5 ft
Rear Yard		
Yard Right		
Yard Left		
Side Street Setback		
Step Back		
Maximum Lot Coverage	100%	<100%
Minimum Lot Coverage		
Maximum Height	50 ft adj RN-3	45 ft
Open Space		
Maximum Impervious Area	90%	<90%
Pavement Setback		
Floor Area Ratio		
Off Street Parking Spaces	0	31
Loading Bays		
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

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

Affordable Housing Density Bonuses (if applicable)

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

Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Att. O

V-Locity® Small (VALS)

Outdoor LED Area Light



OVERVIEW	
Lumen Package	6,000 - 27,000
Wattage Range	36 - 178
Efficacy Range (LPW)	96 - 171
Weight lbs(kg)	20 (9.1)
Control Options	IMSBT, ALB, ALS, 7-Pin, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical units. Cast aluminum wiring access door located underneath.
- Self-contained optic, board and heat sink assembly can be rotated or replaced in the field.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: TBD lbs in carton.

Optical System

- State-of-the-Art acrylic optics delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary refractor optics provide exceptional coverage and uniformity in distribution types 2, 3M, 3W, 4M, 4W, 4F, FTM, 5QN, 5QM, 5Q, 5QW, AM, WF and LC/RC.
- Available in 5000K, 4000K, 3500K, 3000K and 2700K color temperatures per ANSI C78.377 as well as phosphor converted amber.
- Minimum CRI of 80 (optional 70 CRI for 5000K, 4000K, and 3000K).
- Factory or field installable integral shielding available for enhanced spill light control.
- Zero Uplight (excludes adjustable arms).

Electrical

- High-performance driver features over-voltage, under voltage, short-circuit and over temperature protection.
- 0-10 volt dimming (10% - 100%) standard, must specify EXT option for dimming leads to be extended to fixture exterior.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L70 Calculated Life: >60k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- REDiMount pole mount arm allows for a true one person installation.
- Side arm pole mount designed to mount to square or round poles.
- Pole mount arms can accommodate pole drill patterns from 2.4 to 5" on center and utilize LSI's reduced B3 or traditional B5 drill patterns.
- Additional mounting options are available including a mast arm or adjustable slip fitter that allow for luminaire attachment to a 2 3/8" tenon or mast arm.
- Adjustable arms allow for 65° of tilt (-5°below horizontal to +60° above horizontal) in 5° increments.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- DarkSky approved with 3000K or warmer color temperature selection and fixed mounting arms / non-adjustable brackets.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications are qualified.

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V-Locity® Small (VALS) Outdoor LED Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: VALS 18L 4W UNV 40K8 BLK SA ALBMR2LR IS

Prefix	Lumen Package	Distribution	Orientation[2]	Voltage	Color Temp /Rendering	Finish
VALS - V-Locity Area Light Small	**6L** - 6,000 lms, 36W **9L** - 9,000 lms, 54W **12L** - 12,000 lms, 74W **15L** - 15,000 lms, 91W **18L** - 18,000 lms, 111W **21L** - 21,000 lms, 130W **24L** - 24,000 lms, 155W **27L** - 27,000 lms, 178W Custom Lumen Packages[1]	**2** - Type 2 **3M** - Type 3 Medium **3W** - Type 3 Wide **4M**- Type 4 Medium **4F** - Type 4 Forward **4W** - Type 4 Wide **FTM** - Forward Throw Medium **5QN** - Type 5 Square Narrow **5QM** - Type 5 Square Medium **5Q** - Type 5 Square **5QW** - Type 5 Square Wide **AM**- Automotive Merchandise **WF** - 6x6 Wide Flood **LC** - Left Corner **RC** - Right Corner	**(Blank)** - Standard **L**- Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**50K7**- 5000 CCT - 70 CRI **50K8**- 5000 CCT - 80 CRI **40K7** - 4000 CCT - 70 CRI **40K8**- 4000 CCT - 80 CRI **35K8**- 3500 CCT - 80 CRI *DarkSky Approved CCT's* **30K7**- 3000 CCT - 70 CRI **30K8** - 3000 CCT - 80 CRI **27K8** - 2700 CCT - 80 CRI	**BLK -** Black **BRZ -** Dark Bronze **GMG -** Gun Metal Gray **GPT -** Graphite **MSV -** Metallic Silver **PLP -** Platinum Plus **SVG -** Satin Verde Green **WHT -** White

Mounting	Controls (Choose One)	Options
SA - Universal Side Arm Pole Mount **SF** - Adjustable Slip Fitter **UA**- Universal Adjustable Pole Mount Arm **MA** - Mast Arm	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSCS2** - AirLink Synapse Control System with 12-20' MH Motion Sensor **ALSCS4 -** AirLink Synapse Control System with 20-40' MH Motion Sensor **ALBMR1LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (8-15' MH)[4] **ALBMR2LR** - AirLink Blue Long Range Wireless Multi-Range Sensor Controller (16-40' MH)[4] **Stand-Alone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptacle ANSI C136.41[3] **IMSBTL1** - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[4] **IMSBTL2** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[4] **PCIU** - 120-277 Button Photocell **PCI347** - 347V Button Photocell	**IS -** Integral Shield[2] **TE** - Tooless Entry (Mast Arm Only)

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

Accessory Ordering Information[5]

CONTROLS ACCESSORIES	
Description	**Order Number**
Twist Lock Photocell (120V) for use with CR7P	**122514**
Twist Lock Photocell (208-277) for use with CR7P	**122515**
Twist Lock Photocell (347V) for use with CR7P	**122516**
Twist Lock Photocell (480V) for use with CR7P	**1225180**
AirLink 5 Pin Twist Lock Controller	**661409**
AirLink 7 Pin Twist Lock Controller	**661410**
Shorting Cap for use with CR7P	**149328**

FUSING OPTIONS[7]	
Description	**Order Number**
Single Fusing (120V)	See Fusing Accessory Guide
Single Fusing (277V)	
Double Fusing (208V, 240V)	
Double Fusing (480V)	
Double Fusing (347V)	

EXTERNAL SHIELDING OPTIONS	
Description	**Order Number**
1.5" External Shield	See Shielding Guide
3" External Shield	

1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on Type 5 or wide flood distributions.
3. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
4. Motion sensors are field configurable via the LSI app that can be downloaded from your smartphone's native app store.
5. Accessories are shipped separately and field installed.
6. "CLR" denotes finish. See Finish options.
7. Fusing must be located in hand hole of pole. See Fusing Accessory Guide for compatability.

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V-Locity® Small (VALS) Outdoor LED Area Light

Type : _____

Have questions? Call us at (800) 436-7800

ACCESSORIES

MOUNTING ACCESSORIES

Side Arm

Bullhorn Bracket
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 adjustable slip fitter mount luminaires
Part Number: BKS PTB 2 CLR / BKS PTB 12 CLR (2 Luminaires)
Part Number: BKS PTB 3-30 CLR / BKS PTB 13-30 CLR (3 Luminaires)
Part Number: BKS PTB 4 CLR / BKS PTB 14 CLR (4 Luminaires)



Flood Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)
Part Number: BKS FMW 5 CLR (5" Straight Version)
Part Number: BKS FMW 18 CLR (18" Curved Version)



Bolt on Side Tenon Mount
Bolt on Side Tenon Mount
Part Number: BKSFBO 5 CLR (5" Straight Version)
Part Number: BKSFBO 18 CLR (18" Curved Version)
Part Number: BKSFBO 30 CLR (30" Dual Tenon Version)



Tenon / Slipfitter

Square Tenon Top
Allows to seamlessly integrate LSI luminaires to open top 4", 5" or 6" square poles with 11 ga. Or 7 ga. wall thickness
Part Number: BKA ISF10 _SQ CLR



Square Tenon Top
Mounts onto a 2" (51mm) IP, 2.375" (60mm) O.D. tenon and allows for mounting up to 4 luminaires
Part Number: BKA XNM *



Square Internal Slipfitter
Mounts inside 4" or 5" square pole and allows for mounting up to 4 lumianires
Part Number: BKA X_ISF * CLR



Wall Mount/ Wood Pole

Wall Mount Bracket
Mounts onto vertical wall surface (hardware/anchors not included)
Part Number: BKS XBO WM CLR



Wood Pole Bracket
Mounts onto wooden poles (6" minimum OD, hardware/anchors not inlcuded)
Part Number: BKS XBO WP CLR



SHIELDING, POLES & MISC. ACCESSORIES

Shielding

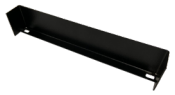
Integral Shield for Asymmetric Distributions
Field Install Integral shield provides maximum backlight control by shiedling each individual row of LEDS with minimal impact on Streett/front side distribution (includes 2 shields)
Part Number: 839727



Integral Shield for Left and Right Corner Distributions
Field install integral shield provides cutoff from two sides for maximum spill light control when utilizing LC or RC corner distributions (includes 2 shields)
Part Number: TBD



External Shield
External shield blocks view of light source from anyside of luminaire, additional shielding configurations available
Part Number: 835696 (1.5") / 835694 (3")



Poles

Square Poles
14 - 39' steel and aluminum poles in 4", 5" and 6" sizes for retrofit and new construction
Part Number: 4SQ/5SQ/6SQ



Round Poles
10 - 30' steel and aluminum poles in 4" and 5" sizes for retrofit and new construction
Part Number: 4RP/5RP



Tapered Poles
20' - 39' steel and aluminum poles for retrofit and new construction
Part Number: RTP



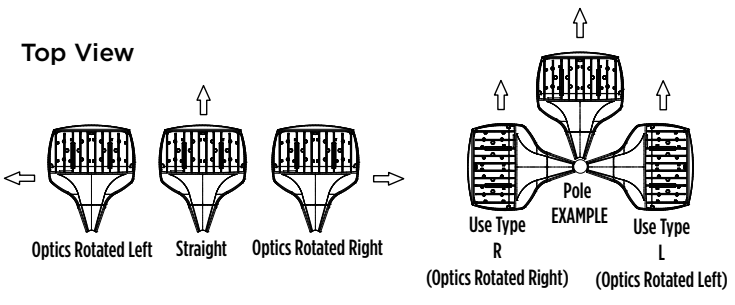
Misc.

Bird Spikes
10' linear bird spike (3' recommended per luminaire) silcone adhesive (covers approximately 25' linear fee of bird spike) and application tool
Spike Part Number: 751631
Adhesive Part Number: 751632
Caulk Gun Part Number: 751636



1 Replace CLR with paint finish description
2 Repleace XX with SQ for square pole or RD for round pole (≥3" OD)
3 Replace * with S (Single), D180 (Double @180°), D90 (Double @90°), T90 (Triple), Q90 (Quad)
4 Replace _ with 4 (4" square pole) or 5 (5" square pole)

OPTICS ROTATION

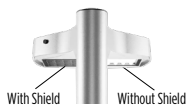


ACCESSORIES/OPTIONS

Integral Shield (IS)

Integral Shield (IS) available for improved backlight control without sacrificing Streett side performance. LSI's Integral Shield (IS) option delivers backlight control that significantly reduces spill light behind the pole for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Shields rotate with the optical distribution.

Integral Shield (IS)



Luminaire Shown with AirLink Blue Sensor Option



7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Luminaire Shown with CR7P



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Delivered Lumens (70 CRI)												
Lumen Package	Distribution	CRI	3000K CCT / 70 CRI			4000K CCT / 70 CRI			5000K CCT / 70 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
6L	2	70	5,376	149	B1-U0-G2	5,696	158	B1-U0-G3	5,709	157	B1-U0-G3	36
	3M		5,127	142	B1-U0-G2	5,432	151	B1-U0-G2	5,444	150	B1-U0-G2	
	3W		4,859	135	B1-U0-G3	5,148	143	B1-U0-G3	5,160	142	B1-U0-G3	
	4M		5,214	145	B1-U0-G2	5,524	153	B1-U0-G2	5,537	152	B1-U0-G2	
	4F		4,956	138	B1-U0-G3	5,251	146	B1-U0-G3	5,263	145	B1-U0-G3	
	4W		4,540	126	B1-U0-G3	4,811	134	B1-U0-G3	4,822	133	B1-U0-G3	
	FTM		4,999	139	B1-U0-G2	5,297	147	B1-U0-G2	5,309	146	B1-U0-G2	
	5QN		5,686	158	B2-U0-G1	6,025	167	B2-U0-G1	6,038	166	B2-U0-G1	
	5QM		5,796	161	B3-U0-G1	6,141	171	B3-U0-G1	6,155	169	B3-U0-G1	
	5Q		5,585	155	B3-U0-G1	5,917	164	B3-U0-G1	5,931	163	B3-U0-G1	
	5QW		5,425	151	B3-U0-G1	5,748	160	B3-U0-G2	5,761	159	B3-U0-G1	
	AM		5,575	155	B0-U0-G1	5,908	164	B0-U0-G1	5,921	163	B0-U0-G1	
	WF		5,754	160	B2-U0-G0	6,097	169	B2-U0-G0	6,111	168	B2-U0-G0	
	LC/RC		4,694	130	B1-U0-G3	4,974	138	B1-U0-G3	4,985	137	B1-U0-G3	
9L	2	70	8,081	150	B1-U0-G3	8,562	159	B2-U0-G3	8,581	159	B2-U0-G3	54
	3M		7,706	143	B1-U0-G3	8,165	151	B1-U0-G3	8,184	152	B1-U0-G3	
	3W		7,304	135	B1-U0-G3	7,739	143	B1-U0-G3	7,756	144	B1-U0-G3	
	4M		7,837	145	B1-U0-G2	8,304	154	B1-U0-G3	8,323	154	B1-U0-G3	
	4F		7,450	138	B1-U0-G3	7,894	146	B1-U0-G4	7,911	147	B1-U0-G3	
	4W		6,825	126	B1-U0-G3	7,232	134	B1-U0-G3	7,248	134	B1-U0-G3	
	FTM		7,515	139	B1-U0-G2	7,963	147	B1-U0-G2	7,981	148	B1-U0-G2	
	5QN		8,547	158	B3-U0-G1	9,056	168	B3-U0-G1	9,077	168	B3-U0-G1	
	5QM		8,712	161	B3-U0-G2	9,231	171	B3-U0-G2	9,252	171	B3-U0-G2	
	5Q		8,395	155	B3-U0-G2	8,895	165	B3-U0-G2	8,915	165	B3-U0-G2	
	5QW		8,154	151	B4-U0-G2	8,640	160	B4-U0-G2	8,659	160	B4-U0-G2	
	AM		8,381	155	B0-U0-G1	8,880	164	B0-U0-G2	8,900	165	B0-U0-G2	
	WF		8,649	160	B3-U0-G0	9,165	170	B3-U0-G0	9,186	170	B3-U0-G0	
	LC/RC		7,057	131	B1-U0-G3	7,477	138	B1-U0-G3	7,494	139	B1-U0-G3	
12L	2	70	10,996	149	B2-U0-G3	11,651	157	B2-U0-G3	11,677	158	B2-U0-G3	74
	3M		10,486	142	B1-U0-G3	11,111	150	B1-U0-G3	11,136	151	B1-U0-G3	
	3W		9,939	134	B2-U0-G4	10,531	142	B2-U0-G4	10,554	143	B2-U0-G4	
	4M		10,664	144	B1-U0-G3	11,300	153	B1-U0-G3	11,325	153	B1-U0-G3	
	4F		10,137	137	B1-U0-G4	10,741	145	B1-U0-G4	10,765	146	B1-U0-G4	
	4W		9,287	125	B1-U0-G3	9,840	133	B1-U0-G3	9,862	133	B1-U0-G3	
	FTM		10,226	138	B1-U0-G3	10,835	146	B1-U0-G3	10,859	147	B1-U0-G3	
	5QN		11,630	157	B3-U0-G1	12,323	167	B3-U0-G1	12,351	167	B3-U0-G1	
	5QM		11,854	160	B4-U0-G2	12,561	170	B4-U0-G2	12,589	170	B4-U0-G2	
	5Q		11,423	154	B4-U0-G2	12,104	164	B4-U0-G2	12,131	164	B4-U0-G2	
	5QW		11,096	150	B4-U0-G2	11,757	159	B4-U0-G2	11,783	159	B4-U0-G2	
	AM		11,404	154	B1-U0-G2	12,083	163	B1-U0-G2	12,111	164	B1-U0-G2	
	WF		11,770	159	B3-U0-G1	12,471	169	B3-U0-G1	12,499	169	B3-U0-G1	
	LC/RC		9,602	130	B2-U0-G3	10,175	137	B2-U0-G3	10,197	138	B2-U0-G3	

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Delivered Lumens (70 CRI)												
Lumen Package	Distribution	CRI	3000K CCT / 70 CRI			4000K CCT / 70 CRI			5000K CCT / 70 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
15L	2	70	13,324	146	B2-U0-G4	14,118	155	B2-U0-G4	14,150	156	B2-U0-G4	91
	3M		12,707	140	B1-U0-G3	13,464	148	B1-U0-G3	13,494	149	B1-U0-G3	
	3W		12,043	132	B2-U0-G4	12,761	140	B2-U0-G4	12,789	141	B2-U0-G4	
	4M		12,923	142	B1-U0-G3	13,693	150	B1-U0-G3	13,724	151	B1-U0-G3	
	4F		12,284	135	B1-U0-G5	13,016	143	B2-U0-G5	13,045	144	B1-U0-G5	
	4W		11,254	124	B1-U0-G4	11,924	131	B1-U0-G4	11,951	132	B1-U0-G4	
	FTM		12,391	136	B1-U0-G3	13,130	144	B1-U0-G3	13,159	145	B1-U0-G3	
	5QN		14,093	155	B3-U0-G2	14,933	164	B3-U0-G2	14,966	165	B3-U0-G2	
	5QM		14,365	158	B4-U0-G2	15,221	167	B4-U0-G2	15,255	168	B4-U0-G2	
	5Q		13,842	152	B4-U0-G2	14,667	161	B4-U0-G2	14,699	162	B4-U0-G2	
	5QW		13,445	148	B4-U0-G2	14,246	157	B4-U0-G2	14,278	158	B4-U0-G2	
	AM		13,819	152	B1-U0-G2	14,642	161	B1-U0-G2	14,675	162	B1-U0-G2	
	WF		14,262	157	B3-U0-G1	15,112	166	B3-U0-G1	15,146	167	B3-U0-G1	
	LC/RC		11,636	128	B2-U0-G4	12,329	135	B2-U0-G4	12,357	136	B2-U0-G4	
18L	2	70	16,125	145	B2-U0-G4	17,086	154	B3-U0-G4	17,124	154	B3-U0-G4	111
	3M		15,377	139	B2-U0-G3	16,294	147	B2-U0-G4	16,331	147	B2-U0-G4	
	3W		14,574	131	B2-U0-G5	15,443	139	B2-U0-G5	15,477	139	B2-U0-G5	
	4M		15,639	141	B1-U0-G4	16,571	149	B1-U0-G4	16,608	150	B1-U0-G4	
	4F		14,866	134	B2-U0-G5	15,751	142	B2-U0-G5	15,786	142	B2-U0-G5	
	4W		13,619	123	B2-U0-G4	14,430	130	B2-U0-G4	14,462	130	B2-U0-G4	
	FTM		14,996	135	B1-U0-G3	15,889	143	B1-U0-G3	15,925	144	B1-U0-G3	
	5QN		17,055	154	B3-U0-G2	18,072	163	B4-U0-G2	18,112	163	B3-U0-G2	
	5QM		17,384	157	B4-U0-G2	18,420	166	B4-U0-G2	18,461	166	B4-U0-G2	
	5Q		16,751	151	B4-U0-G2	17,749	160	B4-U0-G2	17,789	160	B4-U0-G2	
	5QW		16,271	147	B5-U0-G3	17,241	155	B5-U0-G3	17,279	156	B5-U0-G3	
	AM		16,723	151	B1-U0-G2	17,720	160	B1-U0-G2	17,760	160	B1-U0-G2	
	WF		17,260	155	B4-U0-G1	18,289	165	B4-U0-G1	18,330	165	B4-U0-G1	
	LC/RC		14,081	127	B2-U0-G4	14,920	134	B2-U0-G4	14,954	135	B2-U0-G4	

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Delivered Lumens (70 CRI)

Lumen Package	Distribution	CRI	3000K CCT / 70 CRI			4000K CCT / 70 CRI			5000K CCT / 70 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
21L	2	70	18,480	142	B3-U0-G5	19,582	151	B3-U0-G5	19,625	151	B3-U0-G5	130
	3M		17,624	136	B2-U0-G4	18,674	144	B2-U0-G4	18,716	144	B2-U0-G4	
	3W		16,703	128	B3-U0-G5	17,699	136	B3-U0-G5	17,738	136	B3-U0-G5	
	4M		17,923	138	B1-U0-G4	18,992	146	B1-U0-G4	19,034	146	B1-U0-G4	
	4F		17,038	131	B2-U0-G5	18,053	139	B2-U0-G5	18,093	139	B2-U0-G5	
	4W		15,608	120	B2-U0-G5	16,538	127	B2-U0-G5	16,575	127	B2-U0-G5	
	FTM		17,186	132	B1-U0-G3	18,210	140	B1-U0-G3	18,251	140	B1-U0-G3	
	5QN		19,547	150	B4-U0-G2	20,712	159	B4-U0-G2	20,758	159	B4-U0-G2	
	5QM		19,923	153	B5-U0-G3	21,111	162	B5-U0-G3	21,158	162	B5-U0-G3	
	5Q		19,198	148	B5-U0-G3	20,342	156	B5-U0-G3	20,388	156	B5-U0-G3	
	5QW		18,648	143	B5-U0-G3	19,759	152	B5-U0-G3	19,804	152	B5-U0-G3	
	AM		19,166	147	B1-U0-G2	20,308	156	B1-U0-G2	20,354	156	B1-U0-G2	
	WF		19,782	152	B4-U0-G1	20,960	161	B4-U0-G1	21,007	161	B4-U0-G1	
	LC/RC		16,138	124	B3-U0-G5	17,100	132	B3-U0-G5	17,138	132	B3-U0-G5	
24L	2	70	21,338	138	B3-U0-G5	22,609	146	B3-U0-G5	22,660	146	B3-U0-G5	155
	3M		20,349	131	B2-U0-G4	21,561	139	B2-U0-G4	21,610	139	B2-U0-G4	
	3W		19,286	124	B3-U0-G5	20,435	132	B3-U0-G5	20,480	132	B3-U0-G5	
	4M		20,695	134	B1-U0-G4	21,928	141	B1-U0-G5	21,977	142	B1-U0-G5	
	4F		19,672	127	B2-U0-G5	20,844	134	B2-U0-G5	20,890	135	B2-U0-G5	
	4W		18,022	116	B2-U0-G5	19,095	123	B2-U0-G5	19,138	123	B2-U0-G5	
	FTM		19,843	128	B1-U0-G4	21,026	136	B1-U0-G4	21,073	136	B1-U0-G4	
	5QN		22,569	146	B4-U0-G2	23,914	154	B4-U0-G2	23,967	154	B4-U0-G2	
	5QM		23,004	148	B5-U0-G3	24,375	157	B5-U0-G3	24,430	157	B5-U0-G3	
	5Q		22,167	155	B5-U0-G3	23,487	152	B5-U0-G3	23,540	152	B5-U0-G3	
	5QW		21,531	139	B5-U0-G3	22,815	147	B5-U0-G3	22,865	147	B5-U0-G3	
	AM		22,130	143	B1-U0-G2	23,448	151	B1-U0-G2	23,501	151	B1-U0-G2	
	WF		22,840	147	B4-U0-G1	24,201	156	B4-U0-G1	24,255	156	B4-U0-G1	
	LC/RC		18,634	120	B3-U0-G5	19,744	127	B3-U0-G5	19,788	127	B3-U0-G5	
27L	2	70	23,816	134	B3-U0-G5	25,235	142	B3-U0-G5	25,292	142	B3-U0-G5	178
	3M		22,712	128	B2-U0-G4	24,066	135	B2-U0-G5	24,120	136	B2-U0-G5	
	3W		21,526	121	B3-U0-G5	22,808	128	B3-U0-G5	22,859	129	B3-U0-G5	
	4M		23,098	130	B2-U0-G5	24,475	137	B2-U0-G5	24,530	138	B2-U0-G5	
	4F		21,956	123	B2-U0-G5	23,265	131	B2-U0-G5	23,316	131	B2-U0-G5	
	4W		20,114	113	B2-U0-G5	21,313	120	B2-U0-G5	21,361	121	B2-U0-G5	
	FTM		22,148	124	B2-U0-G4	23,468	132	B2-U0-G4	23,521	133	B2-U0-G4	
	5QN		25,190	142	B4-U0-G2	26,691	150	B4-U0-G2	26,751	151	B4-U0-G2	
	5QM		25,676	144	B5-U0-G3	27,206	153	B5-U0-G3	27,267	153	B5-U0-G3	
	5Q		24,741	139	B5-U0-G3	26,215	147	B5-U0-G3	26,274	148	B5-U0-G3	
	5QW		24,032	135	B5-U0-G4	25,464	143	B5-U0-G4	25,521	144	B5-U0-G4	
	AM		24,700	139	B1-U0-G3	26,172	147	B1-U0-G3	26,231	148	B1-U0-G3	
	WF		25,493	143	B4-U0-G1	27,012	152	B5-U0-G1	27,073	152	B4-U0-G1	
	LC/RC		20,798	117	B3-U0-G5	22,037	124	B3-U0-G5	22,086	125	B3-U0-G5	

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Delivered Lumens (80 CRI)

Lumen Package	Distribution	CRI	2700K CCT / 80 CRI			3000K CCT / 80 CRI			3500K CCT / 80 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
6L	2	80	4,843	133	B1-U0-G2	4,985	137	B1-U0-G2	5,009	138	B1-U0-G2	36
	3M		4,619	127	B1-U0-G2	4,754	131	B1-U0-G2	4,777	131	B1-U0-G2	
	3W		4,377	120	B1-U0-G3	4,505	124	B1-U0-G3	4,527	125	B1-U0-G3	
	4M		4,697	129	B0-U0-G2	4,835	133	B0-U0-G2	4,858	134	B0-U0-G2	
	4F		4,465	123	B1-U0-G3	4,595	126	B1-U0-G3	4,618	127	B1-U0-G3	
	4W		4,090	113	B1-U0-G2	4,210	116	B1-U0-G2	4,230	116	B1-U0-G2	
	FTM		4,504	124	B0-U0-G2	4,636	128	B0-U0-G2	4,658	128	B0-U0-G2	
	5QN		5,122	141	B2-U0-G0	5,272	145	B2-U0-G1	5,298	146	B2-U0-G0	
	5QM		5,221	144	B3-U0-G1	5,374	148	B3-U0-G1	5,400	149	B3-U0-G1	
	5Q		5,031	138	B3-U0-G1	5,178	143	B3-U0-G1	5,203	143	B3-U0-G1	
	5QW		4,887	134	B3-U0-G1	5,030	138	B3-U0-G1	5,054	139	B3-U0-G1	
	AM		5,023	138	B0-U0-G1	5,170	142	B0-U0-G1	5,195	143	B0-U0-G1	
	WF		5,184	143	B2-U0-G0	5,336	147	B2-U0-G0	5,362	148	B2-U0-G0	
	LC/RC		4,229	116	B1-U0-G2	4,353	120	B1-U0-G2	4,374	120	B1-U0-G2	
9L	2	80	7,280	135	B1-U0-G3	7,493	139	B1-U0-G3	7,529	139	B1-U0-G3	54
	3M		6,943	129	B1-U0-G2	7,146	132	B1-U0-G2	7,181	133	B1-U0-G2	
	3W		6,580	122	B1-U0-G3	6,772	125	B1-U0-G3	6,805	126	B1-U0-G3	
	4M		7,061	131	B1-U0-G3	7,267	135	B1-U0-G3	7,303	135	B1-U0-G3	
	4F		6,711	124	B1-U0-G3	6,908	128	B1-U0-G3	6,941	129	B1-U0-G3	
	4W		6,148	114	B1-U0-G3	6,328	117	B1-U0-G3	6,359	118	B1-U0-G3	
	FTM		6,770	125	B1-U0-G2	6,968	129	B1-U0-G2	7,002	130	B1-U0-G2	
	5QN		7,700	143	B2-U0-G1	7,925	147	B3-U0-G1	7,964	148	B2-U0-G1	
	5QM		7,848	145	B3-U0-G2	8,078	150	B3-U0-G2	8,117	150	B3-U0-G2	
	5Q		7,562	140	B3-U0-G2	7,784	144	B3-U0-G2	7,822	145	B3-U0-G2	
	5QW		7,346	136	B3-U0-G2	7,561	140	B3-U0-G2	7,598	141	B3-U0-G2	
	AM		7,550	140	B0-U0-G1	7,771	144	B0-U0-G1	7,809	145	B0-U0-G1	
	WF		7,792	144	B3-U0-G0	8,020	149	B3-U0-G0	8,060	149	B3-U0-G0	
	LC/RC		6,357	118	B1-U0-G3	6,543	121	B1-U0-G3	6,575	122	B1-U0-G3	
12L	2	80	9,906	134	B2-U0-G3	10,196	138	B2-U0-G3	10,245	139	B2-U0-G3	74
	3M		9,447	128	B1-U0-G3	9,723	132	B1-U0-G3	9,771	132	B1-U0-G3	
	3W		8,953	121	B2-U0-G3	9,215	125	B2-U0-G4	9,260	125	B2-U0-G3	
	4M		9,608	130	B1-U0-G3	9,889	134	B1-U0-G3	9,937	134	B1-U0-G3	
	4F		9,132	124	B1-U0-G4	9,399	127	B1-U0-G4	9,445	128	B1-U0-G4	
	4W		8,366	113	B1-U0-G3	8,611	117	B1-U0-G3	8,653	117	B1-U0-G3	
	FTM		9,212	125	B1-U0-G3	9,482	128	B1-U0-G3	9,528	129	B1-U0-G3	
	5QN		10,477	142	B3-U0-G1	10,784	146	B3-U0-G1	10,837	147	B3-U0-G1	
	5QM		10,680	145	B4-U0-G2	10,992	149	B4-U0-G2	11,046	149	B4-U0-G2	
	5Q		10,291	139	B4-U0-G2	10,592	143	B4-U0-G2	10,643	144	B4-U0-G2	
	5QW		9,996	135	B4-U0-G2	10,288	139	B4-U0-G2	10,338	140	B4-U0-G2	
	AM		10,274	139	B1-U0-G2	10,574	143	B1-U0-G2	10,626	144	B1-U0-G2	
	WF		10,603	144	B3-U0-G0	10,914	148	B3-U0-G0	10,967	148	B3-U0-G0	
	LC/RC		8,651	117	B2-U0-G3	8,904	121	B2-U0-G3	8,947	121	B2-U0-G3	

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Delivered Lumens (80 CRI)

Lumen Package	Distribution	CRI	4000K CCT / 80 CRI			5000K CCT / 80 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
6L	2	80	5,219	144	B1-U0-G2	5,330	147	B1-U0-G2	36
	3M		4,978	137	B1-U0-G2	5,083	140	B1-U0-G2	
	3W		4,717	130	B1-U0-G3	4,818	133	B1-U0-G3	
	4M		5,062	139	B0-U0-G2	5,170	142	B0-U0-G2	
	4F		4,812	132	B1-U0-G3	4,914	135	B1-U0-G3	
	4W		4,408	121	B1-U0-G2	4,502	124	B1-U0-G2	
	FTM		4,854	134	B0-U0-G2	4,957	136	B0-U0-G2	
	5QN		5,521	152	B2-U0-G1	5,638	155	B2-U0-G1	
	5QM		5,627	155	B3-U0-G1	5,747	158	B3-U0-G1	
	5Q		5,422	149	B3-U0-G1	5,537	152	B3-U0-G1	
	5QW		5,267	145	B3-U0-G1	5,379	148	B3-U0-G1	
	AM		5,413	149	B0-U0-G1	5,528	152	B0-U0-G1	
	WF		5,587	154	B2-U0-G0	5,706	157	B2-U0-G0	
	LC/RC		4,558	125	B1-U0-G2	4,655	128	B1-U0-G2	
9L	2	80	7,846	145	B1-U0-G3	8,012	148	B1-U0-G3	54
	3M		7,482	139	B1-U0-G3	7,641	142	B1-U0-G3	
	3W		7,091	131	B1-U0-G3	7,242	134	B1-U0-G3	
	4M		7,609	141	B1-U0-G3	7,771	144	B1-U0-G3	
	4F		7,233	134	B1-U0-G3	7,387	137	B1-U0-G3	
	4W		6,626	123	B1-U0-G3	6,767	125	B1-U0-G3	
	FTM		7,296	135	B1-U0-G2	7,451	138	B1-U0-G2	
	5QN		8,298	154	B3-U0-G1	8,475	157	B3-U0-G1	
	5QM		8,458	157	B3-U0-G2	8,638	160	B3-U0-G2	
	5Q		8,150	151	B3-U0-G2	8,324	154	B3-U0-G2	
	5QW		7,917	147	B3-U0-G2	8,085	150	B3-U0-G2	
	AM		8,137	151	B0-U0-G1	8,310	154	B0-U0-G1	
	WF		8,398	156	B3-U0-G0	8,577	159	B3-U0-G0	
	LC/RC		6,851	127	B1-U0-G3	6,997	130	B1-U0-G3	
12L	2	80	10,676	144	B2-U0-G3	10,903	148	B2-U0-G3	74
	3M		10,181	138	B1-U0-G3	10,398	141	B1-U0-G3	
	3W		9,649	131	B2-U0-G4	9,854	133	B2-U0-G4	
	4M		10,354	140	B1-U0-G3	10,574	143	B1-U0-G3	
	4F		9,842	133	B1-U0-G4	10,051	136	B1-U0-G4	
	4W		9,017	122	B1-U0-G3	9,208	125	B1-U0-G3	
	FTM		9,928	134	B1-U0-G3	10,139	137	B1-U0-G3	
	5QN		11,292	153	B3-U0-G1	11,532	156	B3-U0-G1	
	5QM		11,510	156	B4-U0-G2	11,754	159	B4-U0-G2	
	5Q		11,090	150	B4-U0-G2	11,326	153	B4-U0-G2	
	5QW		10,773	146	B4-U0-G2	11,002	149	B4-U0-G2	
	AM		11,072	150	B1-U0-G2	11,308	153	B1-U0-G2	
	WF		11,428	155	B3-U0-G0	11,671	158	B3-U0-G0	
	LC/RC		9,323	126	B2-U0-G3	9,521	129	B2-U0-G3	

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Delivered Lumens (80 CRI)

Lumen Package	Distribution	CRI	2700K CCT / 80 CRI			3000K CCT / 80 CRI			3500K CCT / 80 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
15L	2	80	12,004	132	B2-U0-G3	12,355	136	B2-U0-G3	12,415	137	B2-U0-G3	91
	3M		11,448	126	B1-U0-G3	11,783	130	B1-U0-G3	11,840	131	B1-U0-G3	
	3W		10,849	120	B2-U0-G4	11,167	123	B2-U0-G4	11,221	124	B2-U0-G4	
	4M		11,642	128	B1-U0-G3	11,983	132	B1-U0-G3	12,041	133	B1-U0-G3	
	4F		11,066	122	B1-U0-G4	11,390	126	B1-U0-G4	11,445	126	B1-U0-G4	
	4W		10,138	112	B1-U0-G3	10,435	115	B1-U0-G3	10,486	116	B1-U0-G3	
	FTM		11,163	123	B1-U0-G3	11,490	127	B1-U0-G3	11,546	127	B1-U0-G3	
	5QN		12,696	140	B3-U0-G1	13,068	144	B3-U0-G1	13,131	145	B3-U0-G1	
	5QM		12,941	143	B4-U0-G2	13,320	147	B4-U0-G2	13,385	148	B4-U0-G2	
	5Q		12,470	138	B4-U0-G2	12,835	142	B4-U0-G2	12,897	142	B4-U0-G2	
	5QW		12,113	134	B4-U0-G2	12,467	138	B4-U0-G2	12,528	138	B4-U0-G2	
	AM		12,449	137	B1-U0-G2	12,814	141	B1-U0-G2	12,876	142	B1-U0-G2	
	WF		12,849	142	B3-U0-G1	13,225	146	B3-U0-G1	13,289	147	B3-U0-G1	
	LC/RC		10,482	116	B2-U0-G3	10,789	119	B2-U0-G4	10,842	120	B2-U0-G3	
18L	2	80	14,526	131	B2-U0-G4	14,952	135	B2-U0-G4	15,024	135	B2-U0-G4	111
	3M		13,853	125	B1-U0-G3	14,259	129	B1-U0-G3	14,328	129	B1-U0-G3	
	3W		13,129	118	B2-U0-G4	13,514	122	B2-U0-G5	13,579	122	B2-U0-G4	
	4M		14,089	127	B1-U0-G3	14,501	131	B1-U0-G3	14,572	131	B1-U0-G3	
	4F		13,392	121	B1-U0-G5	13,784	124	B2-U0-G5	13,851	125	B1-U0-G5	
	4W		12,269	111	B1-U0-G4	12,628	114	B1-U0-G4	12,689	114	B1-U0-G4	
	FTM		13,509	122	B1-U0-G3	13,905	125	B1-U0-G3	13,972	126	B1-U0-G3	
	5QN		15,365	138	B3-U0-G2	15,814	143	B3-U0-G2	15,891	143	B3-U0-G2	
	5QM		15,661	141	B4-U0-G2	16,119	145	B4-U0-G2	16,198	146	B4-U0-G2	
	5Q		15,091	136	B4-U0-G2	15,532	140	B4-U0-G2	15,608	141	B4-U0-G2	
	5QW		14,658	132	B4-U0-G2	15,087	136	B4-U0-G2	15,161	137	B4-U0-G2	
	AM		15,066	136	B1-U0-G2	15,507	140	B1-U0-G2	15,582	140	B1-U0-G2	
	WF		15,549	140	B3-U0-G1	16,004	144	B3-U0-G1	16,082	145	B3-U0-G1	
	LC/RC		12,685	114	B2-U0-G4	13,057	118	B2-U0-G4	13,120	118	B2-U0-G4	
21L	2	80	16,649	128	B2-U0-G4	17,136	131	B2-U0-G4	17,219	132	B2-U0-G4	130
	3M		15,877	122	B2-U0-G3	16,342	125	B2-U0-G4	16,422	126	B2-U0-G3	
	3W		15,047	115	B2-U0-G5	15,488	119	B2-U0-G5	15,563	119	B2-U0-G5	
	4M		16,147	124	B1-U0-G4	16,620	128	B1-U0-G4	16,701	128	B1-U0-G4	
	4F		15,348	118	B2-U0-G5	15,797	121	B2-U0-G5	15,874	122	B2-U0-G5	
	4W		14,061	108	B2-U0-G4	14,473	111	B2-U0-G4	14,543	112	B2-U0-G4	
	FTM		15,483	119	B1-U0-G3	15,936	122	B1-U0-G3	16,014	123	B1-U0-G3	
	5QN		17,609	135	B3-U0-G2	18,125	139	B3-U0-G2	18,213	140	B3-U0-G2	
	5QM		17,949	138	B4-U0-G2	18,474	142	B4-U0-G2	18,564	142	B4-U0-G2	
	5Q		17,295	133	B4-U0-G2	17,801	137	B4-U0-G2	17,888	137	B4-U0-G2	
	5QW		16,800	129	B5-U0-G3	17,291	133	B5-U0-G3	17,376	133	B5-U0-G3	
	AM		17,267	133	B1-U0-G2	17,772	136	B1-U0-G2	17,859	137	B1-U0-G2	
	WF		17,821	137	B4-U0-G1	18,343	141	B4-U0-G1	18,432	141	B4-U0-G1	
	LC/RC		14,539	112	B2-U0-G4	14,964	115	B2-U0-G4	15,037	115	B2-U0-G4	

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Delivered Lumens (80 CRI)

Lumen Package	Distribution	CRI	4000K CCT / 80 CRI			5000K CCT / 80 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
15L	2	80	12,937	143	B2-U0-G4	13,212	146	B2-U0-G4	91
	3M		12,337	136	B1-U0-G3	12,600	139	B1-U0-G3	
	3W		11,692	129	B2-U0-G4	11,941	132	B2-U0-G4	
	4M		12,547	138	B1-U0-G3	12,814	141	B1-U0-G3	
	4F		11,926	132	B1-U0-G4	12,180	134	B1-U0-G4	
	4W		10,926	121	B1-U0-G4	11,158	123	B1-U0-G4	
	FTM		12,031	133	B1-U0-G3	12,287	136	B1-U0-G3	
	5QN		13,683	151	B3-U0-G1	13,974	154	B3-U0-G1	
	5QM		13,947	154	B4-U0-G2	14,244	157	B4-U0-G2	
	5Q		13,439	148	B4-U0-G2	13,725	151	B4-U0-G2	
	5QW		13,054	144	B4-U0-G2	13,332	147	B4-U0-G2	
	AM		13,417	148	B1-U0-G2	13,702	151	B1-U0-G2	
	WF		13,848	153	B3-U0-G1	14,142	156	B3-U0-G1	
	LC/RC		11,297	125	B2-U0-G4	11,537	127	B2-U0-G4	
18L	2	80	15,656	141	B2-U0-G4	15,988	144	B2-U0-G4	111
	3M		14,930	135	B1-U0-G3	15,248	137	B1-U0-G3	
	3W		14,150	128	B2-U0-G5	14,451	130	B2-U0-G5	
	4M		15,184	137	B1-U0-G4	15,507	140	B1-U0-G4	
	4F		14,433	130	B2-U0-G5	14,740	133	B2-U0-G5	
	4W		13,222	119	B1-U0-G4	13,503	122	B1-U0-G4	
	FTM		14,559	131	B1-U0-G3	14,869	134	B1-U0-G3	
	5QN		16,559	149	B3-U0-G2	16,911	152	B3-U0-G2	
	5QM		16,878	152	B4-U0-G2	17,237	155	B4-U0-G2	
	5Q		16,264	147	B4-U0-G2	16,609	150	B4-U0-G2	
	5QW		15,798	142	B4-U0-G3	16,133	145	B4-U0-G3	
	AM		16,237	146	B1-U0-G2	16,582	149	B1-U0-G2	
	WF		16,758	151	B4-U0-G1	17,114	154	B4-U0-G1	
	LC/RC		13,672	123	B2-U0-G4	13,962	126	B2-U0-G4	
21L	2	80	17,943	138	B3-U0-G4	18,324	141	B3-U0-G4	130
	3M		17,112	131	B2-U0-G4	17,475	134	B2-U0-G4	
	3W		16,217	124	B2-U0-G5	16,562	127	B2-U0-G5	
	4M		17,402	134	B1-U0-G4	17,772	136	B1-U0-G4	
	4F		16,541	127	B2-U0-G5	16,893	130	B2-U0-G5	
	4W		15,154	116	B2-U0-G4	15,476	119	B2-U0-G4	
	FTM		16,686	128	B1-U0-G3	17,041	131	B1-U0-G3	
	5QN		18,978	146	B3-U0-G2	19,381	149	B3-U0-G2	
	5QM		19,344	148	B4-U0-G2	19,755	152	B4-U0-G2	
	5Q		18,639	143	B4-U0-G2	19,036	146	B4-U0-G2	
	5QW		18,106	139	B5-U0-G3	18,490	142	B5-U0-G3	
	AM		18,609	143	B1-U0-G2	19,005	146	B1-U0-G2	
	WF		19,206	147	B4-U0-G1	19,615	151	B4-U0-G1	
	LC/RC		15,669	120	B2-U0-G4	16,002	123	B2-U0-G4	

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Delivered Lumens (80 CRI)												
Lumen Package	Distribution	CRI	2700K CCT / 80 CRI			3000K CCT / 80 CRI			3500K CCT / 80 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
24L	2	80	19,223	124	B3-U0-G5	19,785	127	B3-U0-G5	19,882	128	B3-U0-G5	155
	3M		18,332	118	B2-U0-G4	18,869	122	B2-U0-G4	18,961	122	B2-U0-G4	
	3W		17,374	112	B3-U0-G5	17,882	115	B3-U0-G5	17,970	116	B3-U0-G5	
	4M		18,644	120	B1-U0-G4	19,189	124	B1-U0-G4	19,283	124	B1-U0-G4	
	4F		17,721	114	B2-U0-G5	18,240	117	B2-U0-G5	18,329	118	B2-U0-G5	
	4W		16,235	105	B2-U0-G5	16,710	108	B2-U0-G5	16,792	108	B2-U0-G5	
	FTM		17,877	115	B1-U0-G3	18,400	119	B1-U0-G3	18,489	119	B1-U0-G3	
	5QN		20,332	131	B4-U0-G2	20,927	135	B4-U0-G2	21,029	135	B4-U0-G2	
	5QM		20,724	133	B4-U0-G2	21,331	137	B5-U0-G3	21,435	138	B5-U0-G3	
	5Q		19,969	129	B5-U0-G3	20,554	132	B5-U0-G3	20,654	133	B5-U0-G3	
	5QW		19,397	125	B5-U0-G3	19,965	129	B5-U0-G3	20,062	129	B5-U0-G3	
	AM		19,936	128	B1-U0-G2	20,520	132	B1-U0-G2	20,620	133	B1-U0-G2	
	WF		20,576	133	B4-U0-G1	21,178	136	B4-U0-G1	21,282	137	B4-U0-G1	
	LC/RC		16,787	108	B2-U0-G5	17,278	111	B3-U0-G5	17,362	112	B3-U0-G5	
27L	2	80	21,455	121	B3-U0-G5	22,083	124	B3-U0-G5	22,191	125	B3-U0-G5	178
	3M		20,461	116	B2-U0-G4	21,060	119	B2-U0-G4	21,163	120	B2-U0-G4	
	3W		19,392	110	B3-U0-G5	19,959	113	B3-U0-G5	20,057	113	B3-U0-G5	
	4M		20,809	117	B1-U0-G4	21,418	121	B1-U0-G4	21,522	121	B1-U0-G4	
	4F		19,779	111	B2-U0-G5	20,358	115	B2-U0-G5	20,458	115	B2-U0-G5	
	4W		18,121	103	B2-U0-G5	18,651	106	B2-U0-G5	18,742	106	B2-U0-G5	
	FTM		19,953	113	B1-U0-G4	20,537	116	B1-U0-G4	20,637	117	B1-U0-G4	
	5QN		22,693	128	B4-U0-G2	23,357	132	B4-U0-G2	23,471	133	B4-U0-G2	
	5QM		23,131	130	B5-U0-G3	23,808	134	B5-U0-G3	23,924	135	B5-U0-G3	
	5Q		22,288	126	B5-U0-G3	22,941	130	B5-U0-G3	23,053	130	B5-U0-G3	
	5QW		21,650	122	B5-U0-G3	22,284	126	B5-U0-G3	22,392	127	B5-U0-G3	
	AM		22,252	126	B1-U0-G2	22,903	130	B1-U0-G2	23,015	130	B1-U0-G2	
	WF		22,966	129	B4-U0-G1	23,638	133	B4-U0-G1	23,753	134	B4-U0-G1	
	LC/RC		18,736	106	B3-U0-G5	19,285	109	B3-U0-G5	19,379	110	B3-U0-G5	

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PERFORMANCE

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Delivered Lumens (80 CRI)

Lumen Package	Distribution	CRI	4000K CCT / 80 CRI			5000K CCT / 80 CRI			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
24L	2	80	20,717	133	B3-U0-G5	21,157	136	B3-U0-G5	155
	3M		19,757	127	B2-U0-G4	20,177	130	B2-U0-G4	
	3W		18,724	121	B3-U0-G5	19,122	123	B3-U0-G5	
	4M		20,093	129	B1-U0-G4	20,520	132	B1-U0-G4	
	4F		19,099	123	B2-U0-G5	19,505	126	B2-U0-G5	
	4W		17,497	113	B2-U0-G5	17,869	115	B2-U0-G5	
	FTM		19,266	124	B1-U0-G3	19,676	127	B1-U0-G3	
	5QN		21,912	141	B4-U0-G2	22,378	144	B4-U0-G2	
	5QM		22,335	144	B5-U0-G3	22,810	147	B5-U0-G3	
	5Q		21,521	139	B5-U0-G3	21,979	142	B5-U0-G3	
	5QW		20,905	135	B5-U0-G3	21,349	138	B5-U0-G3	
	AM		21,486	138	B1-U0-G2	21,943	141	B1-U0-G2	
	WF		22,176	143	B4-U0-G1	22,647	146	B4-U0-G1	
	LC/RC		18,091	117	B3-U0-G5	18,476	119	B3-U0-G5	
27L	2	80	23,123	130	B3-U0-G5	23,615	133	B3-U0-G5	178
	3M		22,052	125	B2-U0-G4	22,521	127	B2-U0-G4	
	3W		20,899	118	B3-U0-G5	21,343	121	B3-U0-G5	
	4M		22,427	126	B1-U0-G5	22,903	129	B1-U0-G5	
	4F		21,317	120	B2-U0-G5	21,770	123	B2-U0-G5	
	4W		19,529	111	B2-U0-G5	19,944	113	B2-U0-G5	
	FTM		21,504	122	B1-U0-G4	21,961	124	B1-U0-G4	
	5QN		24,457	138	B4-U0-G2	24,977	141	B4-U0-G2	
	5QM		24,929	140	B5-U0-G3	25,459	143	B5-U0-G3	
	5Q		24,021	136	B5-U0-G3	24,532	138	B5-U0-G3	
	5QW		23,333	132	B5-U0-G3	23,829	135	B5-U0-G3	
	AM		23,982	136	B1-U0-G2	24,491	138	B1-U0-G2	
	WF		24,751	139	B4-U0-G1	25,277	142	B4-U0-G1	
	LC/RC		20,193	115	B3-U0-G5	20,622	117	B3-U0-G5	

Electrical Data (Amps)[1]

Lumen Package	120V	208V	240V	277V	347V	480V	Wattage
6L	0.30	0.17	0.15	0.13	0.10	0.08	36
9L	0.45	0.26	0.23	0.19	0.16	0.11	54
12L	0.62	0.36	0.31	0.27	0.21	0.15	74
15L	0.76	0.44	0.38	0.33	0.26	0.19	91
18L	0.93	0.53	0.46	0.40	0.32	0.23	111
21L	1.08	0.63	0.54	0.47	0.37	0.27	130
24L	1.29	0.75	0.65	0.56	0.45	0.32	155
27L	1.46	0.84	0.73	0.63	0.50	0.36	175

Recommended Lumen Maintenance

Ambient Temp	Lumen Multiplier				
C	0 hrs.[2]	25K hrs.[2]	50K hrs.[2]	75K hrs.[3]	100K hrs.[3]
50 C	100%	94%	88%	83%	78%

1 Lumen maintenance values at 40C are calculated per TM-21 based on LM-80 data and in-situ testing.
2 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
3 In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing.

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PHOTOMETRICS

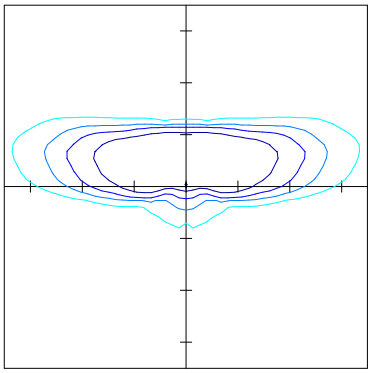
Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

VALS 18L 2 40K8

V-LOCITY Area Small, 18,000lm, Type 2 Distribution



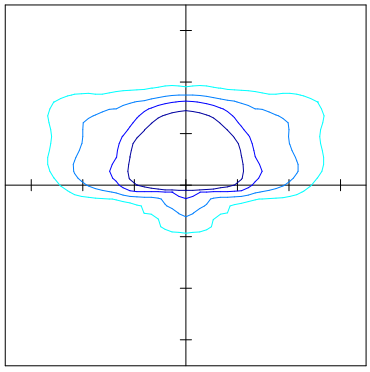
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Medium	III Medium
BUG Rating	B2-U0-G4	B1-U0-G3
Street Side Lumen %	87.3%	96.1%
House Side Lumen %	12.7%	3.9%
Uplight %	0.0%	0.0%

VALS 18L 3M 40K8

V-LOCITY Area Small, 18,000lm, Type 3 Medium Distribution



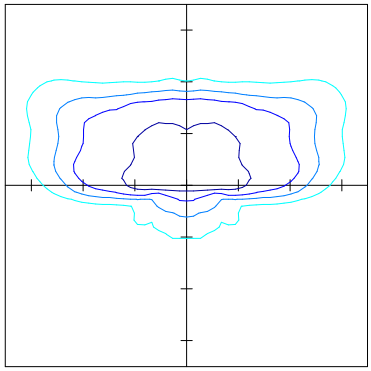
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Very Short	III Very Short
BUG Rating	B1-U0-G3	B1-U0-G3
Street Side Lumen %	93.4%	97.2%
House Side Lumen %	8.6%	2.8%
Uplight %	0.0%	0.0%

VALS 18L 3W 40K8

V-LOCITY Area Small, 18,000lm, Type 3 Wide Distribution



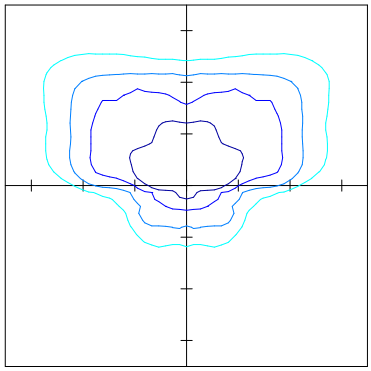
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Medium	IV Medium
BUG Rating	B2-U0-G5	B1-U0-G4
Street Side Lumen %	86.9%	94.0%
House Side Lumen %	13.1%	6.0%
Uplight %	0.0%	0.0%

VALS 18L 4W 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Wide Distribution



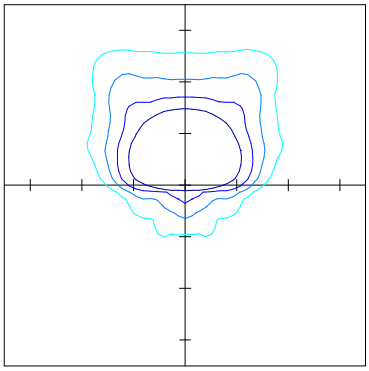
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Medium	IV Medium
BUG Rating	B1-U0-G4	B0-U0-G3
Street Side Lumen %	89.9%	94.0%
House Side Lumen %	10.1%	3.5%
Uplight %	0.0%	0.0%

VALS 18L 4M 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Medium Distribution



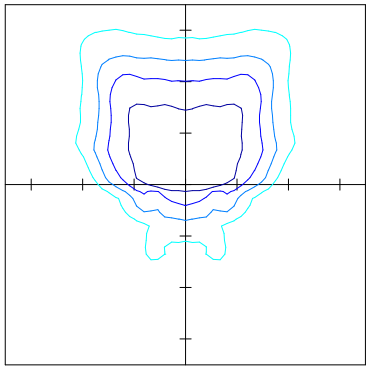
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Very Short	III Very Short
BUG Rating	B1-U0-G4	B0-U0-G2
Street Side Lumen %	92.9%	99.0%
House Side Lumen %	7.1%	1.0%
Uplight %	0.0%	0.0%

VALS 18L 4F 40K8

V-LOCITY Area Small, 18,000lm, Type 4 Forward Distribution



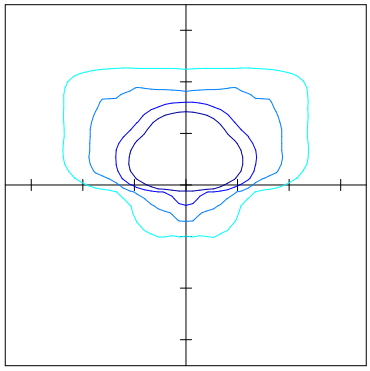
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	IV Short	IV Shortt
BUG Rating	B2-U0-G5	B0-U0-G3
Street Side Lumen %	89.7%	98.3%
House Side Lumen %	10.3%	1.7%
Uplight %	0.0%	0.0%

VALS 18L FTM 40K8

V-LOCITY Area Small, 18,000lm, Forward Throw Medium Distribution



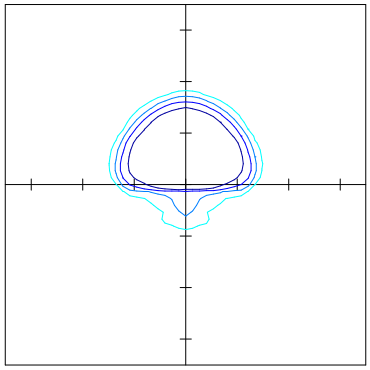
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Very Short	III Very Short
BUG Rating	B1-U0-G3	B0-U0-G3
Street Side Lumen %	93.0%	98.4%
House Side Lumen %	7.0%	1.6%
Uplight %	0.0%	0.0%

VALS 18L AM 40K8

V-LOCITY Area Small, 18,000lm, Automotive Merchandise Distribution



20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	III Very Short	III Very Short
BUG Rating	B1-U0-G2	B0-U0-G2
Street Side Lumen %	95.3%	99.3%
House Side Lumen %	4.7%	0.7%
Uplight %	0.0%	0.0%

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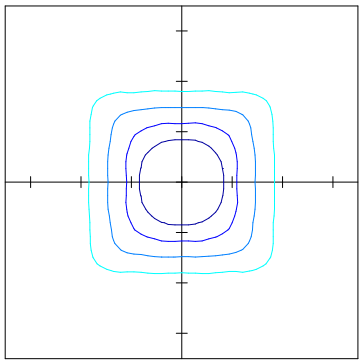
PHOTOMETRICS (CONTINUED)

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

VALS 18L 5QN 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Narrow Distribution



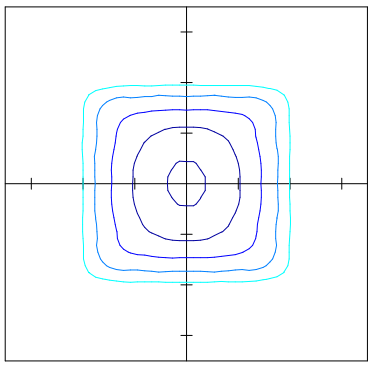
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Very Short
BUG Rating	B3-U0-G2
0 - 60° Zonal Lumens	73.8%
60 - 90° Zonal Lumens	26.2%
Uplight %	0.0%

VALS 18L 5QM 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Medium Distribution



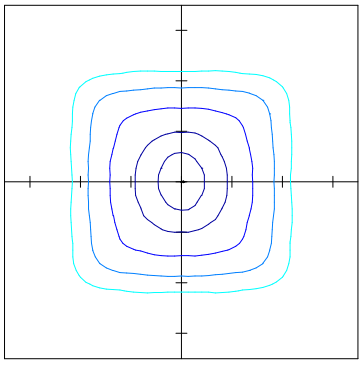
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Short
BUG Rating	B4-U0-G2
0 - 60° Zonal Lumens	51.0%
60 - 90° Zonal Lumens	49.0%
Uplight %	0.0%

VALS 18L 5Q 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Distribution



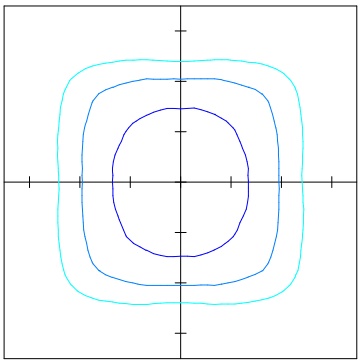
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Medium
BUG Rating	B5-U0-G3
0 - 60° Zonal Lumens	41.8%
60 - 90° Zonal Lumens	58.2%
Uplight %	0.0%

VALS 18L 5QW 40K8

V-LOCITY Area Small, 18,000lm, Type 5 Square Wide Distribution



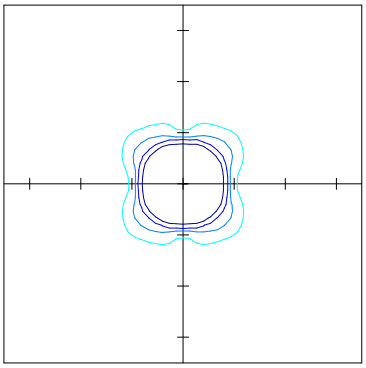
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

IES Type	VS Medium
BUG Rating	B5-U0-G3
0 - 60° Zonal Lumens	33.7%
60 - 90° Zonal Lumens	66.3%
Uplight %	0.0%

VALS 18L WF 40K8

V-LOCITY Area Small, 18,000lm, Wide Flood Distribution



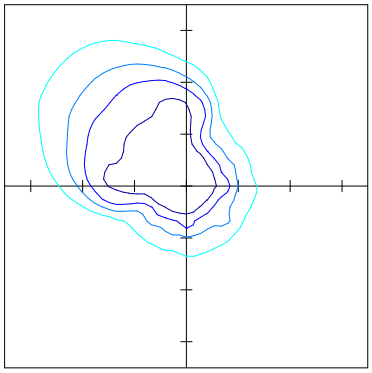
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

NEMA Type	6x6
Max Candela	9,352
Max Candela Angle	-19.5H x -29V
Beam Angle	80.7 x 90.0°
Field Angle	109.9 x 117.7°

VALS 18L LC 40K8

V-LOCITY Area Small, 18,000lm, Left Corner Distribution



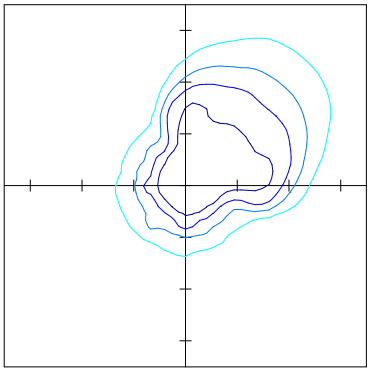
20' Mounting Height / 30' Grid Spacing

2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	N/A	N/A
BUG Rating	B2-U0-G4	B1-U0-G3
Street Side Lumen %	75.9%	91.9%
House Side Lumen %	24.1%	8.1%
Uplight %	0.0%	0.0%

VALS 18L RC 40K8

V-LOCITY Area Small, 18,000lm, Right Corner Distribution



20' Mounting Height / 30' Grid Spacing

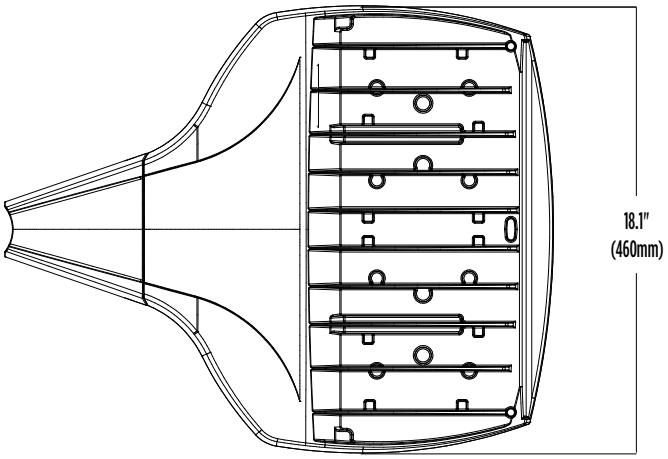
2 FC 1 FC 0.5 FC 0.2 FC

Shielding	No Shield	W/Shield
IES Type	N/A	N/A
BUG Rating	B2-U0-G4	B1-U0-G3
Street Side Lumen %	75.9%	91.9%
House Side Lumen %	24.1%	8.1%
Uplight %	0.0%	0.0%

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PRODUCT DIMENSIONS

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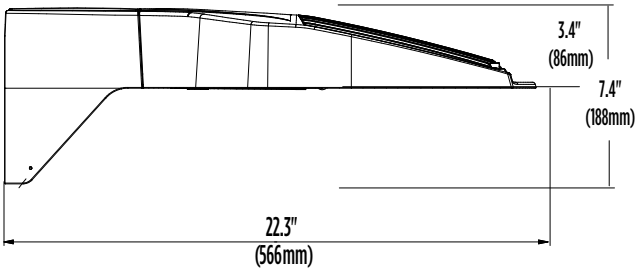
Luminaire EPA Chart - SA Side Arm		
Tilt Degree		0°
	Single	0.7
	D180°	1.3
	D90°	1.0
	T90°	1.4
	TN120°	1.5
	Q90°	1.4

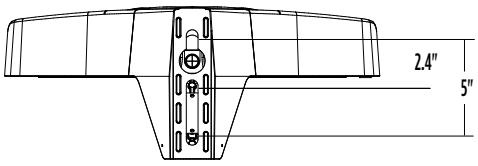
Luminaire EPA Chart - UA Universal Adjustable Arm						
Tilt Degree		0°	15°	30°	45°	60°
	Single	0.8	0.8	1.3	1.8	2.1
	D180°	1.5	1.9	2.5	3.2	3.8
	D90°	1.5	1.9	2.5	3.2	3.8
	T90°	1.8	2.1	2.7	3.2	3.8
	TN120°	1.8	2.3	3.4	4.3	5.0
	Q90°	1.8	2.1	2.7	3.2	3.8

Luminaire EPA Chart - MA Mast Arm		
Tilt Degree		0°
	Single	0.5

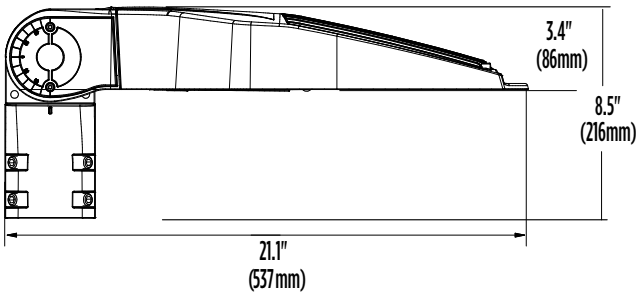
Luminaire EPA Chart - SF Adjustable Slip Fitter						
Tilt Degree		0°	15°	30°	45°	60°
	Single	0.7	1.3	1.4	1.8	2.2

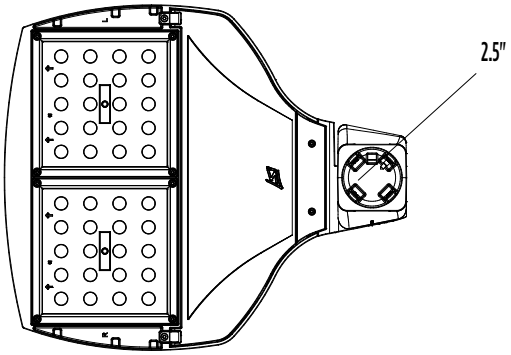
SA Universal Side Arm Mount



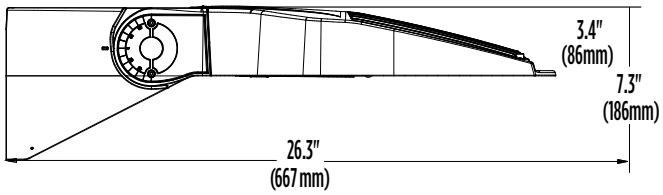


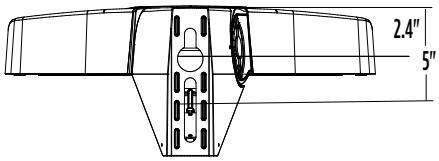
SF Adjustable Slipfitter



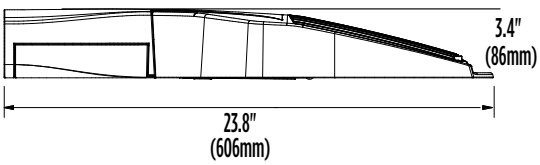


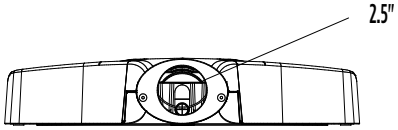
UA Universal Adjustable Arm





MA Mast Arm





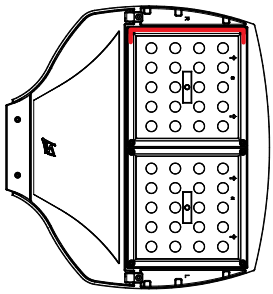
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EXTERNAL SHIELDING

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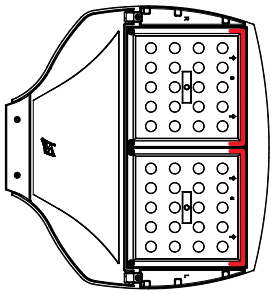
Field installable external shields are available in 1.5” and 3” depths for blocking visibility of the light sorce from any side of the luminaire (consult factory for custom shield sizes). For “house side” shielding we recommend using the integral shield option which provides effictive spill light control and also block visability of the light source behind the luminaire. Due to the highly configurable nature of this product, IES files are not available for any external shield accessory configuration.

Side



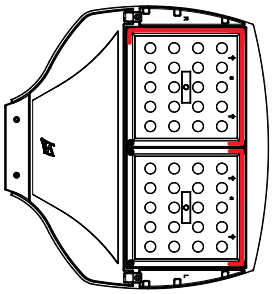
1 Shield per Luminiare

Front



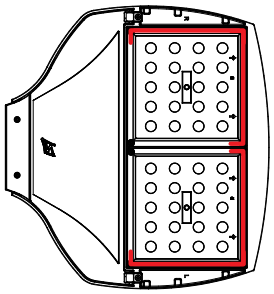
2 Shields per Luminiare

Side and Front



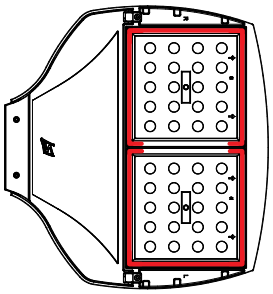
3 Shields per Luminiare

Both Sides and Front



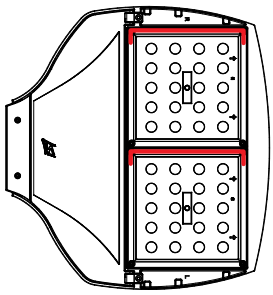
4 Shields per Luminiare

360º



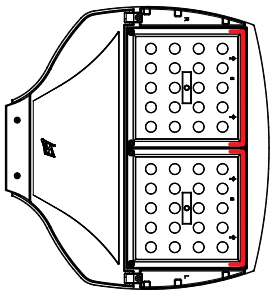
6 Shields per Luminiare

Side



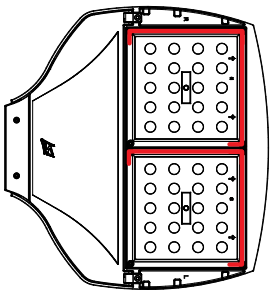
2 Shields per Luminiare

Front



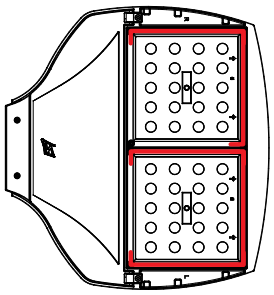
2 Shields per Luminiare

Side and Front



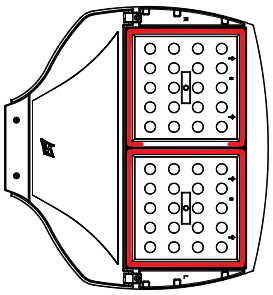
4 Shields per Luminiare

Both Sides and Front



5 Shields per Luminiare

360º



7 Shields per Luminiare

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CONTROLS

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Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

LEVITON App | Apple | Android

AirLink Blue (ALBMRxLR, ALBCSx)

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

AirLink Blue App | Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
OMSBTxL/IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High
OMS	Motion	No Motion	N/A	N/A	N/A	30 seconds	Auto

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

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Catalog # : _____ Project : _____ Type : _____

Prepared By : _____ Date : _____

Mirada Small Silicone (XWS SIL)

Outdoor Wall Sconce



OVERVIEW	
Lumen Package (lm)	1,000 - 8,000
Wattage Range (W)	10 - 61
Efficacy Range (LPW)	126 - 162
Weight lbs (kg)	10 (4.5)
Control Options	IMSBT, ALB, ALS, PCI

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Extended housing available with 1/2" threaded hubs for surface conduit and rated wire.
- Standard luminaire shipping weight: TBD lbs in carton.
- Max luminaire shipping weight: 12 lbs in carton (20 lbs w/EH option)

Optical System

- State-of-the-Art one piece silicone optic provides industry leading optical control while also acting as an integrated gasket reducing system complexity and improving fixture reliability.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, and FT.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- 5000K, 4000K, 3500K, 3000K, and 2700K color temperatures per ANSI C78.377. Also available in Phosphor Converted Amber with peak intensity at 610nm.
- 70 or 80CRI Minimum.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours
- Total harmonic distortion (THD): <20%
- 3L to 12L operating temperature: -40°C to +50°C (-40°F to +122°F)
- 15L operating temperature: -40°C to +45°C (-40°F to +113°F).
- 18L operating temperature: -40°C to +40°C (-40°F to +104°F).
- 21L operating temperature: -40°C to +35°C (-40°F to + 95°F).
- Power factor (PF): >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed via hinged door.
- Optional integral emergency battery pack provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. The fixture delivers 1500 lumens during emergency mode.

Controls

- Integral passive infrared Bluetooth™ motion sensor options. Fixtures operate independently and can be commissioned via an iOS or Android configuration app. Updates and modifications to the control strategy are easily implemented via an intuitive app.
- The ALBMRxLR utilizing an external antenna for long range communications allows for Bluetooth Mesh wireless up to 100' from node to node. Ensures reliable wireless communications for applications where only wall-mount fixture product is being utilized.

Installation

- Universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- 2 fasteners secure the hinged door underneath the housing and provide quick & easy access to the electrical compartment for installing/servicing.
- Optional terminal block accepts up to 12 ga wire.

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsicorp.com/resources/terms-conditions-warranty/ for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP65 rated luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applications when pole mounted (using optional XPMA bracket) or wall mounted.
- IK08 rated luminiare per IEC 66262 mechanical impact code.
- DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

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Mirada Small Silicone (XWS SIL)

Type : _____

Have questions? Call us at (800) 436-7800

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: XWS LED 6L SIL FT UNV DIM 40 70CRI ALBCS1 BLK CWBB

Prefix	Light Source	Lumen Package	Lens	Distribution	Voltage	Driver
XWS - Mirada Small Wall Sconce	**LED**	**1L** - 1,000 (10w) UNV Only **2L** - 2,000 (15w) **3L** - 3,000 (26w) **5L** - 5,000 (39w) **6L** - 6,000 (52w) **8L** - 8,000 (63w) **Custom Lumen Packages**[1]	**SIL** - Silicone	**2** - Type 2 **3** - Type 3 **FT** - Forward Throw	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**DIM** - 0-10v Dimming (0-10%)

Color Temperature	Color Rendering	Controls	Finish	Options
50 - 5,000 CCT **40** - 4,000 CCT **35** - 3,500 CCT (80 CRI only) **30** - 3,000 CCT **27** - 2,700 CCT (80 CRI only)	**70CRI** - 70 CRI **80CRI** - 80 CRI	**Blank** - None **Wireless Controls** **ALBMR1LR** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-15' mounting height)[2] **ALBMR2LR** - AirLink Blue Wireless Motion & Photo Sensor Controller (16 - 40' mounting height)[2] **Standalone Controls** **EXT** - 0-10v Dimming leads extended to housing exterior **IMSBT1L** - Integral Bluetooth™ Motion Sensor 8-24' MH[2,3] **Button Type Photocells** **PCI120** - 120V **PCI208-277** - 208 -277V **PCI347** - 347V	**BLK** - Black **BRZ** - Dark Bronze **GMG** - Gun Metal Gray **GPT** - Graphite **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green **WHT** - White	**Blank** - None **BB** - 10w Battery Back-up (0°C)[4] **CWBB** - 10w Cold Weather Battery Backup (-20°C)[4] **BB20** - 20W Battery Back-up (0°C)[4] **EH** - Extended Housing[5] **SP1** - 10kV Surge Protection Device

Need more information?
Click here for our glossary

Have additional questions?
Call us at (800) 436-7800

ACCESSORY ORDERING INFORMATION*

Part Number	Description
758274CLR	XWS Extended Housing/Surface Conduit Wiring Box
760159CLR	XWS Spacer Plate/Wiring Box

*Accessories are shipped separately and field installed.

Battery Backup

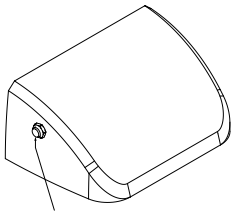
- Emergency battery system provides 90-minutes of constant power to the LED system, ensuring code compliance.
- A test switch/indicator button is installed on the housing for ease of maintenance.
- 10w battery delivers ~1,500 lumens during emergency mode.
- 20w battery delivers ~3,000 lumens during emergency mode.



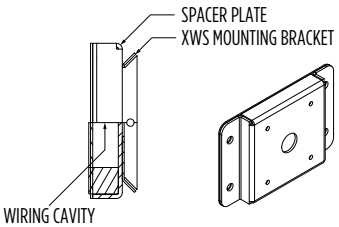
Luminaire shown with battery backup



AirLink Wireless Control Luminaire shown with ALBMR1LR



BUTTON PHOTOCELL
LUMINAIRE SHOWN WITH PCI



1 Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2 When high voltage (HV) is specified, IMSBT and ALBMRxLR control options are limited to 6L and 8L lumen packages..
3 IMSBTxL is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
4 Universal Voltage Only (120-277V). 20W Battery Backup only available 1L - 6L.
5 For applications with surface conduit.

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PERFORMANCE

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Delivered Lumens[1]

Lumen Package	Distribution	CRI	3000K CCT (70 CRI)			4000K CCT (70 CRI)			5000K CCT (70 CRI)			Wattage
			Delivered Lumens	Efficacy	Bug Rating	Delivered Lumens	Efficacy	Bug Rating	Delivered Lumens	Efficacy	Bug Rating	
1L	2	70	1,429	143	B1-U0-G1	1,524	152	B1-U0-G1	1,526	153	B1-U0-G1	10
	3		1,491	149	B0-U0-G1	1,590	159	B0-U0-G1	1,592	159	B0-U0-G1	
	FT		1,459	146	B0-U0-G1	1,556	156	B1-U0-G1	1,557	156	B1-U0-G1	
2L	2	70	1,851	142	B1-U0-G1	1,974	152	B1-U0-G1	1,976	152	B1-U0-G1	13
	3		1,930	148	B1-U0-G1	2,058	158	B1-U0-G1	2,060	158	B1-U0-G1	
	FT		1,889	145	B1-U0-G1	2,015	155	B1-U0-G1	2,017	155	B1-U0-G1	
3L	2	70	2,765	146	B1-U0-G1	2,950	155	B1-U0-G1	2,953	155	B1-U0-G1	19
	3		2,884	152	B1-U0-G1	3,077	162	B1-U0-G1	3,079	162	B1-U0-G1	
	FT		2,822	149	B1-U0-G1	3,010	158	B1-U0-G1	3,012	159	B1-U0-G1	
5L	2	70	4,655	133	B2-U0-G1	4,965	142	B2-U0-G1	4,970	142	B2-U0-G1	35
	3		4,855	139	B1-U0-G1	5,179	148	B1-U0-G1	5,184	148	B1-U0-G1	
	FT		4,750	136	B1-U0-G2	5,067	145	B1-U0-G2	5,072	145	B1-U0-G2	
6L	2	70	5,578	130	B2-U0-G1	5,950	138	B2-U0-G2	5,956	139	B2-U0-G2	43
	3		5,819	135	B1-U0-G2	6,207	144	B1-U0-G2	6,214	145	B1-U0-G2	
	FT		5,693	132	B1-U0-G2	6,073	141	B1-U0-G2	6,079	141	B1-U0-G2	
8L	2	70	7,531	123	B2-U0-G2	8,034	132	B2-U0-G2	8,041	132	B2-U0-G2	61
	3		7,856	129	B2-U0-G2	8,380	137	B2-U0-G2	8,388	138	B2-U0-G2	
	FT		7,687	126	B2-U0-G2	8,199	134	B2-U0-G2	8,207	135	B2-U0-G2	

LUMEN SCALING FACTOR

70CRI - 80CRI	3000K 70CRI - 3500K 80CRI	3000K 70CRI - 2700K 80CRI
0.93	1.00	0.86

Electrical Data - Current Draw AMPS[2]

Lumen Package	120V	208V	240V	277V	347V	480V
1L	0.08	0.05	0.04	0.04	0.03	0.02
2L	0.11	0.06	0.05	0.05	0.04	0.03
3L	0.16	0.09	0.08	0.07	0.05	0.04
5L	0.29	0.17	0.15	0.13	0.10	0.07
6L	0.36	0.21	0.18	0.16	0.12	0.09
8L	0.51	0.29	0.25	0.22	0.18	0.13

Recommended Lumen Maintenance - XWS[3]

Ambient Temperature C°	Initial[4]	25K hrs.[4]	50K hrs.[4]	75K hrs.[5]	100K hrs.[5]
25	100%	95%	90%	85%	80%
40	100%	91%	82%	73%	65%

1 1L not available in HV
2 1L not available with controls.
3 Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
4 In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X)the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
5 In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

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PHOTOMETRICS

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Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

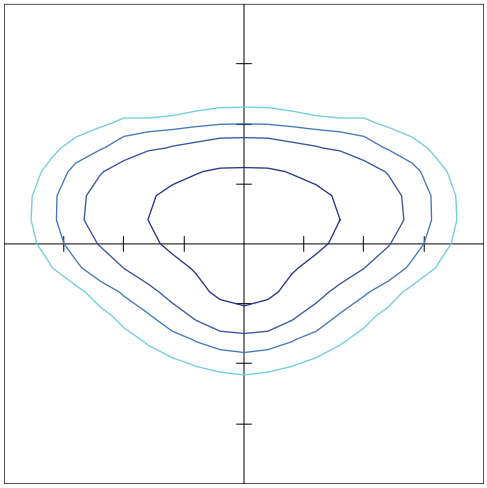
See the individual product page on https://www.lsicorp.com/ for detailed photometric data.

XWS-LED-6L-SIL-2-40-70CRI

Luminaire Data	
Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	5,951
Watts	42.5
Efficacy	138
IES Type	Type II - Short
BUG Rating	B1-U0-G1

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	834	20%
Medium (30-60°)	3,379	50%
High (60-80°)	1,647	28%
Very High (80-90°)	91	1%
Uplight (90-180°)	0	0%
Total Flux	5,951	100%

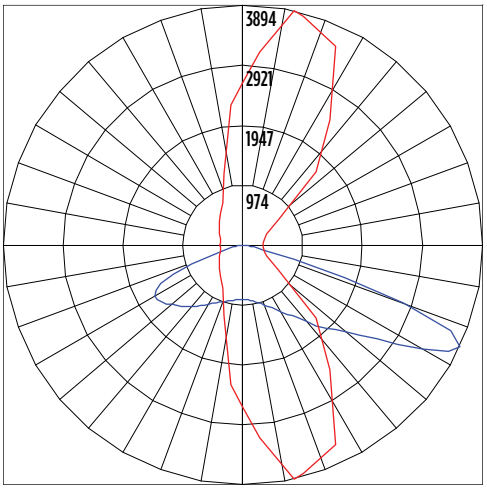
ISO Footcandle



10' Mounting Height / 10' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



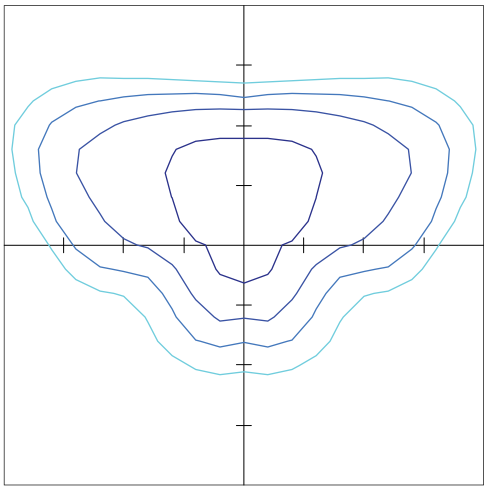
Vertical Plane Horizontal Cone

XWS-LED-6L-SIL-3-40-70CRI

Luminaire Data	
Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,208
Watts	42.5
Efficacy	146
IES Type	Type III - Medium
BUG Rating	B1-U0-G2

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	582	9%
Medium (30-60°)	2,997	48%
High (60-80°)	2,506	40%
Very High (80-90°)	124	2%
Uplight (90-180°)	0	0%
Total Flux	6,208	100%

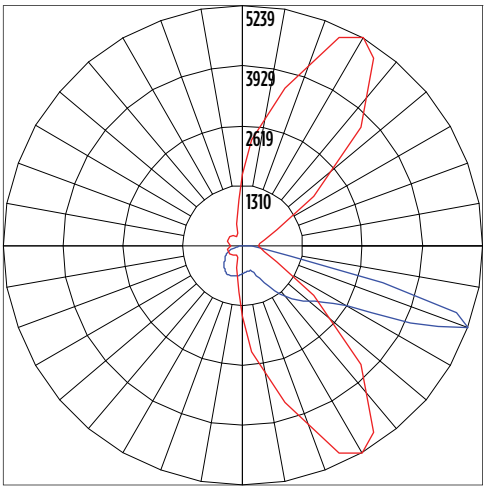
ISO Footcandle



10' Mounting Height / 10' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



Vertical Plane Horizontal Cone

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PHOTOMETRICS

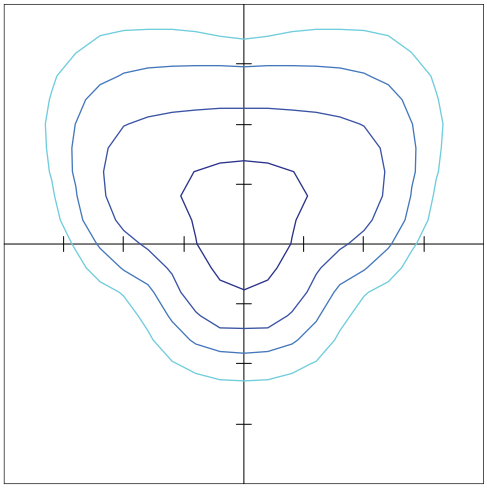
Back to Quick Links

XWS-LED-6L-SIL-FT-40-70CRI

Luminaire Data	
Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,073
Watts	42.5
Efficacy	143
IES Type	Type IV - Short
BUG Rating	B1-U0-G2

Zonal Lumen Summary		
Zone	**Lumens**	**% Luminaire**
Low (0-30°)	708.3	12%
Medium (30-60°)	2,715.5	45%
High (60-80°)	2,475.4	41%
Very High (80-90°)	173.6	3%
Uplight (90-180°)	0	0%
Total Flux	6,073	100%

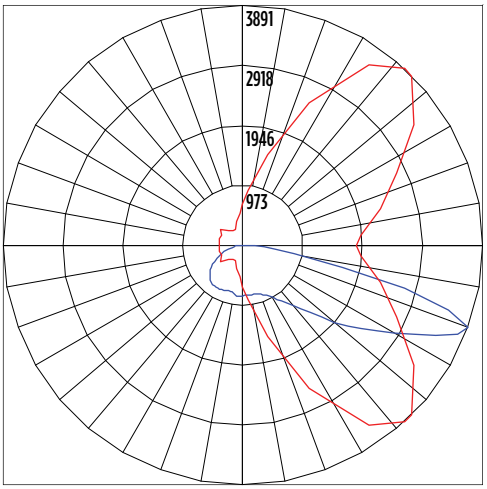
ISO Footcandle



10' Mounting Height / 10' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

Polar Curve



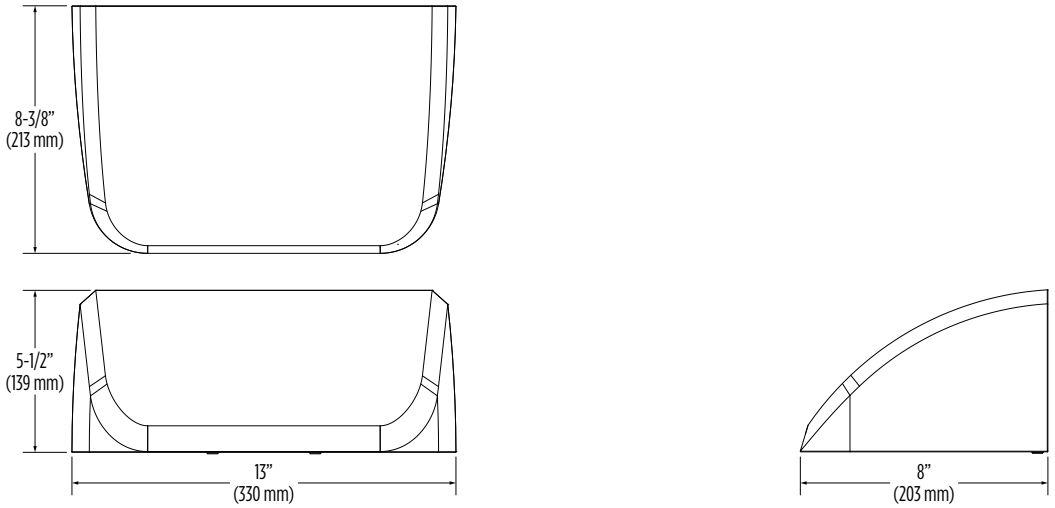
Vertical Plane Horizontal Cone

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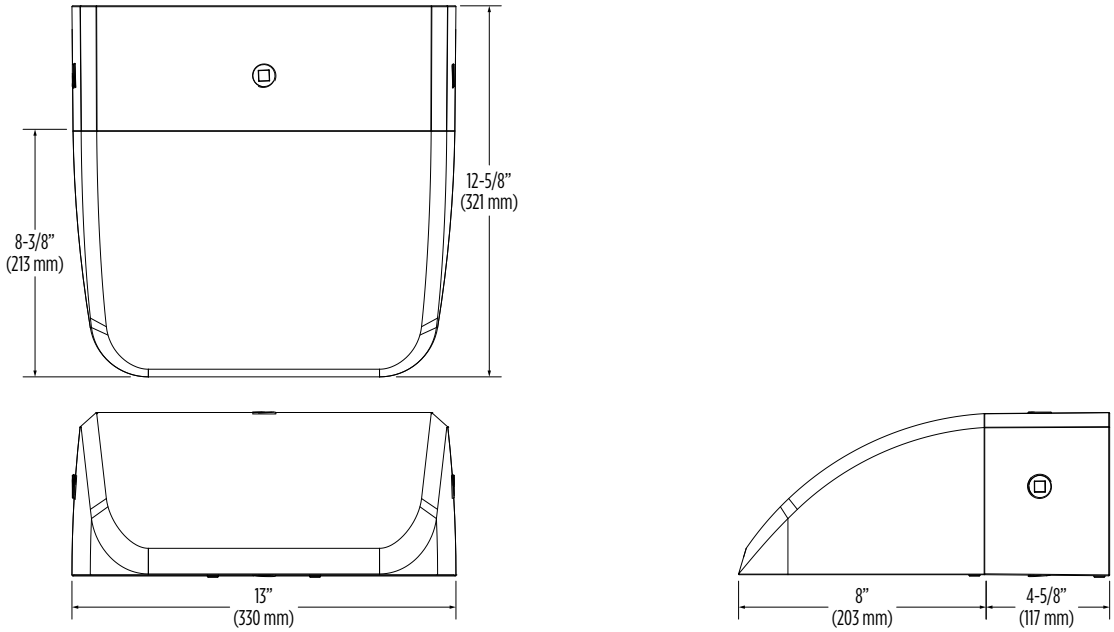
PRODUCT DIMENSIONS

Back to Quick Links

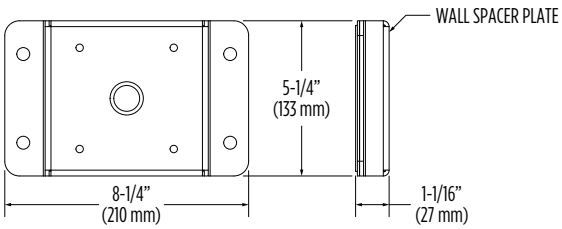
STANDARD HOUSING
(XWS)



SCWB EXTENDED HOUSING
(XWS 758274CLR)



XWS SPACER PLATE/WIRING BOX
(XWS 760159CLR)



NOTE: Wall spacer plate allows the luminaire to float off the wall and provides space for securing wires (8.25" X 5.25" X 1.07").

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CONTROLS

Back to Quick Links

Integral Bluetooth™ Motion and Photocell Sensor (IMSBTxL)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is IP66 rated for cold and wet locations (-40°F to 167°F). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more details about IMSBT

LEVITON App Apple Android

AirLink Wireless Lighting Controller (ALSC, ALSCS)

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

Click here to learn more details about AirLink

AirLink Blue (ALBMRxLR)

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more details about AirLink Blue

AirLink Blue App Apple

Sensor Sequence of Operations

Standard Programming	On Event	Off Event	On Light Level	Dim Light Level	Daylight Harvesting	Delay To Off	Sensitivity
IMSBTxL	Motion	No Motion	100%	N/A	On; Auto Calibration	20 minutes	High

Operation	Description
On Event	Trigger that activates lights to turn on; either automatic via motion detected or manually activated via push of button.
Off Event	Trigger that activates lights to turn off; either automatic via no motion detected or manually activated via push of button.
On Light Level	The light level that the fixtures will turn on to when ON EVENT occurs.
Dim Light Level	The light level that the fixtures will dim down to when no motion is detected.
Delay to Dim	The amount of time after which no motion is detected that the fixtures will be triggered to dim down. This sequence is optional, and sensor can be programmed to only trigger the fixture to turn off by entering 100% in this field.
Delay to Off	The amount of time after which no motion is detected that the fixtures will be triggered to turn off. If delay to dim is part of the programmed functionality, this is the amount of time after which no motion is detected after the fixture have already dimmed down.
Sensitivity	The sensitivity can be set to high, medium, low, or auto where applicable. High will detect smaller, simple motions. Low will only detect larger more complex motions. Auto temperature calibration adjusts the PIR sensitivity as ambient temperature rises to increase detection of heat movement through the field of view.

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Primary NXT Quick Ship - PB4RA-NXT-QS
4.5" Round Adjustable Downlight

Project: BARRON CENTER

USAI Lighting

TRIM DETAILS

PB4RAF



PB4RAL



HOUSING



usailighting.com/beveled22primaryNXT-QS

BeveLED 2.2 Primary NXT provides consistent, high quality white light in an economical architectural solution with our iconic BeveLED trim.

FEATURES

- Universally adjustable all-in-one fixture can perform in accent, downlight, or wall wash configurations with 0-40° lockable tilt and 362° rotation
- 3000K and 3500K color temperature options, both at 90+ CRI
- Adjustable Downlight and Wall Wash configurations
- Dry/damp/wet location rated for bathrooms and showers
- High LED performance with budget-conscious features
- Flanged and Flangeless trim options for sheetrock, millwork and acoustical ceiling tiles

PERFORMANCE DATA

Classic White		15W LED		20W LED	
		15L3M		20L3M	
Color Temperature		3000K, 90+ CRI	3500K, 90+ CRI	3000K, 90+ CRI	3500K, 90+ CRI
T20	Lumens	1268	1483	1722	2014
20° beam	lm/W	85	99	86	101
TIR optic	Intensity (cd)	7439	8704	10101	11818
Solite Lens	UGR	18	18	19	19
T55	Lumens	1148	1343	1559	1824
50° beam	lm/W	77	90	78	91
TIR optic	Intensity (cd)	1622	1898	2203	2577
Solite Lens	UGR	19	20	20	21

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Primary NXT Quick Ship - PB4RA-NXT-QS
4.5" Round Adjustable Downlight

Project: BARRON CENTER

USAI Lighting

PB4RAF	20L3M	30KH	T55	S	WH-WH	NCEC	UNV-D31	-	-
Trim Style	**Wattage**	**LED Color Temp**	**Beam**	**Lens**	**Finish**	**Housing**	**Voltage & Dimming Driver**	**Mounting Options**	**Accessory Kits**
F Flanged	Classic White	**30KH** 3000K, 90+ CRI	**T20** 20° beam	**S** Solite (provided standard)	**WH-WH** White	**NCEC** New Construction rough-in tray	Universal Voltage 120V-277V	**-** None	**-** Leave Blank for Flanged
L Flangeless	**15L3M** 15W LED	**35KH** 3500K, 90+ CRI	**T55** 55° beam		**BL-BL** Black		**UNV-D31** Hatch 0-10V, Forward and Reverse Phase (120V only), Trimode Dimming Driver, dims to 1% (provided standard)	**PFBK** Pair of butterfly brackets for vertical adjustment of Primary NXT housings	**SPAK** Spackle Frame Kit
	20L3M 20W LED							**PFBK-CB27** Pair of butterfly brackets for vertical adjustment of Primary NXT housings with 27" Channel Bar	
								PFBK-CB32 Pair of butterfly brackets for vertical adjustment of Primary NXT housings with 32" Channel Bar	
								PFBK-CB52 Pair of butterfly brackets for vertical adjustment of Primary NXT housings with 52" Channel Bar	

IMPORTANT NOTES

- D31 dimming driver is Trimode – can be used with 0-10V, Forward Phase (Triac), and/or Reverse Phase (ELV) dimming controls
- UL2043 rated for use in air handling plenums.
- Housing ships with integral nailer bars provided standard. These mounting accessories are required for grid ceiling applications. Specify PFBK accessory for butterfly brackets which allow for in-place housing height adjustment. To install with channel bars, specify a PFBK-CB kit
- Spackle frame kit accessory is required for flangeless in sheetrock installation
- Fixture accepts ceiling thickness up to 5/8" standard
- Dry/damp/wet location rated for bathrooms and showers
- Products will ship within 10 days for 100 pieces or less - per fixture type. Consult with USAI Lighting for larger quantities.

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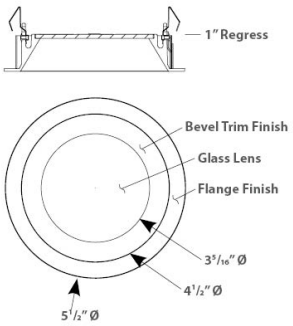
Primary NXT Quick Ship - PB4RA-NXT-QS
4.5" Round Adjustable Downlight

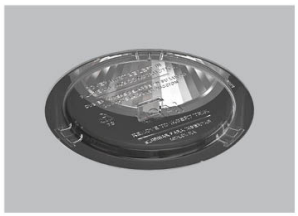
Project: BARRON CENTER

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TRIM DETAILS

PB4RAF - Flanged



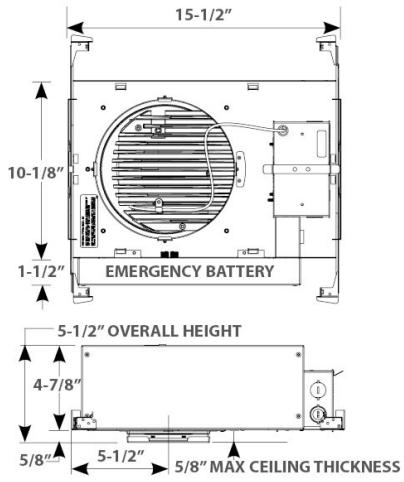


Clear acrylic overspray protector provided standard with every housing to keep out dust and contaminants during construction. Allows for use as work light.

HOUSING DETAILS

New Construction Rough-In Tray - NCEC

Above ceiling access required to service the EM battery



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Primary NXT Quick Ship - PB4RA-NXT-QS 4.5" Round Adjustable Downlight

Project: BARRON CENTER

FIELD REPLACEABLE LED LIGHT ENGINE is serviceable through the aperture with a Phillips screwdriver.

USAI CLASSIC WHITE LED COLOR TECHNOLOGY: is tightly binned for fixture-to-fixture color consistency within a 2-Step MacAdam's Ellipse.

OPTICS: Field interchangeable optics allow for easy beamspread swaps on site. Total Internal Reflection (TIR) optics optimized for 20°, 25°, 40°, and 55° beams, while the wallwash optic provides a dedicated asymmetric reflector for uniform vertical illuminance.

ADJUSTMENT: True hot aiming with center beam optics feature a 0° - 40° vertical tilt and 362° rotation. Tilt and rotation are lockable with a Phillips head screwdriver.

TRIM: Die cast aluminum beveled trim has a 4.5" aperture with a 1" regressed bevel and is fitted with a glass lens. Trim is self-flanged with 1/2" overlap and is retained with two mounting clips.

HOUSING: All BeveLED 2.2 Primary NXT housings are universal and accept flanged trims standard. They can be revised to accept flangeless trims with the simple addition of either a spackle frame or millwork accessory kit from USAI. Housings are fabricated of black electrocoated 20 ga. steel construction with 18 ga. steel thru wire J-box, 4 in 4 out at min. 90°C, #12 AWG thru branch circuit wiring. Max ceiling thickness = 5/8".

MOUNTING: PB4_F overlap flange fixtures are designed for use in sheetrock, acoustical ceiling tile, and many other ceiling materials. Residential grade adjustable nailer bars extendible from 14" to 24" centers with integral nails are provided standard for attachment to building structure. Adjustable butterfly brackets are optional and allow for housing height adjustment in the field during installation, and C-channel bars are optionally available for grid ceiling installations. C-channel bars must be ordered with PFBK bracket option in order to be attached to the housing.

CEILING CUTOUT: Round Standard Trim with Overlap Flange: 4-3/4" diameter

WARRANTY: Based on IESNA LM80-2008, USAI Lighting LED light fixtures have a 50,000 hour rated life at 70% lumen maintenance (L70). USAI Lighting Warranty covers replacement parts for 5 years from date of shipment. Ambient temperatures at fixture location should not exceed 40 degrees C.

LISTINGS: Dry/Damp/Wet listed under covered ceilings only. UL2943 rated for use in air handling plenums. NRTL/CSA-US tested to UL standards.

NOTES: Ambient temperatures at fixture location should not exceed 40°C during normal operation. Not for use in corrosive environment. Use of pressure washer voids warranty.

PHOTOMETRICS: Consult factory or website for IES files. Tested in accordance with IESNA LM79.

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Primary NXT Quick Ship - PB4RA-NXT-QS
4.5" Round Adjustable Downlight

Project: BARRON CENTER

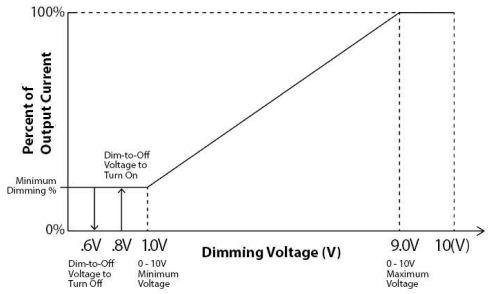
FIELD REPLACEABLE DIMMING DRIVER: A Hatch FTX/FTY 0-10V, forward and reverse phase trimode solid state electronic constant current integral dimming driver with a high power factor is provided. When used with 0-10V dimming controls, the dimming driver can be used with universal voltage 120V-277V and sources 2mA. When used as a phase dimming driver, the gray and purple 0-10V dimming wires must be capped off separately and must be used with 120V only. This dimming driver is located within the fixture housing and is serviceable from below the ceiling through the aperture. Some ontime delay may be experienced depending on control system used. All dimming drivers comply with IEEE C62.41 surge protection.

D31 Hatch FTX/FTY 0-10V, Forward and Reverse Phase Trimode Dimmer Compatibility Charts

D31 Dimmer Compatibility Chart

120V ONLY PHASE DIMMING		
Dimmer Information		Qty Fixtures Per Dimmer
Manufacturer	Product	Use fixture wattage per fixture specification sheet to determine maximum number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating per dimmer specification sheet.
Leviton	6613-PL (LE)	
	6615-PL (TE)	
	6672-1LW	
	TSM10-LAW	
	IP106	
	Sureslide 6631	
	VP106-1LE	
Legrand	H703PTuW	
	ADTP703Tu	
Eaton	9573	
Cooper	DAL06P-C5	
GE	18025	
	18020	
	10464	
Qplus	BAK-004AG	
Lutron	DV-600P-WH	
	N600-WH	
	AY-600P-AL	
	S-603PG	
	DVCL-153P-WH (DUP)	
	SELV-300P (TE)	
	MFR2-600M-H	
	SLV-600P-AL	
	DVCL-153PR-WH	
	AYCL-153P-WH	

WHEN USED WITH 0-10V DIMMING CONTROLS (UNV 120V-277V)		
Manufacturer	Product	Dimmed Light Output Range
120V / 277V		
Lutron	DIVA DVSTV Series	100% - 1%
Keygma	KD11A010V	100% - 1%



Calculating the maximum fixture quantity per dimmer:

FOR PHASE CONTROLS (120V ONLY)
Use fixture wattage per fixture specification sheet to determine maximum number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating per dimmer specification sheet.

FOR 0-10V CONTROLS (120V-277V UNIVERSAL)
Use source current per fixture specification sheet to determine number of fixtures per dimmer. Max number of fixtures is limited by dimmer load rating.

(D31 WIRING DIAGRAM ON NEXT PAGE)

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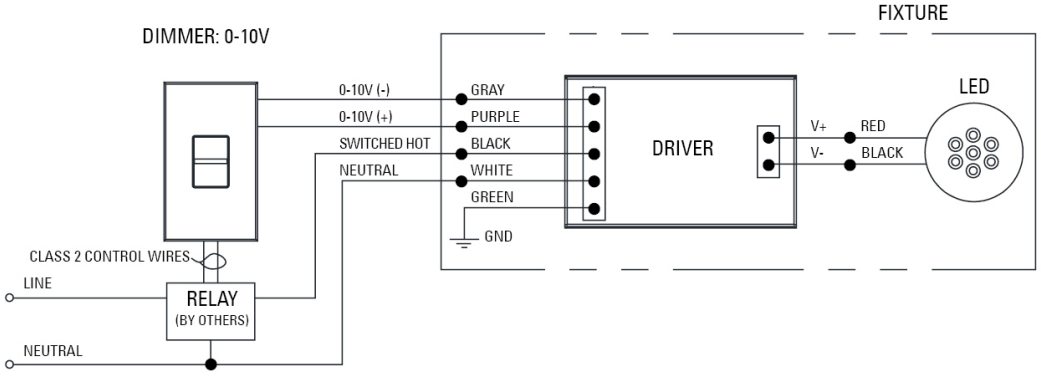
Primary NXT Quick Ship - PB4RA-NXT-QS
4.5" Round Adjustable Downlight

Project: BARRON CENTER

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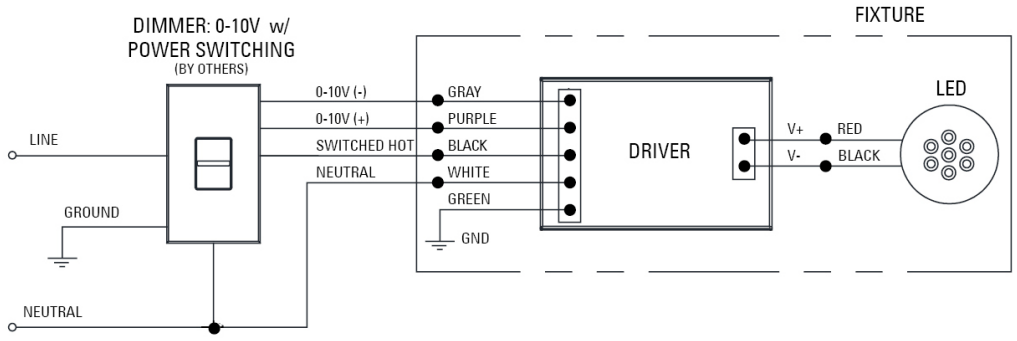
D31 TRIMODE

0-10V DIMMING W/RELAY TO SWITCH POWER



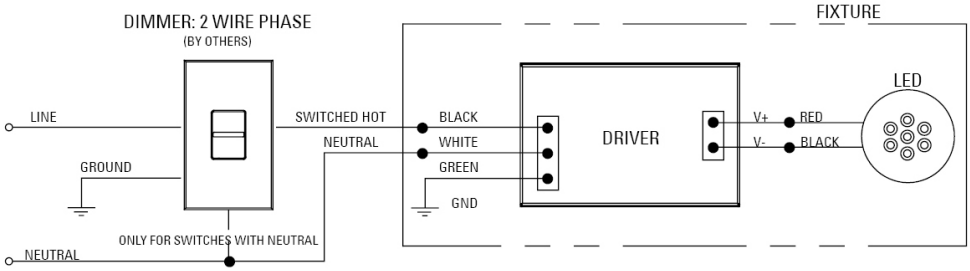
NOTE:
If switched, non-dimming operation is desired, cap off purple and gray wires individually at installation. Do NOT cap purple and gray wires together.

0-10V DIMMING (NO RELAY)



NOTE:
If switched, non-dimming operation is desired, cap off purple and gray wires individually at installation. Do NOT cap purple and gray wires together.

PHASE DIMMING (120V ONLY)



NOTE:
Cap off purple and gray wires individually at installation. Do NOT cap purple and gray wires together.

USAI PART NUMBER BREAKOUT

Full Fixture Specification: PB4RAF-20L3M-30KH-T55-S-WH-WH-NCEC-UNV-D31
2.2 Primary NXT Trim: PB4RAF-T55-S-WH-WH-TRM
2.2 Primary NXT Housing: PB4R-20L3M-30KH-NCEC-UNV-D31-HSG

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Primary NXT Quick Ship - PB4RA-NXT-QS 4.5" Round Adjustable Downlight

Project: BARRON CENTER

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DOWNLOAD FILES

IES FILES

REVIT / BIM

WIRING INSTRUCTIONS

TRIMODE DIM GENERAL WIRING INST I2-718-07

PRODUCT BROCHURES

Primary NXT Brochure
USAI Revit Family User Guide
Quick Ship Brochure

PERFORMANCE DATA

PB4RA-NXT-QS Photometry

INSTALLATION INSTRUCTIONS

Primary NXT PB4 NCEC/NCIC Hsg Installation I2-734
Primary NXT PB4 NCEC/NCIC Hsg Service I2-735
Primary NXT PB4 Trim Installation I2-736

DIMMING COMPATIBILITY

USAI Dimming Driver Choices
TRIMODE DIMMING COMPATIBILITY REFERENCE GUIDE I2-717-07

SPEC SHEET PDFS

Round + Square/Adjustable + Wall Wash - PB4-NXT-QS PDF

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CONSTRUCTION MANAGEMENT PLAN Prosperity Place - 1125 Brighton Ave Barron Center



Prepared For: Portland Department of Planning & Urban Development Department

Project Owner: ProsperityME

Construction Manager: To be determined

This document and its subsequent attachments comprise the Construction Management Plan being submitted to the Portland Department of Planning & Urban Development Department for the new 50-unit LIHTC 4-story, residential apartment building on Brighton Avenue. This plan is being submitted by Gorrill Palmer Consulting Engineers on behalf of the Owner. The Plan is subject to modification by the selected contractor. The purpose of the Construction Management plan is to identify, mitigate and plan for all potential impacts throughout the duration of construction. The Contractor will ensure that the safety of the public and the surrounding communities are a top priority.

The ProsperityME Development consists of 11,890 SF floorplate, 4-Story, wood Framed Building with 50 units of housing on floors 1 thru 4. The completion of the project is currently anticipated for July 2027.

This CM plan will be continually updated as the project progresses to meet the needs of the project, community, and the City of Portland. The Contractors' main objective is to deliver the project successfully with zero safety accidents or incidents, by means of communication and teamwork.

A. Construction Management Principles

The impact of this project during construction will be minimized via the following management practices and principals:

- As articulated on the attached plan (Exhibit A), the Construction Zone will be secured with a combination of jersey barriers, fencing and gates along Brighton Ave, Holm Avenue, and City Hospital Drive as may be necessary. These barriers will prevent any access into the site from public. Sidewalk closings will be reviewed and coordinated with DPW.

- All construction activities will be performed within the limits of the site fence to ensure public is never exposed to any risks caused by construction activities. The sidewalk along Brighton Avenue adjacent to the building will be closed for the duration of the project until completion.
  One entrance off the interior City Hospital Drive will be maintained into and out of the site.

- Pedestrians on Brighton Avenue will be rerouted to the south side of the street around the limits of the project. The nearby crosswalks at the nearby intersections will be utilized to reroute pedestrians across Brighton Ave.

- Proper signage will be utilized to inform pedestrians of the change in travel conditions.

- All adjacent buildings along Portland Street will remain fully accessible to the public throughout construction.

- All deliveries will be scheduled and coordinated to ensure there is minimal off-site queuing required.

- All construction activities will occur within the sound ordinance times regulated by City Code.

B. Development Review of Construction Management Plan

The contractor will develop a comprehensive management plan that will be in place for the duration of the construction timeline (or until permanent/final measures are installed and can be utilized). These are depicted on Exhibit A.

Each contractor member will complete a job specific safety orientation prior to starting work activities. At no point will the public have access to the project site within the fenced limits.

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

All fees, building permit fee and guarantees will be paid/issued prior to the commencement of construction. All street opening permits will be applied for by the selected site contractor upon award and in hand prior to opening the street for work.

There is no blasting anticipated for this project however there may be pile driving.

D. Construction Administration and Communication

The contact person for all construction activities for the project will be:

General Superintendent TBD

Due to the proximity to occupied buildings and the number of anticipated deliveries, community

outreach and communication will be required throughout construction to keep the public and neighboring businesses informed of our plan.

Signage will be posted onsite with additional emergency contact information for the selected Superintendent that will be the site contact for the project. An Emergency Call Log will be developed and distributed to the project team (to include subcontractors).

Quarterly reporting and updating of our Construction Management Plan will be required to update the city and community of the following activities:

1. Construction schedule updates
2. Material deliveries, including notice of any oversized loads that may impact public traffic
3. Requests for upcoming off-hours work including weekends and holidays
4. Notice of any upcoming activities that may produce strong noise, vibration or dust that could adversely affect the neighboring communities
5. Requests for any street openings or public sidewalk work to be completed as part of the construction contract

E. Construction Schedule

The project is expected to commence immediately upon permit issuance (summer 2026) and be completed no more than 14 to 16 months post commencement of work. The anticipated completion date is August 2027.

Construction work hours will be in accordance with section 17-18.

Specifically, work hours will be limited to Monday – Friday 7:00am -7:00pm. Should Saturday work be required, the use of heavy equipment will be kept within the time constraints of 8:00am to 4:00pm.

Final Schedule to be provided by the select contractor

F. Security & Public Safety

Please refer to Exhibit A for the site fencing/gates, traffic, and pedestrian routing plan, which will be

utilized for the duration of the project. If required by the city, Knox Box Pad Locks will be installed at each gate for fire department emergency access.

The fire safety program on-site will consist of the following:

1. Fire extinguishers will be placed throughout the construction site for the duration of the project.
2. On site fuel storage will be limited but will be required throughout construction. A free-standing, 30-minute fire-rated enclosure will be provided for this safe and secure storage.
3. During construction, our Means of Egress will have at least two permanent stairs. Temporary signage will be installed to clearly indicate these egress methods.
4. Good Housekeeping – The Contractor will provide dumpsters for the removal of debris from the site. All subcontractors are responsible for the daily clean-up of their work areas. Additionally, the Contractors will have laborers to assist with this daily clean-up. Daily safety walks by the Construction Superintendent will be utilized to ensure that all working floors are equipped with an inspected fire extinguisher and a clear means of egress in the event of an emergency.
5. Any personnel (whether working or visiting the site) will go through our safety orientation that will include our emergency evacuation plan.

G. Construction Permitting and Traffic Control Plans

The construction will be near pedestrian right of ways and will interact with public traffic throughout the duration of the project. There will be little to no lay down area for materials on-site. Deliveries will be scheduled in advance and planned for accordingly. We will stay in constant communication with the City and the neighboring businesses and Barron Center and Loring House Staff to keep them informed of our upcoming construction activities /deliveries with the intent to minimize impacts to all surrounding Streets.

This project includes new utilities that will require new taps/tie-ins within the public ROW. All street opening permits will be applied for and approved prior to start of utility work in the street.

H. Site Management and Controls

The General Contractor will adopt the following site management and maintenance activities through the duration of the project:

1. Trash and debris will be contained within the project fencing and changed out on a regular basis.
2. A stabilized construction entrance will be installed at the gate locations and maintained by the selected sitework contractor. Street cleaning will be reviewed daily and cleaned as required to remove dirt/debris caused by the construction efforts
3. Noise will comply with City Ordinances.
4. If needed, water will be used to control dust during the sitework activities of the project. We do not anticipate any other activities that will require dust control measures.
5. Onsite snow removal will be handled by the General Contractor.

I. Erosion Control and Preservation of Trees

We will comply with the approved erosion and sedimentation control plan and City Code requirements.

J. Construction Staging Area

Exhibit A of this document is the draft site logistics plan for the project. An offsite marshalling area may be needed during the erection of the steel structure, concrete placements, and the exterior siding system due to the limited area on site. Once all these subcontractors are procured, we will have further review and update this plan accordingly.

K. Parking During Construction

Off-site parking is required. Employee parking will be provided by employers utilizing legal parking methods including nearby parking lots. It will be discussed in the Subcontract agreements that no street parking will be allowed during work hours to leave available for the local businesses and citizens. Subcontractors can utilize the nearby parking and shuttle to the site but they will not be allowed to use Barron Center parking.

L. Special Measures as Necessary

This is a 4-story wood building that will be erected utilizing a small 80-Ton RT Crane. Once an erector / crane has been selected, the contractor will further review and discuss with the City to update this plan if needed particularly for any in-street crane parking. Should we encounter any groundwater, dewatering will be handled by the sitework contractor. This can be further discussed with the Contractor at the Preconstruction meeting for specific details.

M. Project truck routing

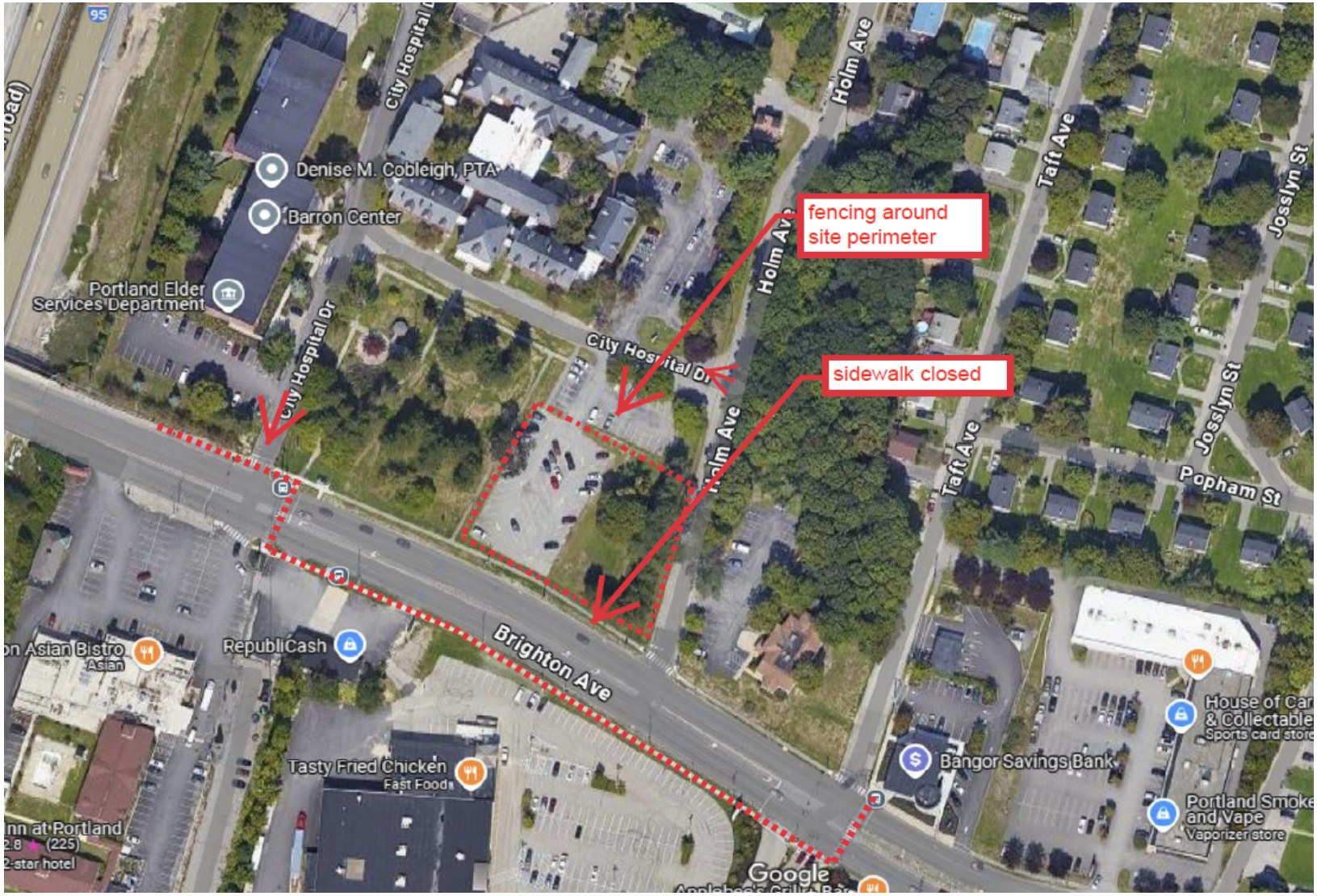
All truck deliveries will be routed as stated below:

Incoming- US Highway MTA onto Riverside to Brighton, and then left or right onto Holm Avenue. The gate entrance will be located at the rear of the project off City Hospital Drive.

Outgoing- Leave site via signalized intersection, turn left or right and head to highway or points intown Portland.

Exhibit A

Brighton Ave /Temporary Pedestrian Access Plan



Signage at Construction Gates



Deliveries

Due to the confined nature of the site, we will implement a Just In Time Delivery system to minimize onsite material storage.

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May 30, 2025

MEANS Group
Portland Water District
225 Douglas Street
P.O. Box 3553
Portland, Maine 04104-3553

Subject: 1125 Brighton Avenue
Applicant – Developers Collaborative Predevelopment LLC
Proposed Multi-Unit Housing – 50 units Site 1
Request for Ability to Serve Letter/Water Supply Capacity Determination

Attn: MEANS Group:

The team of Developers Collaborative Predevelopment LLC (DC) and ProsperityME have retained Gorrill Palmer to prepare plans and permit applications for a proposed 50-Unit apartment building in an existing parking lot at the Barron Center complex on Brighton Ave in Portland, ME. The City of Portland has selected the DC/Prosperity team to enter into a development agreement for the purpose of expanding housing opportunities on the Barron Center Campus. The proposed 0.87-acre lease site #1 is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 269/Lot B041.

The building proposed for Site #1 (see attached site plan) has 220 feet of frontage on Brighton Avenue and 174 feet on Holm Avenue. The site is relatively flat and currently contains a paved parking lot with 46 spaces. It is our understanding that the PWD maintains a 12" water main thru the Barron Center property and also in Holm Avenue that is available for public water supply. There are also 6" and 8" cast mains in Brighton Ave. We understand that a former service line on the west side of the lot was previously abandoned and no longer shows up on PWD GIS infrastructure mapping, although it was previously shown on recorded plats for the campus (see attached). Current architectural plans have positioned our fire entry room off the Brighton Ave frontage under the assumption that domestic and fire services might extend off the 8" main in Brighton Ave. We can discuss potential service from the 12" main thru the campus, however that would entail an easement from leased land under control of Loring House Associates LP. The projected water use for the project is summarized below using flow demand projections from the Maine State Plumbing Code:

Flow Demand		
Use	Design Flow per user (GPD)	Design Flow (GPD)
1-Bedroom Units - 15	120 gpd per unit	1,800
2-Bedroom Units - 25	90 gpd per bed	4,500
3-Bedroom Units - 8	90 gpd per bed	2,160
4-Bedroom Units – 2	90 gpd per bed	720
Total		**9,180**



We have also requested the fixture count spreadsheet be completed by the Architect. When complete we will forward to MEANS attention.

Specifically, our office is interested in a letter from you indicating the following:

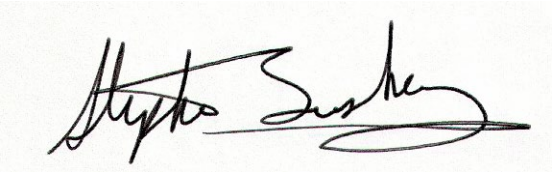
- The ability of the Portland Water District's facilities to serve the project.
- Any other factors which may affect the water and sewer service to this site.
- The ability of the water supply system to provide adequate domestic and fire supply water demand.
- Existing fire flow data the District may have in the site vicinity along Brighton Avenue and /or Holm Avenue.
- Any connection service or impact fees.

Based on the presence of existing water infrastructure in the vicinity of the site, we trust that the existing water system has adequate capacity to serve this building, so we request your consideration of this determination. As requested by the City of Portland, we are writing to request a letter indicating the ability of the Portland Water District to serve this project. A base map of the site is included with this letter. Your prompt review and reply are appreciated as we would like to provide any information possible related to the water supply to the development to City staff in an upcoming submission on June 6th.

If you have any questions regarding this information requested, please contact me at 772-2515 or at sbushey@gorrillpalmer.com.

Sincerely,

GORRILL-PALMER CONSULTING ENGINEERS



Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286
sbushey@gorrillpalmer.com

Attachments



U:\Developers Collaborative\0129762A.00 - City of Portland Barron Ctr Hsg 1st RFP\Z - CAD\DWG\BARRON-PBASE.dwg 5/28/2025 10:39 AM

Rev.	Date	Revision

Rev.	Date	Revision
–	–	–

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00
File Name: BARRON-PBASE.dwg		

This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.

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An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE CONCEPT

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC
631 Stevens Avenue, Suite 203, Portland, Maine 04103 PH. 207.772.7673

Drawing No. C-1



0 55 110 220 330 440 Feet

1 IN = 100 FT

Portland Water District
From Sebago Lake to Casco Bay

225 Douglass Street
PO Box 3553
Portland, Maine 04104

Legend

- Air Valve
- Blow Off
- By Pass
- Distribution
- Transmission
- Connection
- Attribute Change
- Reducer
- Hydrant Control
- Hydrant
- Private Hydrants
- Meter Pits
- Combined Service
- Domestic Service
- Fire Service
- Shallow Water Main
- Proposed Water Main
- Deep Water Main
- Manhole
- CSO
- Gravity
- Force

1145 Brighton Avenue

Portland

Disclaimer: This map is suitable for preliminary study and analysis and is based on PWD record information. PWD is not liable for any damages whatsoever resulting from inaccurate data or from errors made in the location and marking of its infrastructure.

Drawn By: HAF

Scale: As Noted

Infrastructure Map

Date: March 31, 2025

Portland Water District

From Sebago Lake to Casco Bay

July 11, 2025
City of Portland, Planning Department

Re: 1125 Riverside Street, Portland

The Portland Water District (hereinafter "PWD") acknowledges and confirms there are no PWD rights, facilities, property, mains or services, or interests within the 20' wide utility easement (hereinafter "Utility Easement") located on or near the proposed Site 1, as shown on Exhibit A and as more formally identified on the Recording Plat of City Hospital Housing for Elderly, Portland, Maine, for City Hospital Housing Assoc. prepared by Owen Haskell, Inc. and recorded in the Cumberland County Registry of Deeds ("CCRD") Plan Book 148, page 67 and more formally referenced within the Quitclaim Deed with Covenant CCRD Book 6822 page 186, between The City of Portland and City Hospital Housing Associates, and also as Exhibit D of the Memorandum of Lease and Easements CCRD Book 6822 page 176 between the same parties.

The basis of the "Utility Easement" is understood to be for an original private water service line from the Street (Brighton Ave) into the former City Hospital. The service line was abandoned in 2023 when the PWD installed a new 12" public water main through the Barron Center property, at which time the services lines for the former City Hospital, now the Loring House, were modified and connected to the new 12" water main. The PWD now requests the developer of Site 1 retire the unused 6" water service line in Brighton Avenue to include cutting the abandoned tee connection and sleeving in a new repair pipe on the mainline public water main as part of the Site 1 development.

PWD does maintain a 30' wide easement for the 12" water main installed in 2023 that extends from Holm Avenue to the Maine Turnpike through the Barron Center property, as evidenced in CCRD Book 40040Page 190 This easement does not cross or otherwise encumber the proposed Site 1 residential development area. PWD cannot comment of the location of any other utilities within the 20' wide Utility Easement as previously identified.

Signed

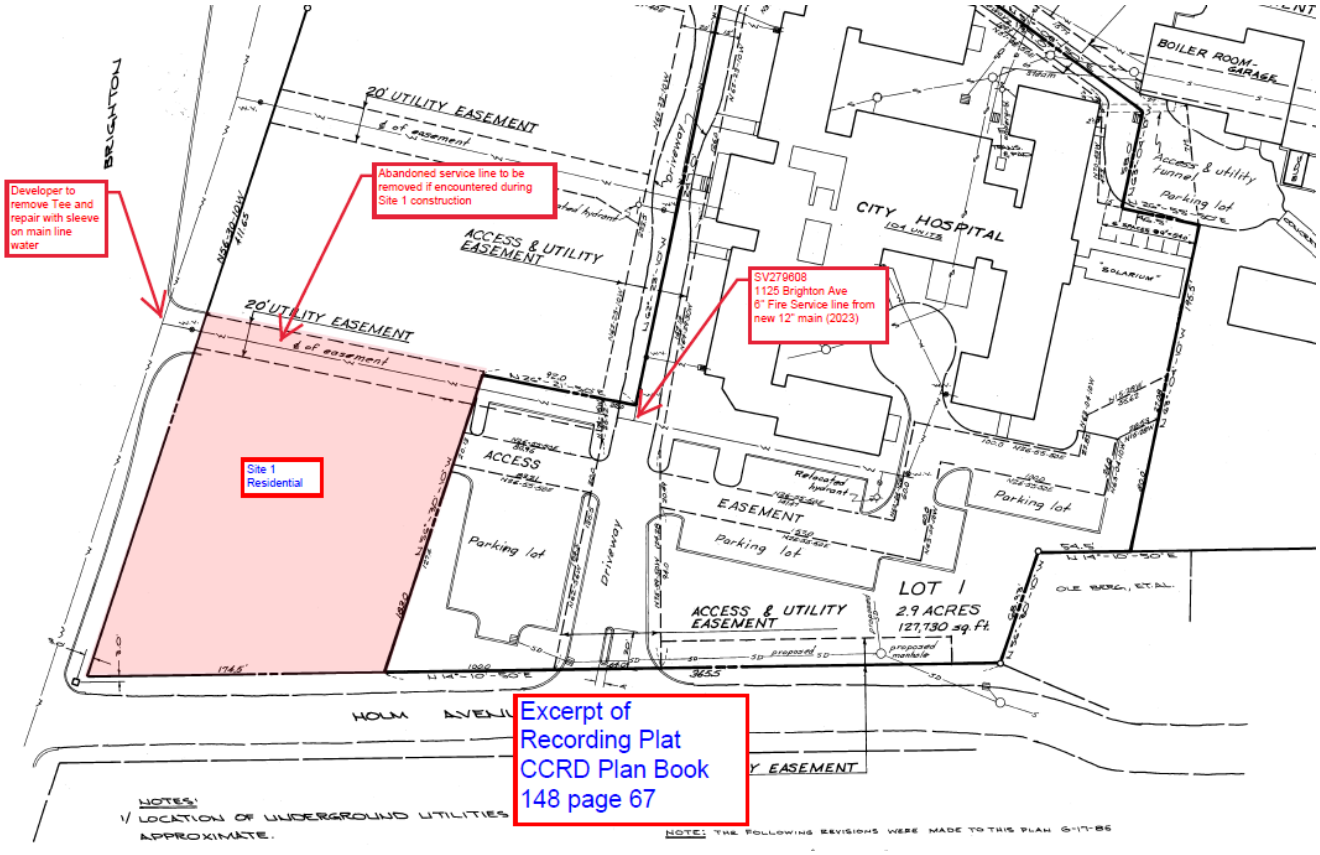
_____

Scott Firmin

General Manager, Portland Water District

Date_____

Exhibit A



GORRILL PALMER

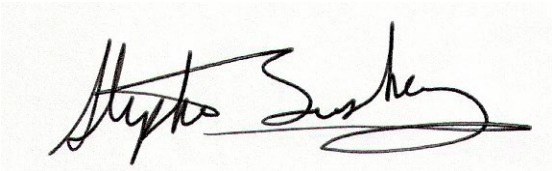
300 Southborough Drive, Suite 200
South Portland, Maine 04106
207.772.2515

I, Stephen Bushey, of Gorrill Palmer, hereby certify that a Neighborhood Meeting was held on Wednesday June 25, 2025, at 6:00 P.M. at the Rowe Elementary School in Portland, ME.

I also certify that on June 10, 2025 (which is at least ten (10) days prior to the Neighborhood Meeting) invitations were mailed to the following:

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

Signed,



July 10, 2025

Stephen Bushey, Sr. Associate — Date

Attached to this certification are:

1. Copy of the Invitation Sent
2. Meeting Minutes

U:\Developers Collaborative\0129762A.00 - Cty of Portland Barron Ctr Hsg 1st RFP\P Applications\Local\neighborhood meeting info\2025.07.10 certification_neighborhood-meeting

GORRILL PALMER
An LJB Engineering Company

300 Southborough Drive, Suite 200, South Portland, ME 04106
(207) 772-2515 | GorrillPalmer.com

June 10, 2025

Dear Neighbor:

Please join us for a Neighborhood Meeting to discuss the proposed Major Site Plan application for a 50-unit affordable housing project at 1125 Brighton Avenue in Portland, ME. The project will create 50 affordable family apartments and supporting parking on a 0.77 acre lease site at the corner of Holm Avenue and Brighton Avenue, on the City of Portland Barron Center Campus.

Meeting Location: **Amanda C. Rowe Elementary School Cafeteria– see signs for meeting room**
23 Orono Road
Portland, ME 04103

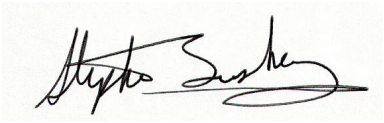
Meeting Date: **Wednesday June 25, 2025**

Meeting Time: **6:00 PM – 7:00 PM**

The City Code requires that property owners within 500 feet (except notices must be sent to property owners within 1,000 feet for industrial zoning map amendments and industrial subdivisions) of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. We will take attendance and submit a sign-in sheet to the Planning Board. The meeting will last no more than 60 minutes. If you have any questions, please feel free to contact Stephen Bushey 207.772.2515 x286.

Sincerely,

GORRILL PALMER



Stephen Bushey, PE
Senior Associate
sbushey@gorrillpalmer.com/Sbushey@ljbinc.com
207-772-2515 ext. 286

Note: Under the City of Portland land use code, an applicant for a major site plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting within 30 days of an application being deemed complete and no less than seven calendar days before a public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development Department, Planning Division, 4th Floor, 389 Congress Street Portland, ME 04101

U:\Developers Collaborative\0129762A00 - City of Portland Barron Ctr Hsg 1st RFP\G Abutters\public notice

ProsperityME – 50 unit multi-family housing Barron Ctr.

Neighborhood Meeting June 25, 2025 – Rowe Elementary School

Attendance List

Name	Property Location	Contact information
Andrea Cesario	69 Holm Ave	andreacesario@msn.com
Brenda Martin	129 Holm Ave	
Ralph Martin	129 Holm AVE	
James Mason	144 Holm Ave	
Bev Riola	144 Holm Ave	BRIOLA@MSN.COM
Ann Keegan	104 Holm Ave	Akeegane icloud.com
Wendy Marsh	121 Holm	WMarsh57@AOL.com
Laurie Jevons	108 Taft	ljevons@gmail.com
Chris Sirpis	28 celebration Ct.	Chrissirpis@gmail.com
Sam Rosenthal	32 Celebration Ct.	srosenthal@maine.rr.com
Michael Decker	44 Taft AVE	
Rose Dynda	74 Holm ave	RoseDynda2018@GMail.Com

Developers Collaborative/ProsperityME
Neighborhood Meeting- 1125 Brighton Ave Residential Housing
Rowe Elementary School Cafeteria
June 25, 2025 at 5:30 PM

MEETING MINUTES

1. ATTENDEES

Presenters
Steve Bushey (SRB), Gorrill Palmer
Kevin Bunker (KB) Developers Collaborative
Robby Perkins-High (RPH) – ProsperityME

Neighbors/Interested parties
See attached list

2. MINUTES

- Attendee introductions
- KB and RPH provided an overview of the project including introduction of DC and Prosperity Maine as to who they are and what they do. KB noted DC's role/involvement in many successful affordable housing projects in Maine. Development and property management. Assisting ProsperityME towards their own development activity in the future.
- The proposed 50 unit project will include a 30% set aside for Family housing associated with the existing Bayside family shelter and a 70% set aside for qualifying families based on income
- KB provided overview of the site and the process the City used to procure a development partner.
- Project is a Housing First priority project.
- SRB explained City PB process and opportunity for more public comment at upcoming workshop and public hearing.
- Discussion of zoning, setbacks, ROW lines etc for Site 1 at the corner of Holm and Brighton Ave.
- A general discussion on traffic ensued with one or more residents stating concerns about traffic volumes on Holm Ave including challenges for left turns onto Brighton Ave and motorists not obeying Stop Signs and related issues. Some perception that there may be a traffic issue at the Brighton/Holm intersection.
- Public comment that the building is too large for the site although the team explained how the development is nonetheless code compliant.
- Public comment that local residents will sneak thru the neighborhood to access the traffic signals at Taft or City Hospital Drive onto Brighton.
- Andrea Cesario and Brenda Martin offered various concerns and questions. Is the building only for "New Mainers". KB replied that there will be no discrimination allowed.
- More discussion as to who will live at the project.

- Public comment about the City's Daycare proposal. RPH offered that the Daycare proposal is separate and as of the meeting might be "off the table" for Council Discussion for the moment
- Public comment regarding playground. Will one be provided? KB discussed recreational space in front of Loring House/Barron Center.
- RPH offered information on the mix of units and bed counts.
- Comment on snow removal on sidewalks etc. City or developer?
- SRB discussed utilities including drainage. Wendy Marsh talked about flooding issues further down Holm Ave near her property. SB explained the project will provide SWM compliant with local requirements.
- Overview of parking. Project will displace 46 spaces. Public comment about ban of onstreet parking on Holm.
- KB indicated person count in the building can be as high as 146 persons based on bed count.
- Residents support parking ban on Holm between Brighton to City Hospital Drive.
- KB outlined schedule including Sept 25 MSHA submission and tentative opening 2028/
- Public comment about foot traffic by residents to Sagamore Village and whether trails would be created and what about pedestrian access in the neighborhood? Where will the kids living in hthis building walk to and how will it impact the neighborhood?
- Michael Decker had various comments and concerns about tenants, access to Sagamore Viallage and impacts to the neighborhood.
- Public comment regarding future unit purchase opportunity. KB replied in 15 years.
- Public comment about who will resident questions go to? Who's is managing?
- Sam Rosenthal – OK with family housing. Was against Homeless Shelter. Site 2 is a big problem.
- The meeting ended after about 90 minutes of discussion.

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(207) 772-2515 | GorrillPalmer.com

Stormwater Management Memorandum

To: **Andrew Graminski**
Planner

Date: **July 10, 2025**
Revised: August 1, 2025

From: **Stephen Bushey, PE**
Samuel Foglio, EI

Re: **Proposed Residential Development**
Barron Center - Site 1 Housing
Developers Collaborative
Predevelopment LLC /
ProsperityME

Task

Perform a stormwater management analysis for the proposed development of a new 50-unit residential building and redeveloped parking area in Portland, ME.

References

- Boundary and Topographic Survey dated June 6, 2025 by Nadeau Land Surveys
- Field reconnaissance by Gorrill Palmer
- Civil Plan Set dated July 2025 prepared by Gorrill Palmer
- City GIS information
- City of Portland Technical Manual

Background

Developers Collaborative Predevelopment LLC (DC) and **ProsperityME** are currently seeking a Major Site Plan Permit from the City of Portland Planning Board for the construction of a residential housing development consisting of a new 11,994± SF, 50-unit building. The City of Portland has selected the DC/ProsperityME team to negotiate to enter into a ground lease agreement for the purpose of expanding housing opportunities on the Barron Center Campus. The proposed 0.77-acre lease Site #1 is identified by the City of Portland GIS Parcel Viewer as part of Tax Map 269/Lot B 001.

The site is tributary to the City's public stormwater collection system within Holm Avenue. The project will create less than 1 acre of new impervious area, and therefore will not require permitting from MeDEP. However, to meet local City of Portland ordinances, the project will follow the provisions of Chapter 500. The plans prepared by Gorrill Palmer include the infrastructure necessary to serve the project and to comply with current local stormwater standards. Erosion and Sedimentation Controls will also be employed during the construction of this project and are summarized in the Erosion and Sedimentation Control Plans provided on Sheet C-4.0.

In the existing condition, there is approximately 16,080 SF of impervious area onsite, whereas the post-development condition includes 24,541 SF of impervious area. This equates to a net creation of 8,461 SF of new impervious area. The entire site is developed in the existing condition, consisting of either parking lot or maintained lawn area. Therefore, no new developed area will be created during this project. These areas are summarized in Table 1 below.

TABLE 1 – IMPERVIOUS AND DEVELOPED AREAS SUMMARY (SQ. FT.)			
	Pre-development	Post-development	Net
Impervious Area	16,080	24,541	+8,461
Lawn Area	17,541	9,080	-8,461
Developed Area	33,621	33,621	0

The project includes the removal of an existing impervious parking lot, with a portion of this area being revegetated into lawn area. The new building and parking lot will replace existing parking and lawn area. A further breakdown of the change in land cover from the existing condition to the post-development site is displayed in Table 2 below. These areas will determine the treatment requirements onsite, detailed further in this report.

TABLE 2 – CHANGES IN LAND COVER	
	Area (Sq. Ft.)
Existing Lawn to Pavement	5,743
Existing Lawn to Roof	7,115
Existing Lawn to Lawn	4,683
Existing Pavement to Pavement	6,804
Existing Pavement to Roof	4,879
Existing Pavement to Lawn	4,397
Total Area	33,621

The purpose of this analysis and memorandum is to document what measures will be implemented to provide stormwater management for the project.

Existing Conditions

The project site is comprised of an existing 16,080± SF paved parking lot and sidewalk, as well as 17,541 SF of maintained lawn area around the perimeter. The site generally drains northeasterly, away from Brighton Avenue and down Holm Avenue. A low area within the eastern lawn area collects stormwater runoff, where it then sheets to Holm Avenue. An existing catch basin in the parking area on the adjacent parcel captures the remainder of the site's runoff. Both of these areas are then tributary to a catch basin at the intersection of City Hospital Drive and Holm Avenue in the northeast corner of the site. This structure is connected to a 12" PVC pipe, which is part of the City's public stormwater system. Further downstream, the public drainage enters into the City's sand filter off of Holm Avenue, and ultimately Capisic Brook. Because Capisic Brook is identified as an Urban Impaired Stream (UIS), the applicant will provide the In-Lieu-Fee payment to the City as part of the application process to meet the UIS Standard.

A Medium Intensity Soil Survey was obtained from USDA's Web Soil Survey. The site primarily consists of Hinkley loamy sand (HlB), which is classified as a Type A soil. These soils are acceptable to support the installation of the proposed SWM BMP, using proper installation techniques and measures to prevent erosion.

Proposed Development

The proposed development will include the redevelopment of portions of the existing parking lot and lawn area into 50 residential units, associated utilities, and parking facilities. The site will continue to drain to the northeast in the post-development condition. The newly created parking lot and a portion of the new lawn area will be graded to drain via sheet flow or shallow concentrated flow to a proprietary FocalPoint™ filtration BMP designed by Ferguson Waterworks. Stormwater in this area will be treated by the FocalPoint™, stored in subsurface R-Tank™ chambers, and conveyed to the existing public drainage system within Holm Avenue. The remaining lawn area will continue to be sent to the existing 12" pipe via the existing catch basin in Holm Avenue. In total, the proposed project is anticipated to create approximately 8,461 SF of new impervious area, and no new developed area as the site is currently all developed.



Image 1: FocalPoint system

Analysis

The project will meet the Basic, General, and Flooding Standards of MeDEP Ch. 500 to satisfy local stormwater requirements. The applicant has chosen to provide a FocalPoint™ to provide treatment to all area tributary to it. The project is also providing underground storage and detention of the peak flows for the 2-, 10-, and 25-year storm events. For each of the listed storms, the post-development flows at the Point of Analysis do not exceed the pre-development flows.



Image 2: R-Tank chamber

Stormwater Quality

The project is proposed to be treated utilizing a FocalPoint™ and R-Tanks™ stormwater best management practices (BMPs). These proprietary systems are approved by MaineDEP to provide stormwater treatment in more confined areas where traditional stormwater management approaches may not be feasible. As opposed to traditional systems, which require an area equal to roughly 5% of the subcatchment's impervious area

(~2,200 SF per acre), these proprietary systems only require 174 SF of area per acre of the subcatchment's impervious area. This is because the filter media within the FocalPoint™ is designed to permeate water quickly (100" per hour). The proposed FocalPoint™ provides storage between the mulch filter media surface and the domed overflow grate which is situated 6" above the mulch. Additional storage is provided beneath the FocalPoint™ by subsurface "R-Tank" chambers. Runoff from smaller storms is filtered down through the 18" of filter media and 6" of bedding stone, is stored in the R-Tanks™, withheld by an outlet control structure (OCS), and conveyed to the existing public drainage system within Holm Avenue. Runoff from larger storm events will follow the same process, however, the surface flows will be collected by both the FocalPoint™ and its overflow grate.

The OCS will detain the channel protection volume to be released within 24-48 hours of the storm event. The OCS will also detain stormwater volumes from the peak storm to keep the flows below pre-development levels. The FocalPoint™ will provide treatment for approximately 11,966 SF of impervious area and 4,591 SF of landscaped area. This will be provided through a 55 SF filter basin area, which meets the minimum filter surface area required.

Per Section 4.C.(5)(f) of Maine DEP Chapter 500, runoff from non-asphalt roofs of non-industrial facilities needs to be treated for thermal impact and for channel protection only. The R-Tank chamber system is therefore providing treatment for the building rooftop as it is detaining the channel protection volume and is providing thermal impact treatment because the runoff volume is released between 24 – 48 hours. The R-Tanks will provide treatment for the entire approximate 11,994± SF of roof area.

The following table presents the design information for the FocalPoint:

TABLE 3 - FOCALPOINT

	REQUIRED	PROVIDED
Impervious Area		11,966 SF
Vegetated Developed Area		4,591 SF
Runoff 0.95-inch Type III Storm		0.02 CFS
FocalPoint mulch bed elevation		103.75
Max. stage over filter for 0.95" storm		101.50
Rim of overflow structure		104.25
Filter surface area	55 SF	55 SF
Filter media ratio	>1:5	>1:5
1-Year Storm Peak Flow		0.43 CFS

The proposed development will treat no less than 95% of the impervious area and no less than 80% of the developed area of these lots in accordance with the MaineDEP Chapter 500. As the site is currently entirely developed, there will be no new developed area created.

The following table presents the treatment summary for this development in accordance with the City of Portland's Technical Manual Section 5.2.2.

Table 4 – Overall Treatment for Development				
	New Impervious Area	**New Developed Area**	**Non-Roof Redeveloped Impervious Area**	**Roof Redeveloped Impervious Area**
Area Treated	12,595	0	6,487	4,879
Area Untreated	263	0	317	0
Total Area of Project	12,858	0	6,804	4,879
Percent Treated	98.0%	-	95.3%	100.0%
Percent Required	95%	80%	95%	0%

In addition to meeting each of the required treatment values, this development is also proposing to treat the redeveloped impervious area that is changed into roof of the new building, which is not required to be treated by the City of Portland.

Stormwater Quantity

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

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

- Boundary/Topographic Survey from Nadeau Land Surveys.
- Medium Intensity Soil Survey from the USGS Web Soil Survey.
- Aerial photography of the project site, obtained from the Maine Office of GIS.

Pre-Development Conditions

The drainage study analyzes the watersheds in the predevelopment condition as depicted on the Predevelopment Watershed Map W1.

Subcatchment 1S is made up of the entire site, which is approximately 1.2 acres and consists of soil type A. Approximately half of this area is impervious parking area while the other half is maintained lawn. This runoff is conveyed to POI 1, which is an existing storm drain basin located northeast of the site at the intersection of Holm Avenue and City Hospital Drive.

Table 5 presents the peak flow rates at the point of interest in the predevelopment condition.

TABLE 5 – PREDEVELOPMENT PEAK FLOW RATES (TYPE III 24-HR)			
Point of Interest	Peak Flow (CFS)		
	2 Year	10 Year	25 Year
POI 1	0.58	1.52	2.38

The calculations for the predevelopment conditions are included as an attachment to this memo.

Post-Development Conditions

Analysis for the post-development condition consists of determining post-development peak flows and limiting the values to predevelopment levels. The post-development condition has been modeled as three subcatchments tributary to POI 1.

Subcatchment 1A consists of the untreated area onsite that will not be sent to either the FocalPoint™ or R-Tank™ chambers. This is approximately 0.25 acres of impervious and approximately 0.29 acres of pervious lawn area and is tributary to POI 1.

Subcatchment 1B consists of approximately 0.27 acres of impervious area and 0.1 acres of pervious lawn area. Runoff from this area is tributary to the FocalPoint™ and R-Tank™ subsurface chamber system and is tributary to POI 1.

Subcatchment 1C consists of approximately 0.28 acres of impervious surfaces and no pervious area. This area is comprised entirely of the proposed roof. Runoff from this area is sent directly to the R-Tank™ subsurface chamber system for thermal impact and channel protection and is tributary to POI 1.

The following table demonstrates the results of the HydroCAD model for the pre- and post-development peak storm events.

TABLE 6 – PEAK FLOW COMPARISON WITH DETENTION			
	Peak Flow (CFS)		
	2 Year	10 Year	25 Year
POI 1			
Pre	0.58	1.52	2.38
Post	0.29	1.30	2.31

The peak post-development flows for POI 1 are below predevelopment levels. The calculations for the post-development conditions are included as an attachment to this memo.

City of Portland Standards

Technical Manual Section 3

Section 3 of the City's Technical Manual requires site plans to obtain a minimum of 80 points as noted on the LID scorecard Appendix 3A. The report includes the completed scorecard as an attachment, with a score greater than the minimum 80 points.

Technical Manual Section 5

5.2.2. Water quality treatment requirements:

The project is providing stormwater quality treatment as summarized in Table 4 of this report.

5.2.3. Flooding standard requirements:

The project complies with Chapter 500 Flooding Standard as shown in Table 6 above.

5.2.4. Minimum stormwater detention volume requirement:

This project proposes to connect into the City's separated storm drain system and therefore provides a minimum on-site storage detention volume of 1" of rainfall over the total impervious area within the project's disturbance limits. The total impervious area within the disturbance is 24,541 SF, which equates to a minimum detention volume of 2,045 CF. The R-Tank system provides a detention of 2,150 CF prior to stormwater entering the first orifice in the outlet control structure at an elevation of 100.20. Additionally, the stormwater discharge rate is controlled by a gate valve connected to the underdrain of the R-Tanks at 0.02 CFS until the detention system reaches its design capacity and activates the outlet control structure. These calculations are detailed further in the HydroCAD reports attached to this document.

5.2.4. Urban impaired stream requirements:

It is our understanding that the City's storm drain system in this area is tributary to Capisic Brook, which is classified as an Urban Impaired Stream (UIS). Therefore, the project will comply with the UIS standard by paying the in-lieu fee to the City.

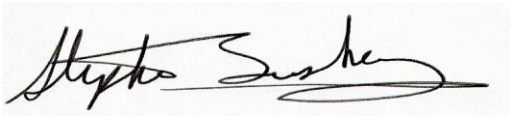
Conclusion

As described above, the proposed stormwater management plan for this project is anticipated to provide sufficient water quality treatment and water quantity detention to reduce post-development flows to below pre-development conditions. The FocalPoint™ BMP will provide treatment of approximately 11,966 SF of impervious area, and the R-Tank will provide treatment of 11,994 SF of impervious area.

Based on the proposed design, the runoff from the proposed development will be captured and conveyed in a manner that will not have an adverse impact on the surrounding stormwater systems or the environment.

Regards,

GORRILL PALMER

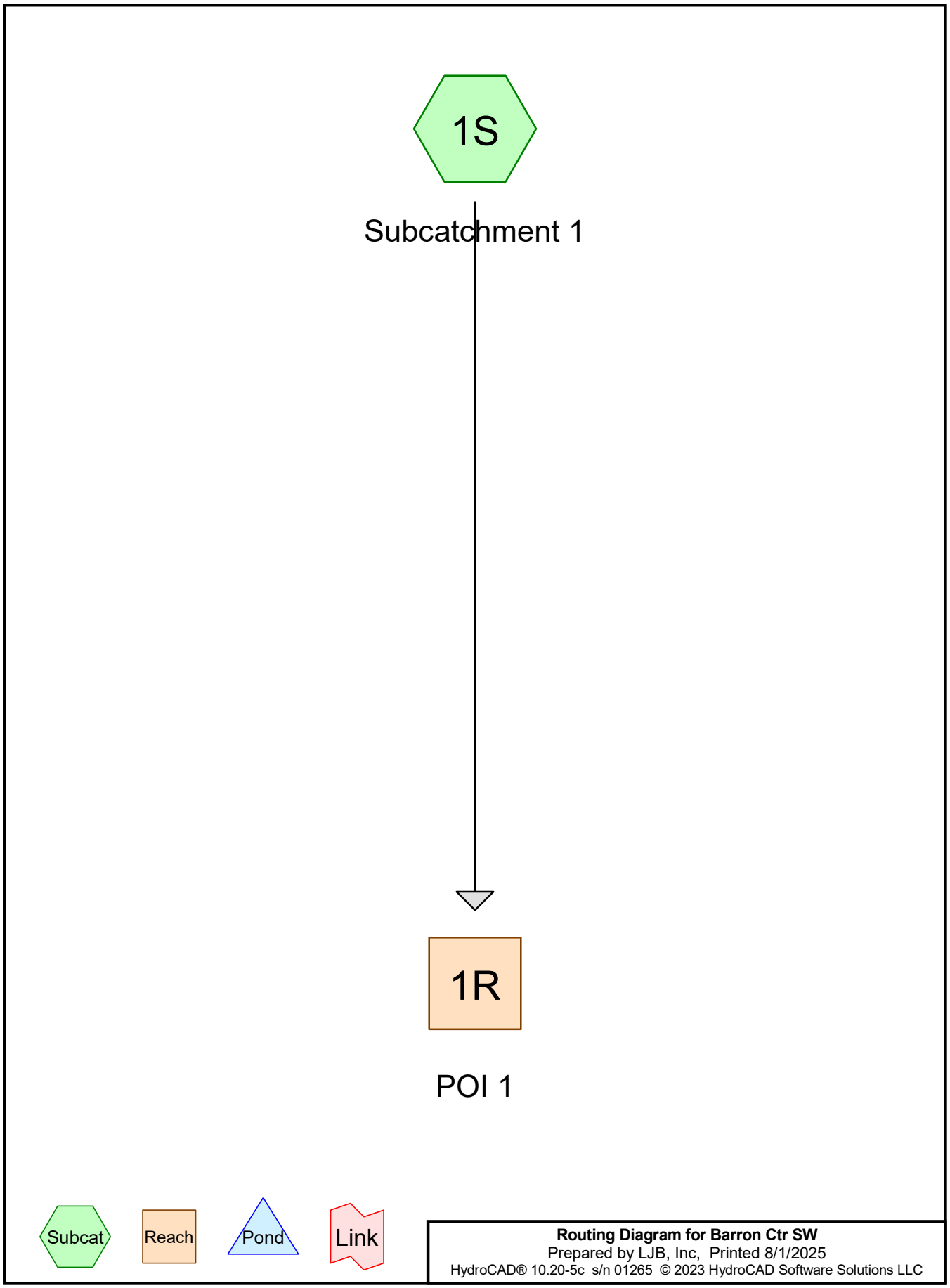


Stephen Bushey, PE

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Attachments – HydroCAD Reports
Watershed Maps
City of Portland LID Scorecard


1S
Subcatchment 1
1R
POI 1
Subcat
Reach
Pond
Link
Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
HydroCAD® 10.20-5c s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: Subcatchment 1 Runoff Area=51,196 sf 51.06% Impervious Runoff Depth=0.72"
Flow Length=293' Tc=19.3 min CN=69 Runoff=0.58 cfs 0.071 af

Reach 1R: POI 1 Inflow=0.58 cfs 0.071 af
Outflow=0.58 cfs 0.071 af

Total Runoff Area = 1.175 ac Runoff Volume = 0.071 af Average Runoff Depth = 0.72"
48.94% Pervious = 0.575 ac 51.06% Impervious = 0.600 ac

Summary for Subcatchment 1S: Subcatchment 1

Runoff = 0.58 cfs @ 12.31 hrs, Volume= 0.071 af, Depth= 0.72"
Routed to Reach 1R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
25,405	98	Paved parking, HSG A
737	98	Paved parking, HSG A
25,054	39	>75% Grass cover, Good, HSG A
51,196	69	Weighted Average
25,054		48.94% Pervious Area
26,142		51.06% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0100	0.14		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.2	34	0.0440	3.15		**Shallow Concentrated Flow, Lawn** Grassed Waterway Kv= 15.0 fps
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
19.3	293	Total			

Summary for Reach 1R: POI 1

Inflow Area = 1.175 ac, 51.06% Impervious, Inflow Depth = 0.72" for 2-Year Storm event
Inflow = 0.58 cfs @ 12.31 hrs, Volume= 0.071 af
Outflow = 0.58 cfs @ 12.31 hrs, Volume= 0.071 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: Subcatchment 1 Runoff Area=51,196 sf 51.06% Impervious Runoff Depth=1.67"
Flow Length=293' Tc=19.3 min CN=69 Runoff=1.52 cfs 0.164 af

Reach 1R: POI 1 Inflow=1.52 cfs 0.164 af
Outflow=1.52 cfs 0.164 af

Total Runoff Area = 1.175 ac Runoff Volume = 0.164 af Average Runoff Depth = 1.67"
48.94% Pervious = 0.575 ac 51.06% Impervious = 0.600 ac

Summary for Subcatchment 1S: Subcatchment 1

Runoff = 1.52 cfs @ 12.29 hrs, Volume= 0.164 af, Depth= 1.67"
Routed to Reach 1R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

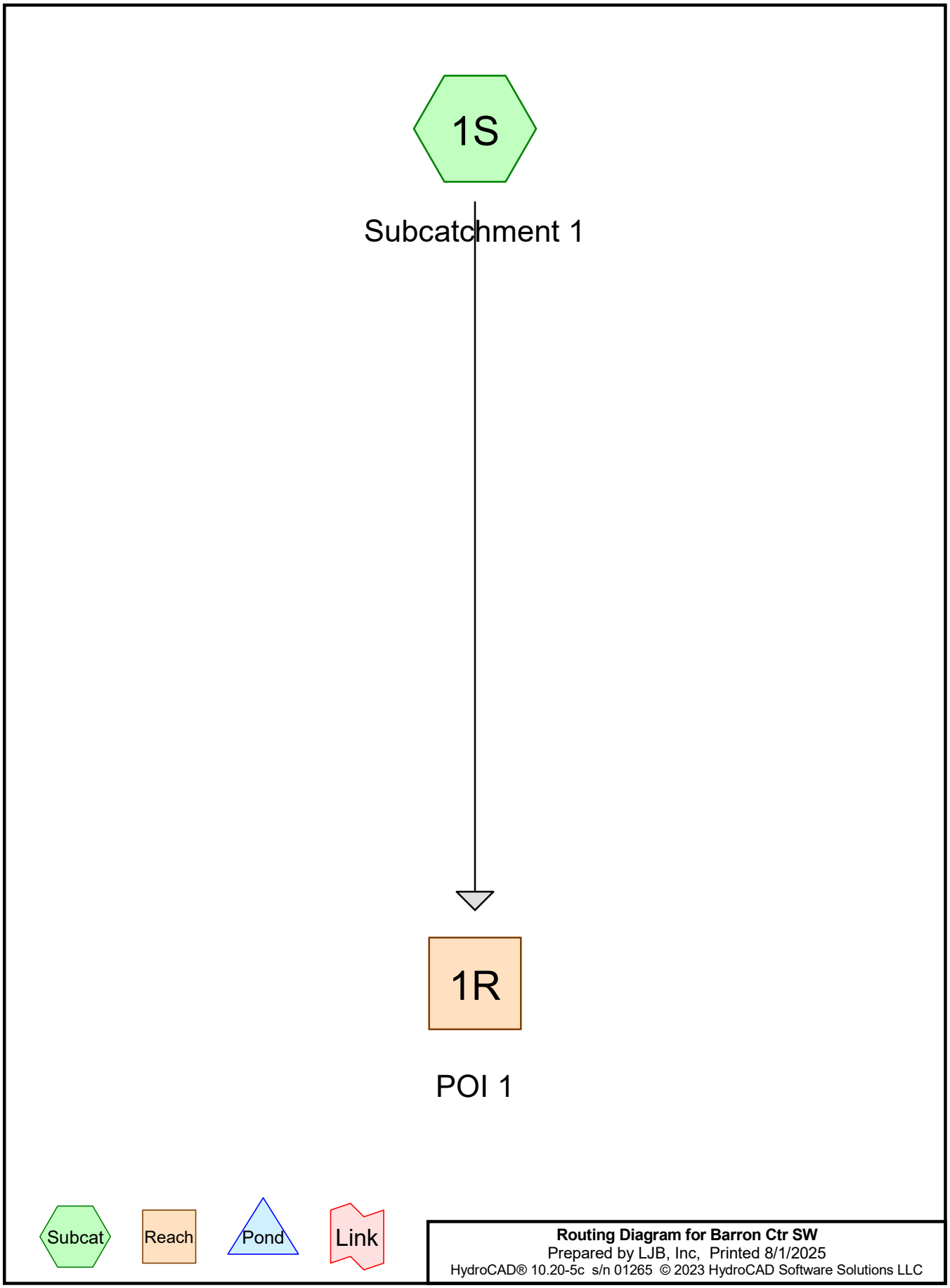
Area (sf)	CN	Description
25,405	98	Paved parking, HSG A
737	98	Paved parking, HSG A
25,054	39	>75% Grass cover, Good, HSG A
51,196	69	Weighted Average
25,054		48.94% Pervious Area
26,142		51.06% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0100	0.14		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.2	34	0.0440	3.15		**Shallow Concentrated Flow, Lawn** Grassed Waterway Kv= 15.0 fps
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
19.3	293	Total			

Summary for Reach 1R: POI 1

Inflow Area = 1.175 ac, 51.06% Impervious, Inflow Depth = 1.67" for 10-Year Storm event
Inflow = 1.52 cfs @ 12.29 hrs, Volume= 0.164 af
Outflow = 1.52 cfs @ 12.29 hrs, Volume= 0.164 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs


1S
Subcatchment 1
1R
POI 1
Subcat
Reach
Pond
Link
Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
HydroCAD® 10.20-5c s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1S: Subcatchment 1 Runoff Area=51,196 sf 51.06% Impervious Runoff Depth=2.56"
Flow Length=293' Tc=19.3 min CN=69 Runoff=2.38 cfs 0.250 af

Reach 1R: POI 1 Inflow=2.38 cfs 0.250 af
Outflow=2.38 cfs 0.250 af

Total Runoff Area = 1.175 ac Runoff Volume = 0.250 af Average Runoff Depth = 2.56"
48.94% Pervious = 0.575 ac 51.06% Impervious = 0.600 ac

Summary for Subcatchment 1S: Subcatchment 1

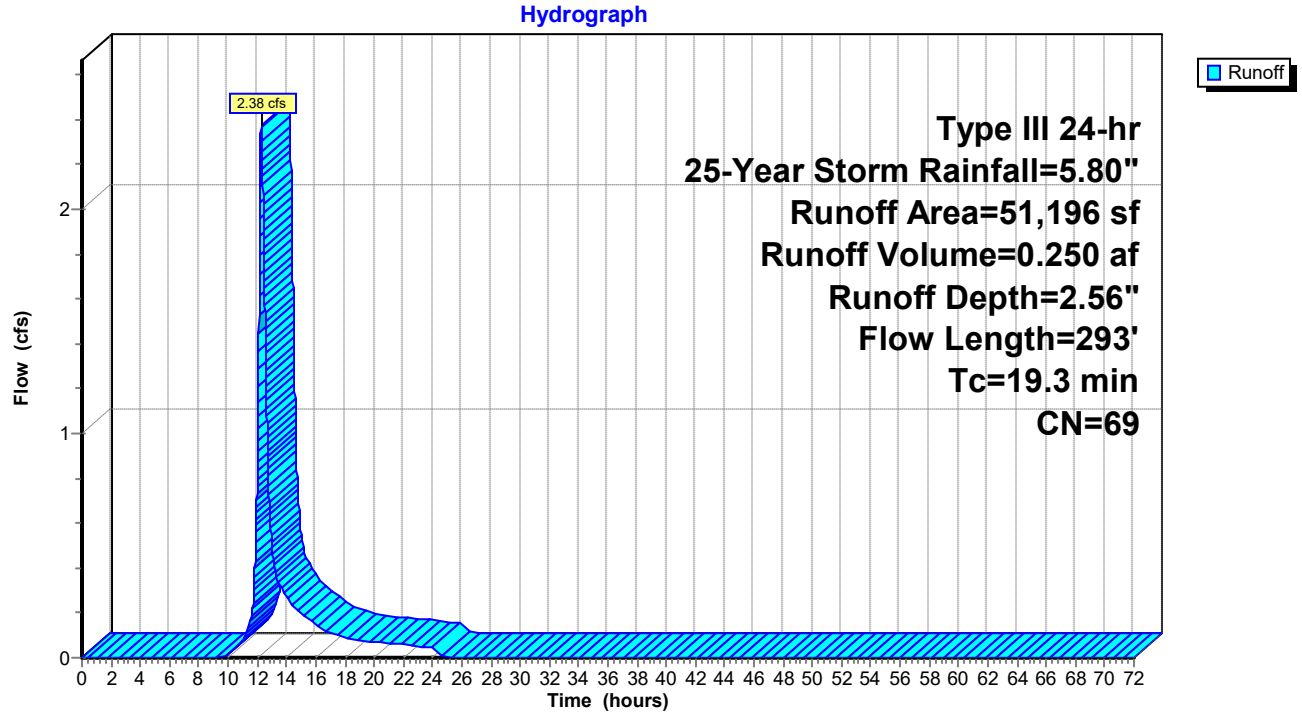
Runoff = 2.38 cfs @ 12.28 hrs, Volume= 0.250 af, Depth= 2.56"
Routed to Reach 1R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
25,405	98	Paved parking, HSG A
737	98	Paved parking, HSG A
25,054	39	>75% Grass cover, Good, HSG A
51,196	69	Weighted Average
25,054		48.94% Pervious Area
26,142		51.06% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.5	150	0.0100	0.14		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.2	34	0.0440	3.15		**Shallow Concentrated Flow, Lawn** Grassed Waterway Kv= 15.0 fps
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
19.3	293	Total			

Subcatchment 1S: Subcatchment 1

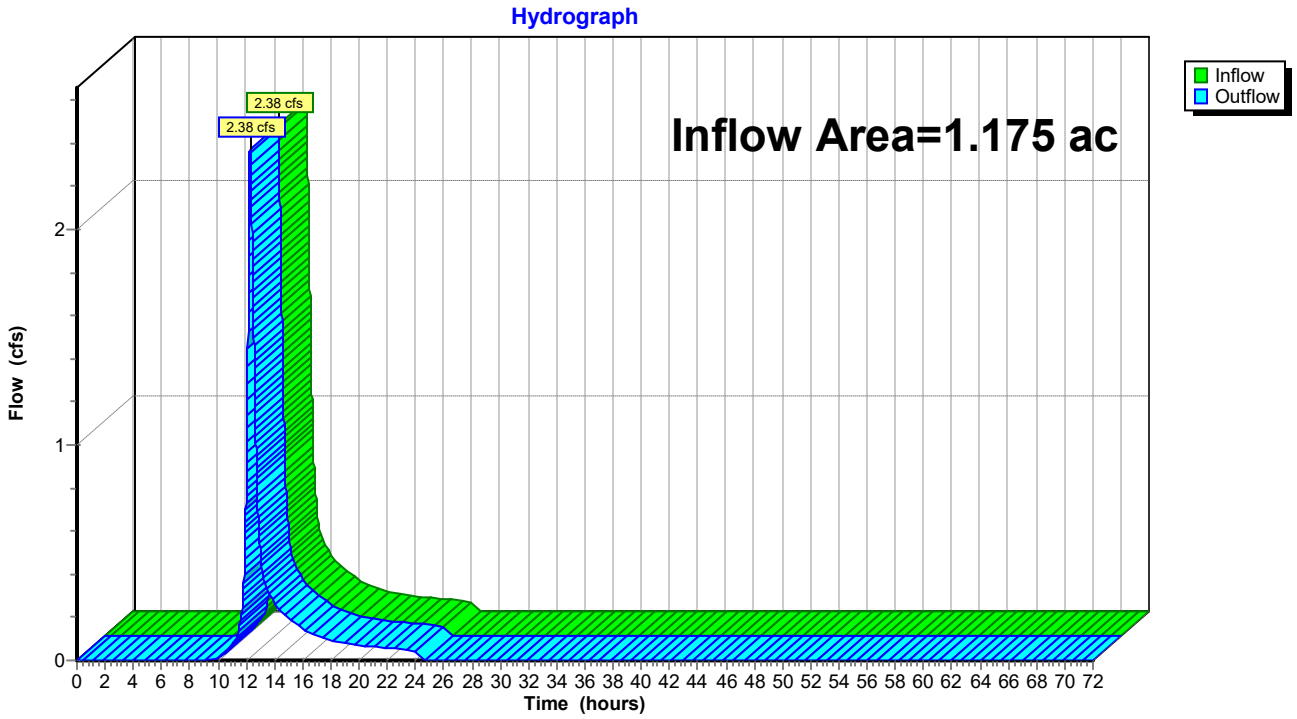


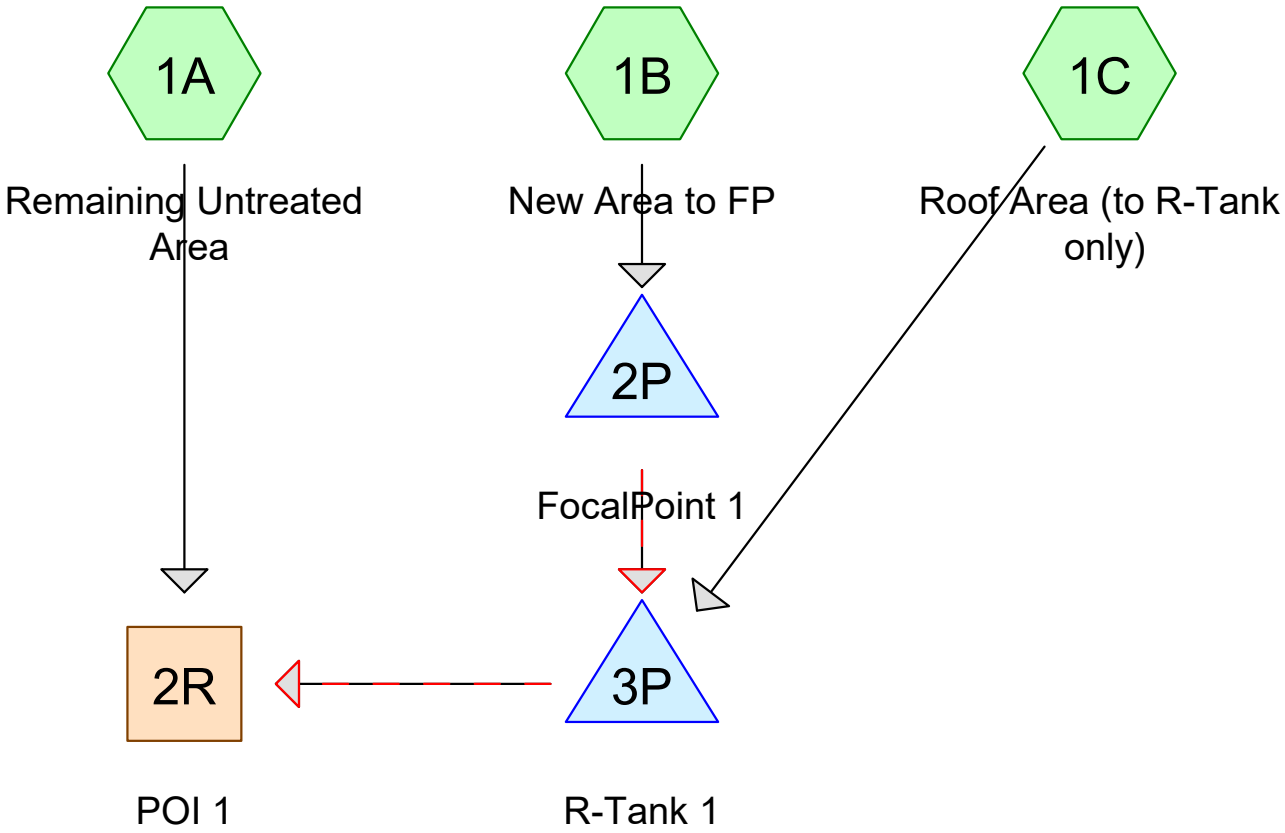
Summary for Reach 1R: POI 1

Inflow Area = 1.175 ac, 51.06% Impervious, Inflow Depth = 2.56" for 25-Year Storm event
Inflow = 2.38 cfs @ 12.28 hrs, Volume= 0.250 af
Outflow = 2.38 cfs @ 12.28 hrs, Volume= 0.250 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Reach 1R: POI 1





Subcat Reach Pond Link

Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
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Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1A: Remaining Untreated Runoff Area=23,328 sf 46.77% Impervious Runoff Depth=0.64"
Flow Length=236' Tc=11.0 min CN=67 Runoff=0.27 cfs 0.028 af

Subcatchment 1B: New Area to FP Runoff Area=16,557 sf 72.27% Impervious Runoff Depth=1.46"
Flow Length=200' Tc=8.2 min CN=82 Runoff=0.60 cfs 0.046 af

Subcatchment 1C: Roof Area (to R-Tank Runoff Area=11,994 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=0.83 cfs 0.066 af

Reach 2R: POI 1 Inflow=0.29 cfs 0.140 af
Outflow=0.29 cfs 0.140 af

Pond 2P: FocalPoint 1 Peak Elev=104.38' Storage=82 cf Inflow=0.60 cfs 0.046 af
Primary=0.13 cfs 0.036 af Secondary=0.47 cfs 0.010 af Outflow=0.60 cfs 0.046 af

Pond 3P: R-Tank 1 Peak Elev=100.49' Storage=2,531 cf Inflow=1.38 cfs 0.112 af
Outflow=0.17 cfs 0.112 af

Total Runoff Area = 1.191 ac Runoff Volume = 0.140 af Average Runoff Depth = 1.41"
32.79% Pervious = 0.390 ac 67.21% Impervious = 0.801 ac

Summary for Subcatchment 1A: Remaining Untreated Area

Runoff = 0.27 cfs @ 12.18 hrs, Volume= 0.028 af, Depth= 0.64"
Routed to Reach 2R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
10,910	98	Paved parking, HSG A
12,418	39	>75% Grass cover, Good, HSG A
23,328	67	Weighted Average
12,418		53.23% Pervious Area
10,910		46.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.4	127	0.0300	0.20		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
11.0	236	Total			

Summary for Subcatchment 1B: New Area to FP

Runoff = 0.60 cfs @ 12.12 hrs, Volume= 0.046 af, Depth= 1.46"
Routed to Pond 2P : FocalPoint 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
11,966	98	Paved parking, HSG A
4,591	39	>75% Grass cover, Good, HSG A
16,557	82	Weighted Average
4,591		27.73% Pervious Area
11,966		72.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	30	0.0070	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.9	120	0.0100	1.05		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	50	0.0100	2.03		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
8.2	200	Total			

Summary for Subcatchment 1C: Roof Area (to R-Tank only)

Runoff = 0.83 cfs @ 12.08 hrs, Volume= 0.066 af, Depth= 2.87"
Routed to Pond 3P : R-Tank 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 2-Year Storm Rainfall=3.10"

Area (sf)	CN	Description
11,994	98	Roofs, HSG A
11,994		100.00% Impervious Area

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

Summary for Reach 2R: POI 1

Inflow Area = 1.191 ac, 67.21% Impervious, Inflow Depth > 1.41" for 2-Year Storm event
Inflow = 0.29 cfs @ 12.18 hrs, Volume= 0.140 af
Outflow = 0.29 cfs @ 12.18 hrs, Volume= 0.140 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Summary for Pond 2P: FocalPoint 1

Inflow Area = 0.380 ac, 72.27% Impervious, Inflow Depth = 1.46" for 2-Year Storm event
Inflow = 0.60 cfs @ 12.12 hrs, Volume= 0.046 af
Outflow = 0.60 cfs @ 12.13 hrs, Volume= 0.046 af, Atten= 0%, Lag= 0.4 min
Primary = 0.13 cfs @ 11.83 hrs, Volume= 0.036 af
Routed to Pond 3P : R-Tank 1
Secondary = 0.47 cfs @ 12.13 hrs, Volume= 0.010 af
Routed to Pond 3P : R-Tank 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 104.38' @ 12.13 hrs Surf.Area= 55 sf Storage= 82 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 2.0 min (841.8 - 839.9)

Volume	Invert	Avail.Storage	Storage Description
#1	101.50'	25 cf	**5.00'W x 11.00'L x 2.25'H Focal Point Filter Media** 124 cf Overall x 20.0% Voids
#2	103.75'	114 cf	**FocalPoint Basin (Prismatic)** Listed below (Recalc) -Impervious
		138 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
103.75	55	0	0
104.75	172	114	114

Device	Routing	Invert	Outlet Devices
#1	Primary	101.50'	**100.000 in/hr Exfiltration FP Media over Surface area** Phase-In= 0.01'
#2	Secondary	104.25'	**12.0" Horiz. Overflow Pipe** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 11.83 hrs HW=101.56' TW=99.07' (Dynamic Tailwater)
↑—**1=Exfiltration FP Media** (Exfiltration Controls 0.13 cfs)

Secondary OutFlow Max=0.47 cfs @ 12.13 hrs HW=104.38' TW=99.66' (Dynamic Tailwater)
↑—**2=Overflow Pipe** (Weir Controls 0.47 cfs @ 1.17 fps)

Summary for Pond 3P: R-Tank 1

Inflow Area = 0.655 ac, 83.92% Impervious, Inflow Depth = 2.05" for 2-Year Storm event
Inflow = 1.38 cfs @ 12.10 hrs, Volume= 0.112 af
Outflow = 0.17 cfs @ 13.05 hrs, Volume= 0.112 af, Atten= 88%, Lag= 57.2 min
Primary = 0.17 cfs @ 13.05 hrs, Volume= 0.112 af
Routed to Reach 2R : POI 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 100.49' @ 13.05 hrs Surf.Area= 1,564 sf Storage= 2,531 cf

Plug-Flow detention time= 749.3 min calculated for 0.112 af (100% of inflow)
Center-of-Mass det. time= 748.9 min (1,541.0 - 792.0)

Volume	Invert	Avail.Storage	Storage Description
#1A	98.43'	1,126 cf	**27.62'W x 55.61'L x 4.07'H Field A** 6,254 cf Overall - 3,440 cf Embedded = 2,814 cf x 40.0% Voids
#2A	98.68'	3,268 cf	**Ferguson R-Tank HD 2** x 396 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 396 Chambers in 18 Rows
#3	98.68'	133 cf	**6.00'D x 4.69'H Vertical Cone/Cylinder**
		4,526 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	98.43'	**12.0" Round 12" out of OCS** L= 90.0' Ke= 0.900 Inlet / Outlet Invert= 98.43' / 98.00' S= 0.0048 '/' Cc= 0.900 n= 0.013, Flow Area= 0.79 sf
#2	Device 1	98.43'	**0.02 cfs Exfiltration at all elevations**
#3	Device 1	100.20'	**4.0" Vert. Orifice/Grate-wqv** C= 0.600 Limited to weir flow at low heads
#4	Device 1	100.49'	**4.0" Vert. Orifice/Grate-2yr peak** C= 0.600 Limited to weir flow at low heads
#5	Device 1	101.19'	**3.0" Vert. Orifice/Grate-10 yr peak** C= 0.600 Limited to weir flow at low heads
#6	Device 1	102.08'	**6.0' long x 0.7' breadth Weir-25 yr peak**

Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50
Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.17 cfs @ 13.05 hrs HW=100.49' TW=0.00' (Dynamic Tailwater)
└─**1=12" out of OCS** (Passes 0.17 cfs of 3.54 cfs potential flow)
  ├─**2=Exfiltration** (Exfiltration Controls 0.02 cfs)
  ├─**3=Orifice/Grate-wqv** (Orifice Controls 0.15 cfs @ 1.84 fps)
  ├─**4=Orifice/Grate-2yr peak** (Orifice Controls 0.00 cfs @ 0.08 fps)
  ├─**5=Orifice/Grate-10 yr peak** (Controls 0.00 cfs)
  └─**6=Weir-25 yr peak** (Controls 0.00 cfs)

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1A: Remaining Untreated Runoff Area=23,328 sf 46.77% Impervious Runoff Depth=1.53"
Flow Length=236' Tc=11.0 min CN=67 Runoff=0.77 cfs 0.068 af

Subcatchment 1B: New Area to FP Runoff Area=16,557 sf 72.27% Impervious Runoff Depth=2.72"
Flow Length=200' Tc=8.2 min CN=82 Runoff=1.12 cfs 0.086 af

Subcatchment 1C: Roof Area (to R-Tank Runoff Area=11,994 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=1.24 cfs 0.100 af

Reach 2R: POI 1 Inflow=1.30 cfs 0.255 af
Outflow=1.30 cfs 0.255 af

Pond 2P: FocalPoint 1 Peak Elev=104.46' Storage=93 cf Inflow=1.12 cfs 0.086 af
Primary=0.13 cfs 0.057 af Secondary=1.00 cfs 0.029 af Outflow=1.12 cfs 0.086 af

Pond 3P: R-Tank 1 Peak Elev=101.20' Storage=3,458 cf Inflow=2.30 cfs 0.186 af
Outflow=0.71 cfs 0.186 af

Total Runoff Area = 1.191 ac Runoff Volume = 0.255 af Average Runoff Depth = 2.57"
32.79% Pervious = 0.390 ac 67.21% Impervious = 0.801 ac

Summary for Subcatchment 1A: Remaining Untreated Area

Runoff = 0.77 cfs @ 12.16 hrs, Volume= 0.068 af, Depth= 1.53"
Routed to Reach 2R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

Area (sf)	CN	Description
10,910	98	Paved parking, HSG A
12,418	39	>75% Grass cover, Good, HSG A
23,328	67	Weighted Average
12,418		53.23% Pervious Area
10,910		46.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.4	127	0.0300	0.20		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
11.0	236	Total			

Summary for Subcatchment 1B: New Area to FP

Runoff = 1.12 cfs @ 12.12 hrs, Volume= 0.086 af, Depth= 2.72"
Routed to Pond 2P : FocalPoint 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

Area (sf)	CN	Description
11,966	98	Paved parking, HSG A
4,591	39	>75% Grass cover, Good, HSG A
16,557	82	Weighted Average
4,591		27.73% Pervious Area
11,966		72.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	30	0.0070	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.9	120	0.0100	1.05		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	50	0.0100	2.03		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
8.2	200	Total			

Summary for Subcatchment 1C: Roof Area (to R-Tank only)

Runoff = 1.24 cfs @ 12.08 hrs, Volume= 0.100 af, Depth= 4.36"
Routed to Pond 3P : R-Tank 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 10-Year Storm Rainfall=4.60"

Area (sf)	CN	Description
11,994	98	Roofs, HSG A
11,994		100.00% Impervious Area

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

Summary for Reach 2R: POI 1

Inflow Area = 1.191 ac, 67.21% Impervious, Inflow Depth = 2.57" for 10-Year Storm event
Inflow = 1.30 cfs @ 12.21 hrs, Volume= 0.255 af
Outflow = 1.30 cfs @ 12.21 hrs, Volume= 0.255 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Summary for Pond 2P: FocalPoint 1

Inflow Area = 0.380 ac, 72.27% Impervious, Inflow Depth = 2.72" for 10-Year Storm event
Inflow = 1.12 cfs @ 12.12 hrs, Volume= 0.086 af
Outflow = 1.12 cfs @ 12.12 hrs, Volume= 0.086 af, Atten= 0%, Lag= 0.4 min
Primary = 0.13 cfs @ 11.65 hrs, Volume= 0.057 af
Routed to Pond 3P : R-Tank 1
Secondary = 1.00 cfs @ 12.12 hrs, Volume= 0.029 af
Routed to Pond 3P : R-Tank 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 104.46' @ 12.12 hrs Surf.Area= 55 sf Storage= 93 cf

Plug-Flow detention time= 1.9 min calculated for 0.086 af (100% of inflow)
Center-of-Mass det. time= 1.9 min (823.8 - 821.8)

Volume	Invert	Avail.Storage	Storage Description
#1	101.50'	25 cf	**5.00'W x 11.00'L x 2.25'H Focal Point Filter Media** 124 cf Overall x 20.0% Voids
#2	103.75'	114 cf	**FocalPoint Basin (Prismatic)** Listed below (Recalc) -Impervious
		138 cf	Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
103.75	55	0	0
104.75	172	114	114

Device	Routing	Invert	Outlet Devices
#1	Primary	101.50'	**100.000 in/hr Exfiltration FP Media over Surface area** Phase-In= 0.01'
#2	Secondary	104.25'	**12.0" Horiz. Overflow Pipe** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 11.65 hrs HW=101.54' TW=99.38' (Dynamic Tailwater)
↑—**1=Exfiltration FP Media** (Exfiltration Controls 0.13 cfs)

Secondary OutFlow Max=0.99 cfs @ 12.12 hrs HW=104.46' TW=100.63' (Dynamic Tailwater)
↑—**2=Overflow Pipe** (Weir Controls 0.99 cfs @ 1.50 fps)

Summary for Pond 3P: R-Tank 1

Inflow Area = 0.655 ac, 83.92% Impervious, Inflow Depth = 3.41" for 10-Year Storm event
Inflow = 2.30 cfs @ 12.10 hrs, Volume= 0.186 af
Outflow = 0.71 cfs @ 12.45 hrs, Volume= 0.186 af, Atten= 69%, Lag= 20.8 min
Primary = 0.71 cfs @ 12.45 hrs, Volume= 0.186 af
Routed to Reach 2R : POI 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 101.20' @ 12.45 hrs Surf.Area= 1,564 sf Storage= 3,458 cf

Plug-Flow detention time= 483.6 min calculated for 0.186 af (100% of inflow)
Center-of-Mass det. time= 483.7 min (1,267.5 - 783.8)

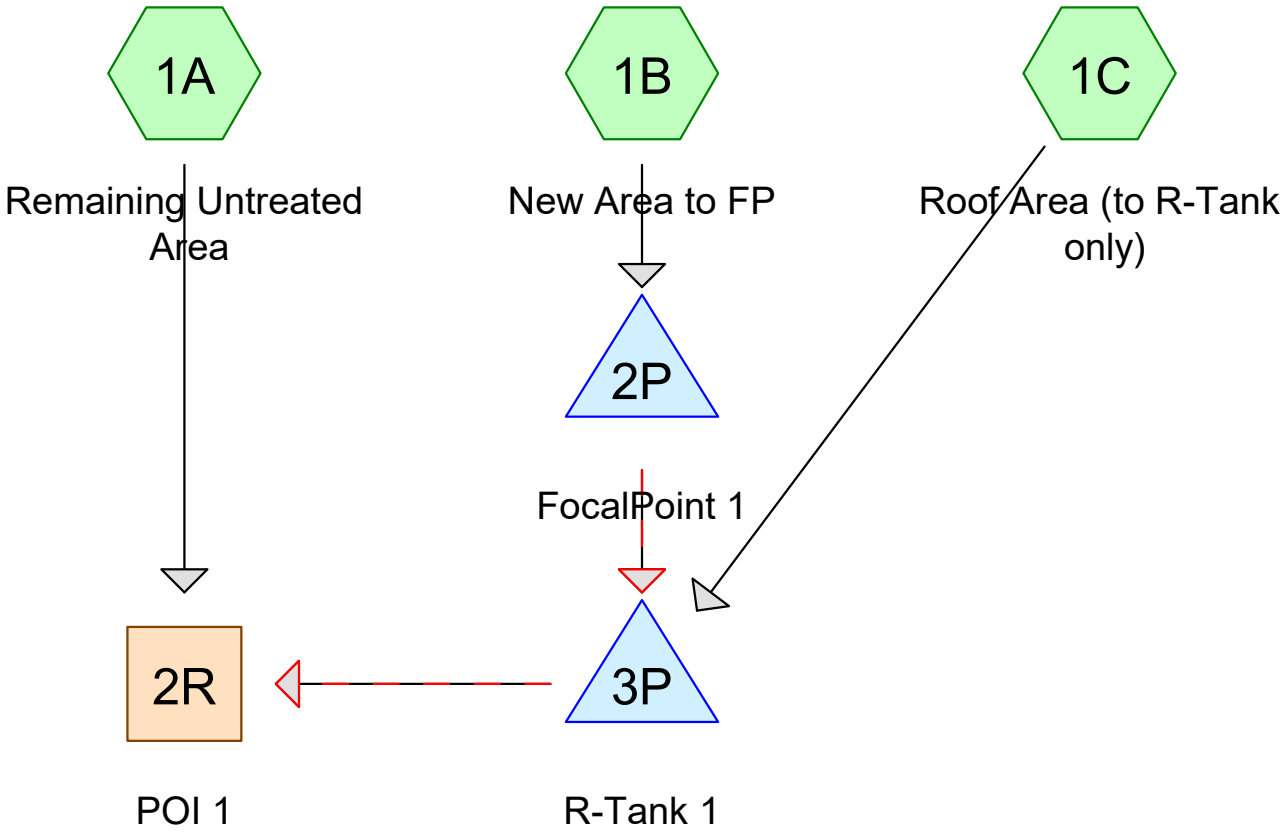
Volume	Invert	Avail.Storage	Storage Description
#1A	98.43'	1,126 cf	**27.62'W x 55.61'L x 4.07'H Field A** 6,254 cf Overall - 3,440 cf Embedded = 2,814 cf x 40.0% Voids
#2A	98.68'	3,268 cf	**Ferguson R-Tank HD 2** x 396 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 396 Chambers in 18 Rows
#3	98.68'	133 cf	**6.00'D x 4.69'H Vertical Cone/Cylinder**
		4,526 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	98.43'	**12.0" Round 12" out of OCS** L= 90.0' Ke= 0.900 Inlet / Outlet Invert= 98.43' / 98.00' S= 0.0048 '/' Cc= 0.900 n= 0.013, Flow Area= 0.79 sf
#2	Device 1	98.43'	**0.02 cfs Exfiltration at all elevations**
#3	Device 1	100.20'	**4.0" Vert. Orifice/Grate-wqv** C= 0.600 Limited to weir flow at low heads
#4	Device 1	100.49'	**4.0" Vert. Orifice/Grate-2yr peak** C= 0.600 Limited to weir flow at low heads
#5	Device 1	101.19'	**3.0" Vert. Orifice/Grate-10 yr peak** C= 0.600 Limited to weir flow at low heads
#6	Device 1	102.08'	**6.0' long x 0.7' breadth Weir-25 yr peak**

Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50
Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=0.71 cfs @ 12.45 hrs HW=101.20' TW=0.00' (Dynamic Tailwater)
└─**1=12" out of OCS** (Passes 0.71 cfs of 4.30 cfs potential flow)
  ├─**2=Exfiltration** (Exfiltration Controls 0.02 cfs)
  ├─**3=Orifice/Grate-wqv** (Orifice Controls 0.38 cfs @ 4.39 fps)
  ├─**4=Orifice/Grate-2yr peak** (Orifice Controls 0.31 cfs @ 3.54 fps)
  ├─**5=Orifice/Grate-10 yr peak** (Orifice Controls 0.00 cfs @ 0.28 fps)
  └─**6=Weir-25 yr peak** (Controls 0.00 cfs)



Subcat Reach Pond Link

Routing Diagram for Barron Ctr SW
Prepared by LJB, Inc, Printed 8/1/2025
HydroCAD® 10.20-5c s/n 01265 © 2023 HydroCAD Software Solutions LLC

Time span=0.00-72.00 hrs, dt=0.01 hrs, 7201 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment 1A: Remaining Untreated Runoff Area=23,328 sf 46.77% Impervious Runoff Depth=2.38"
Flow Length=236' Tc=11.0 min CN=67 Runoff=1.24 cfs 0.106 af

Subcatchment 1B: New Area to FP Runoff Area=16,557 sf 72.27% Impervious Runoff Depth=3.80"
Flow Length=200' Tc=8.2 min CN=82 Runoff=1.56 cfs 0.120 af

Subcatchment 1C: Roof Area (to R-Tank Runoff Area=11,994 sf 100.00% Impervious Runoff Depth=5.56"
Tc=6.0 min CN=98 Runoff=1.56 cfs 0.128 af

Reach 2R: POI 1 Inflow=2.31 cfs 0.354 af
Outflow=2.31 cfs 0.354 af

Pond 2P: FocalPoint 1 Peak Elev=104.52' Storage=102 cf Inflow=1.56 cfs 0.120 af
Primary=0.13 cfs 0.073 af Secondary=1.43 cfs 0.047 af Outflow=1.56 cfs 0.120 af

Pond 3P: R-Tank 1 Peak Elev=102.09' Storage=4,234 cf Inflow=3.05 cfs 0.248 af
Outflow=1.29 cfs 0.248 af

Total Runoff Area = 1.191 ac Runoff Volume = 0.354 af Average Runoff Depth = 3.57"
32.79% Pervious = 0.390 ac 67.21% Impervious = 0.801 ac

Summary for Subcatchment 1A: Remaining Untreated Area

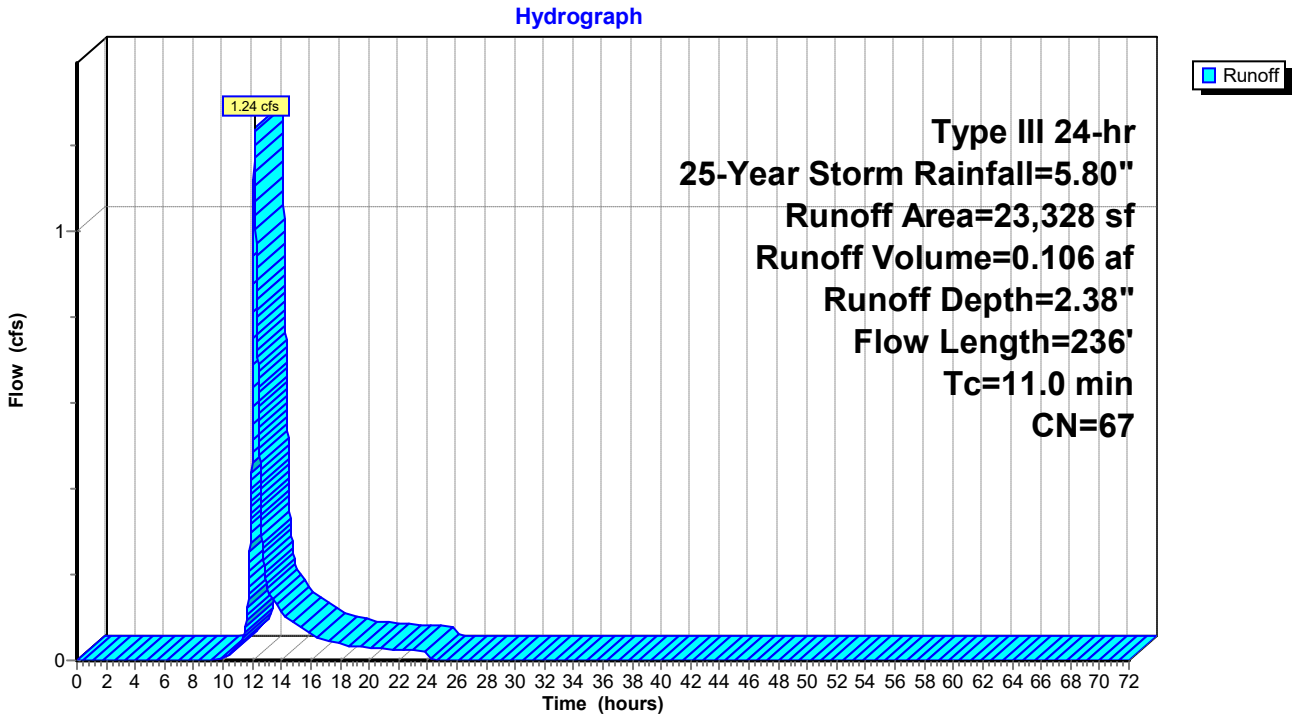
Runoff = 1.24 cfs @ 12.16 hrs, Volume= 0.106 af, Depth= 2.38"
Routed to Reach 2R : POI 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
10,910	98	Paved parking, HSG A
12,418	39	>75% Grass cover, Good, HSG A
23,328	67	Weighted Average
12,418		53.23% Pervious Area
10,910		46.77% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.4	127	0.0300	0.20		**Sheet Flow, Lawn** Grass: Short n= 0.150 P2= 3.00"
0.6	109	0.0250	3.21		**Shallow Concentrated Flow, Street** Paved Kv= 20.3 fps
11.0	236	Total			

Subcatchment 1A: Remaining Untreated Area



Summary for Subcatchment 1B: New Area to FP

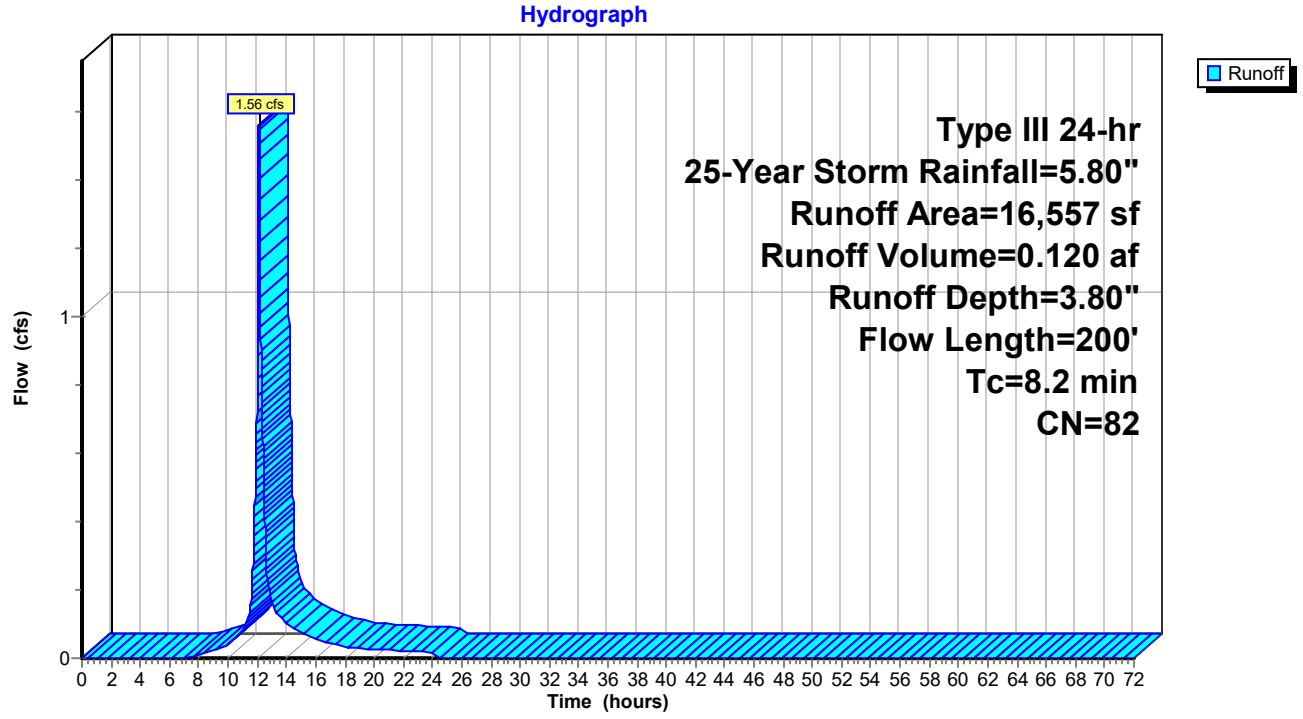
Runoff = 1.56 cfs @ 12.11 hrs, Volume= 0.120 af, Depth= 3.80"
Routed to Pond 2P : FocalPoint 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
11,966	98	Paved parking, HSG A
4,591	39	>75% Grass cover, Good, HSG A
16,557	82	Weighted Average
4,591		27.73% Pervious Area
11,966		72.27% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	30	0.0070	0.09		**Sheet Flow,** Grass: Short n= 0.150 P2= 3.00"
1.9	120	0.0100	1.05		**Sheet Flow,** Smooth surfaces n= 0.011 P2= 3.00"
0.4	50	0.0100	2.03		**Shallow Concentrated Flow,** Paved Kv= 20.3 fps
8.2	200	Total			

Subcatchment 1B: New Area to FP



Summary for Subcatchment 1C: Roof Area (to R-Tank only)

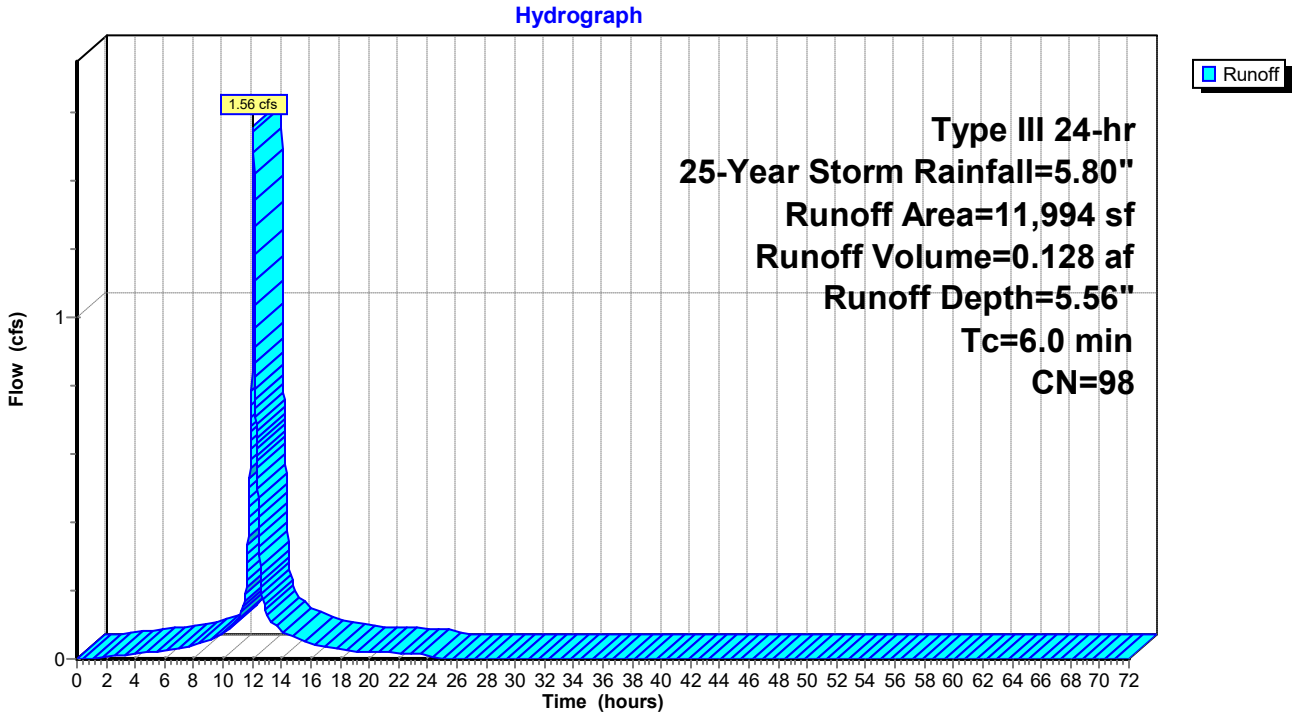
Runoff = 1.56 cfs @ 12.08 hrs, Volume= 0.128 af, Depth= 5.56"
Routed to Pond 3P : R-Tank 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Type III 24-hr 25-Year Storm Rainfall=5.80"

Area (sf)	CN	Description
11,994	98	Roofs, HSG A
11,994		100.00% Impervious Area

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

Subcatchment 1C: Roof Area (to R-Tank only)

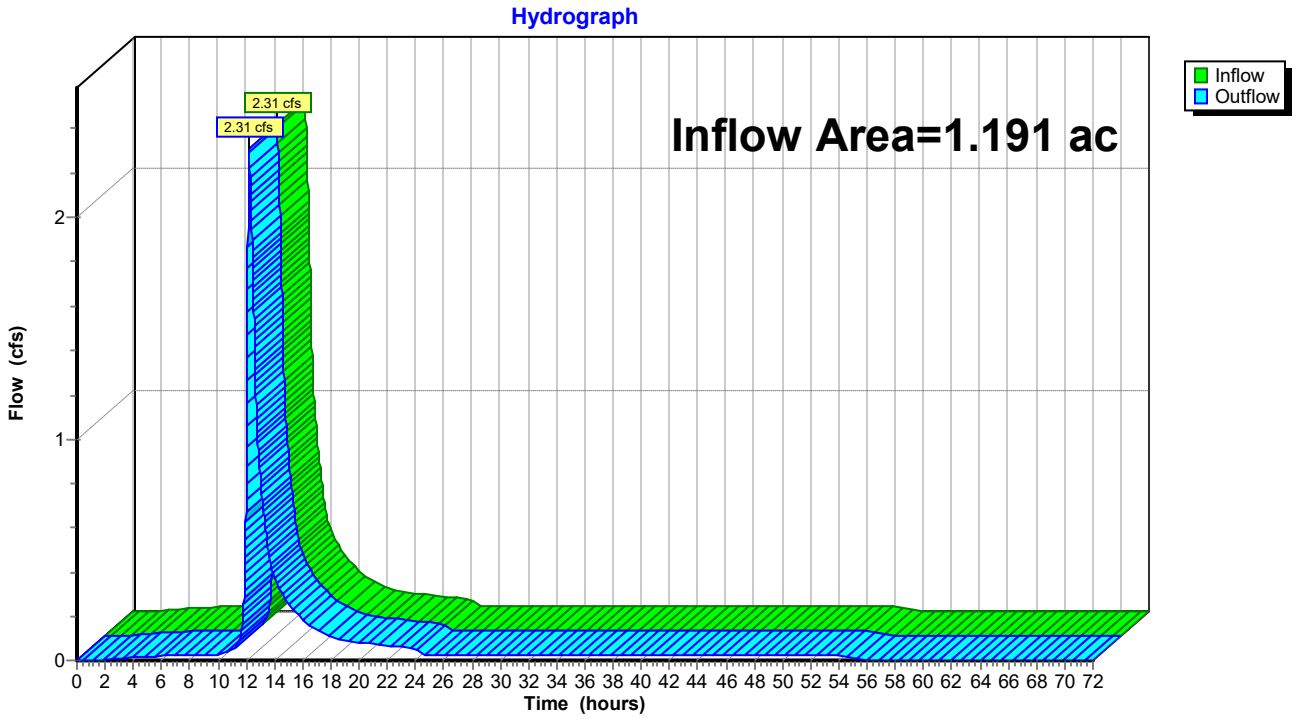


Summary for Reach 2R: POI 1

Inflow Area = 1.191 ac, 67.21% Impervious, Inflow Depth = 3.57" for 25-Year Storm event
Inflow = 2.31 cfs @ 12.20 hrs, Volume= 0.354 af
Outflow = 2.31 cfs @ 12.20 hrs, Volume= 0.354 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs

Reach 2R: POI 1



Summary for Pond 2P: FocalPoint 1

Inflow Area = 0.380 ac, 72.27% Impervious, Inflow Depth = 3.80" for 25-Year Storm event
Inflow = 1.56 cfs @ 12.11 hrs, Volume= 0.120 af
Outflow = 1.56 cfs @ 12.12 hrs, Volume= 0.120 af, Atten= 0%, Lag= 0.3 min
Primary = 0.13 cfs @ 11.45 hrs, Volume= 0.073 af
Routed to Pond 3P : R-Tank 1
Secondary = 1.43 cfs @ 12.12 hrs, Volume= 0.047 af
Routed to Pond 3P : R-Tank 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 104.52' @ 12.12 hrs Surf.Area= 55 sf Storage= 102 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 2.0 min (814.3 - 812.3)

Volume	Invert	Avail.Storage	Storage Description
#1	101.50'	25 cf	**5.00'W x 11.00'L x 2.25'H Focal Point Filter Media** 124 cf Overall x 20.0% Voids
#2	103.75'	114 cf	**FocalPoint Basin (Prismatic)** Listed below (Recalc) -Impervious
		138 cf	Total Available Storage

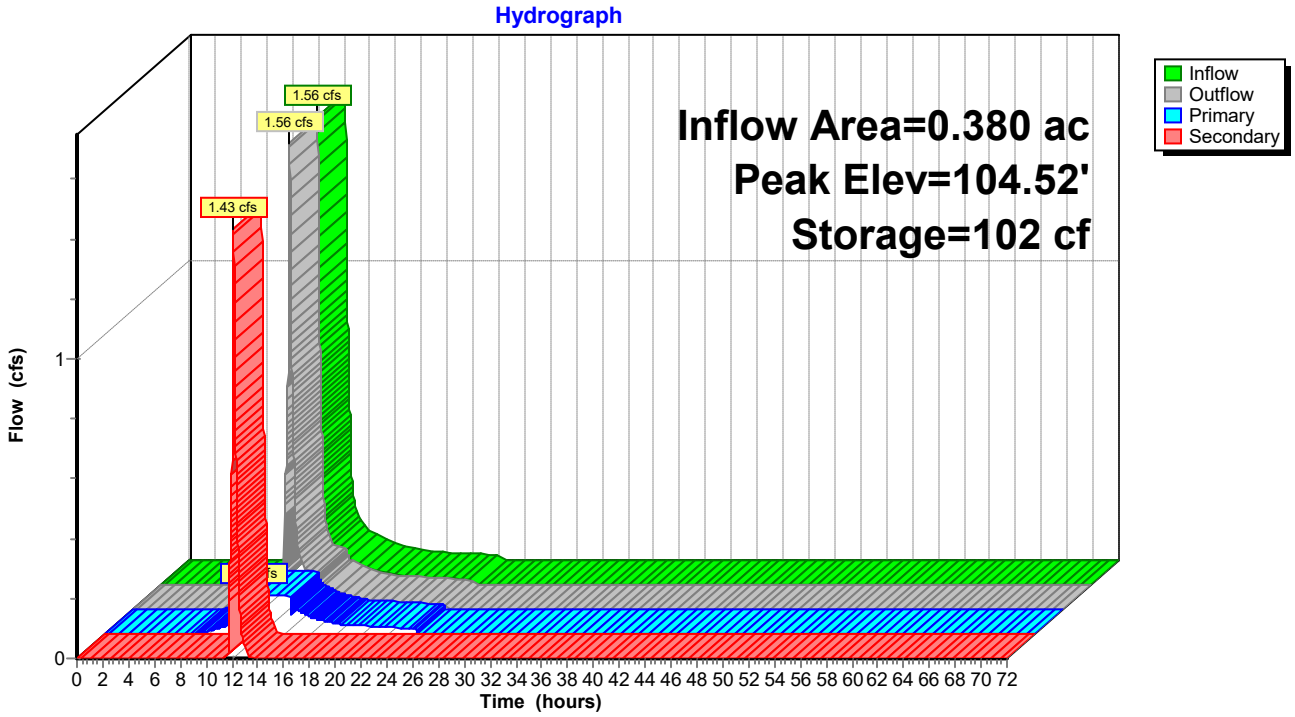
Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
103.75	55	0	0
104.75	172	114	114

Device	Routing	Invert	Outlet Devices
#1	Primary	101.50'	**100.000 in/hr Exfiltration FP Media over Surface area** Phase-In= 0.01'
#2	Secondary	104.25'	**12.0" Horiz. Overflow Pipe** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.13 cfs @ 11.45 hrs HW=101.54' TW=99.63' (Dynamic Tailwater)
1=Exfiltration FP Media (Exfiltration Controls 0.13 cfs)

Secondary OutFlow Max=1.43 cfs @ 12.12 hrs HW=104.52' TW=101.31' (Dynamic Tailwater)
2=Overflow Pipe (Weir Controls 1.43 cfs @ 1.69 fps)

Pond 2P: FocalPoint 1



Summary for Pond 3P: R-Tank 1

Inflow Area = 0.655 ac, 83.92% Impervious, Inflow Depth = 4.54" for 25-Year Storm event
Inflow = 3.05 cfs @ 12.10 hrs, Volume= 0.248 af
Outflow = 1.29 cfs @ 12.34 hrs, Volume= 0.248 af, Atten= 58%, Lag= 14.2 min
Primary = 1.29 cfs @ 12.34 hrs, Volume= 0.248 af
Routed to Reach 2R : POI 1

Routing by Dyn-Stor-Ind method, Time Span= 0.00-72.00 hrs, dt= 0.01 hrs
Peak Elev= 102.09' @ 12.34 hrs Surf.Area= 1,564 sf Storage= 4,234 cf

Plug-Flow detention time= 380.7 min calculated for 0.248 af (100% of inflow)
Center-of-Mass det. time= 380.6 min (1,159.6 - 779.0)

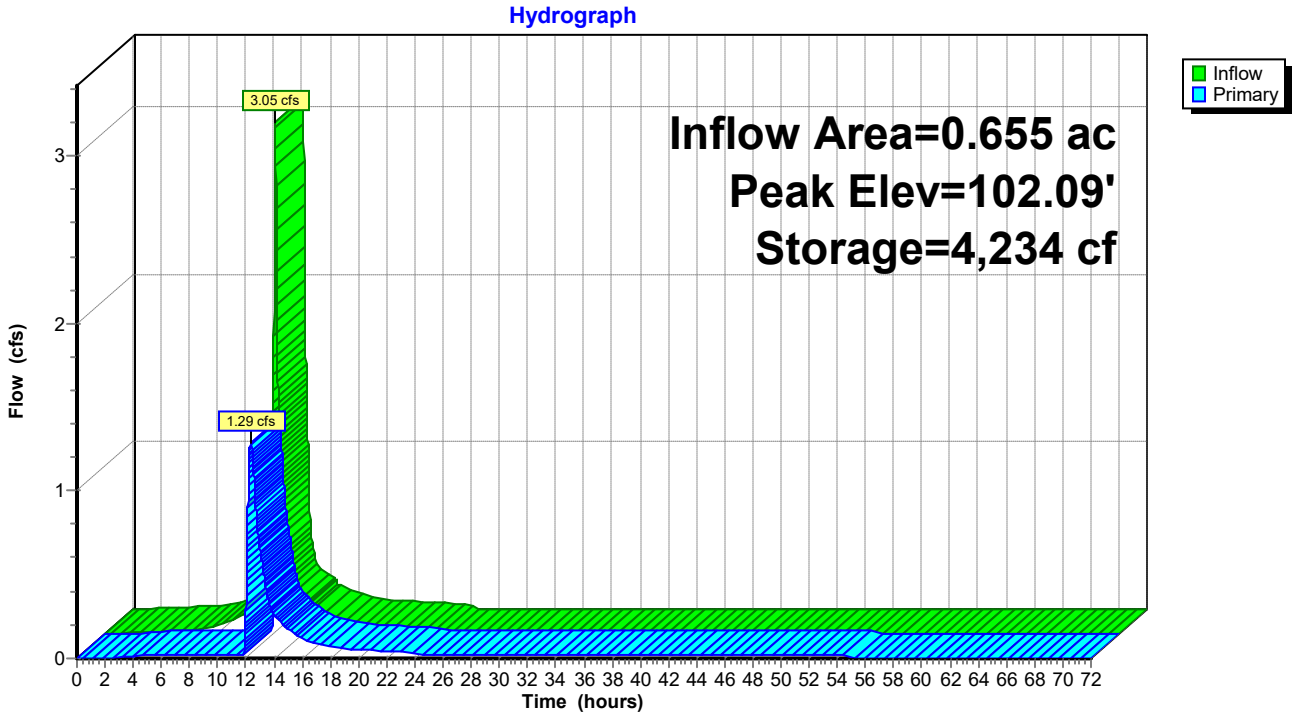
Volume	Invert	Avail.Storage	Storage Description
#1A	98.43'	1,126 cf	**27.62'W x 55.61'L x 4.07'H Field A** 6,254 cf Overall - 3,440 cf Embedded = 2,814 cf x 40.0% Voids
#2A	98.68'	3,268 cf	**Ferguson R-Tank HD 2** x 396 Inside #1 Inside= 15.7"W x 33.9"H => 3.52 sf x 2.35'L = 8.3 cf Outside= 15.7"W x 33.9"H => 3.70 sf x 2.35'L = 8.7 cf 396 Chambers in 18 Rows
#3	98.68'	133 cf	**6.00'D x 4.69'H Vertical Cone/Cylinder**
		4,526 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	98.43'	**12.0" Round 12" out of OCS** L= 90.0' Ke= 0.900 Inlet / Outlet Invert= 98.43' / 98.00' S= 0.0048 '/' Cc= 0.900 n= 0.013, Flow Area= 0.79 sf
#2	Device 1	98.43'	**0.02 cfs Exfiltration at all elevations**
#3	Device 1	100.20'	**4.0" Vert. Orifice/Grate-wqv** C= 0.600 Limited to weir flow at low heads
#4	Device 1	100.49'	**4.0" Vert. Orifice/Grate-2yr peak** C= 0.600 Limited to weir flow at low heads
#5	Device 1	101.19'	**3.0" Vert. Orifice/Grate-10 yr peak** C= 0.600 Limited to weir flow at low heads
#6	Device 1	102.08'	**6.0' long x 0.7' breadth Weir-25 yr peak** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 Coef. (English) 2.76 2.82 2.93 3.09 3.18 3.22 3.27 3.30 3.32 3.31 3.32

Primary OutFlow Max=1.29 cfs @ 12.34 hrs HW=102.09' TW=0.00' (Dynamic Tailwater)
└─**1=12" out of OCS** (Passes 1.29 cfs of 5.09 cfs potential flow)
  ├─**2=Exfiltration** (Exfiltration Controls 0.02 cfs)
  ├─**3=Orifice/Grate-wqv** (Orifice Controls 0.55 cfs @ 6.31 fps)
  ├─**4=Orifice/Grate-2yr peak** (Orifice Controls 0.50 cfs @ 5.76 fps)
  ├─**5=Orifice/Grate-10 yr peak** (Orifice Controls 0.21 cfs @ 4.23 fps)
  └─**6=Weir-25 yr peak** (Weir Controls 0.01 cfs @ 0.21 fps)

Pond 3P: R-Tank 1



PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue
(66 FEET WIDE)

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

"City Hospital Drive"
Access & Utility Easement

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

Benchmark:
Top of Flush Granite Monument
with Brass Plug - Elev.= 106.10'
per City Datum

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

Point Of Beginning -
Exhibit C Common Use Ground
Book 6822, Page 176

223.61' S56°30'10"E

174.50' N14°10'50"E

S26°55'25"W 165.77'

184.86'(total)
N56°30'10"W
127.41'
20.13'
35.46'

N26°21'50"E 93.00'(total)
1.86'
2.00'

N62°23'10"W 207.01'

N64°29'30"W

N62°56'00"W
104.50'
135.50'(total)

N26°55'50"E 83.21'

N26°55'50"E 80.96'

20' Wide Access Easement

20' Wide Utility Easement

N14°10'50"E 64.00'

S14°10'50"W 109.00'

124.28'(total)
N75°39'50"W
94.00'

20.49'
9.79'
20.00'
11.00'

1S
A
B
C
SF
SCF
POI

CMP1
CMP2
CMP123S
CMP123.1

Paved Sidewalk
Paved
Paved Parking
Old Broken Pavement
Island
Sign
Ramp
Edge of Brush (typical)
Hold For Line
Center of Easement
EXIST. METRO/BUS SHELTER
EXIST. BIT. SIDEWALK
Brickpoint Lane
Marked "Abutters"
NO PARKING
EX. CB RIM=102.94
12" PVC INV. OUT=97.98
EX. CB RIM=100.19
SUMP=91.70
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80
Lot 1

NORTH

PREDEVELOPMENT PEAK FLOW DISCHARGE SUMMARY

	POI 1
2 YR	0.58 CFS
10 YR	1.52 CFS
25 YR	2.38 CFS

LEGEND

1 — SUBCATCHMENT AREA

A — TIME OF CONCENTRATION FLOW PATH

WATERSHED BOUNDARY

POI — POINT OF INTEREST

SF — SHEET FLOW

SCF — SHALLOW CONCENTRATED FLOW

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

20 0 10 20 40
1 inch = 20 ft.

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Rev.	Date	Revision

Rev.	Date	Revision
2	7/8/2025	REVISED PER STAFF COMMENTS
1	6/6/2025	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A.00
File Name: BARRON-WS-PRE.dwg		

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An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: PREDEVELOPMENT WATERSHED MAP

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. W1

PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

NORTH

EX SAN 12"RCP

EX SAN–12"VIT

Brighton Avenue
(66 FEET WIDE)

Benchmark:
Top of Flush Granite Monument with Brass Plug –Elev.= 106.10' per City Datum

CMP123S

CMP123.1

1A
Paved Sidewalk

1C
DIRECT ENTRY: 6 MINUTES

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

Edge of Curb (typical)

CMP1

A

SF

SCF

B

1B
52 PARKING SPACES
(11 ADA)

CMP2

Paved

EX. CB RIM=102.94
12" PVC INV. OUT=97.98

EX. CB RIM=100.19
SUMP=91.10
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80

POI

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

"City Hospital Drive"
Access & Utility Easement

Island

Sign

Lot 1

EX. CATCH BASIN

EXIST. METRO/BUS SHELTER

EXIST. BIT. SIDEWALK

EXIST. EDGE OF PAVEMENT

ONE WAY

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

20 0 10 20 40
1 inch = 20 ft.

PEAK FLOW DISCHARGE SUMMARY

	PRE	POST
2 YR	0.58 CFS	0.29 CFS
10 YR	1.52 CFS	1.30 CFS
25 YR	2.38 CFS	2.31 CFS

LEGEND

1 — SUBCATCHMENT AREA

A — TIME OF CONCENTRATION FLOW PATH

WATERSHED BOUNDARY

POI — POINT OF INTEREST

SF — SHEET FLOW

SCF — SHALLOW CONCENTRATED FLOW

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

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Rev.	Date	Revision
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1	6/6/2025	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00
File Name: BARRON–WS–POST.dwg		

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Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: POSTDEVELOPMENT WATERSHED MAP

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. W2

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PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue
(66 FEET WIDE)

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

"City Hospital Drive"
Access & Utility Easement

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

Benchmark:
Top of Flush Granite Monument
with Brass Plug - Elev.= 106.10'
per City Datum

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

Lot 1

EX SAN
12 RCP

EX SAN-12"VIT

EX CB RIM=102.94
12" PVC INV. OUT=97.98

EX CB RIM=100.19
SUMP=97.70
12" PVC INV.=95.09
12" PVC INV. OUT=94.80

PEAK FLOW DISCHARGE SUMMARY		
	PRE	POST
2 YR	0.58 CFS	0.29 CFS
10 YR	1.52 CFS	1.30 CFS
25 YR	2.38 CFS	2.31 CFS

LEGEND:

- AREA TREATED BY FOCALPOINT
- AREA SENT TO R-TANKS ONLY
- UNTREATED AREA
- 1 — SUBCATCHMENT
- POI — POINT OF INTEREST
- 4P — STORAGE BMP

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

1 inch = 20 ft.

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File Name: BARRON-WS-POST.dwg		

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Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: WATER QUALITY MAP

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. WQ

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City of Portland ME: Low-Impact Design Requirements

Owner / applicant name:	Developers Collaborative
Representative name:	Stephen Bushey, PE - Gorrill Palmer (Agent)
Project address:	Barron Ctr - Brighton Ave
Project CBL:	269 B 041
Application ID (if known):	

	Maximum Points	How to Apply	Points Awarded	LID Standard / Approach
CORE METHODS: Wetlands, Streams, & Drainage				
Protect natural drainage paths	Required			
Shoreland Zoning	Required			
Meeting DEP and ACOE standards for stream crossings	Required			
Protect wetlands	12	Select one option	12	Select a site that does not have wetlands or vernal pools = 12pts
				Project maintains a 50' set-back / no-disturb buffer to all wetlands = 10pts
				Project maintains a 25' set-back / no-disturb buffer to all wetlands = 7pts
				Project does not place structures in wetlands and avoids wetlands impacts from construction and stormwater discharges = 5pts
				Project replicates impacted wetlands elsewhere on site or within watershed = 3pt
				Project pays wetlands impact fee = 0pts
Permanently protect stream (intermittent and perennial) and riparian buffers *(exclusive of approved stream crossings; must include a no-disturb zone with markers installed and deed restriction recorded at registry of deeds)*	12	Select one option	12	Select a site with no streams = 12pts
				Permanently protect all 100ft shoreline buffers = 10pts
				Permanently protect all 75ft shoreline buffers = 7pts
				Permanently protect all 50ft shoreline buffers (intermittent streams) = 6pts
				Permanently protect all 50ft shoreline buffers (required minimum for perennial streams) = 5pts
				Permanently protect all 25ft shoreline buffers (required minimum for intermittent streams) = 5pts
Stream crossings	12	Select one option	12	Select a site with no streams = 12pts
				Avoid any stream crossings = 10pts
				All stream crossings use a bridge or open bottom culvert structure sized at 1.2 times the bank full width of the stream = 10pts
				All stream crossings use Maine Stream Smart Principles to preserve natural pre-development drainage pathways = 6pts
CORE METHODS: Natural Areas & Habitat				
Preserve threatened or endangered species habitat	Required (Beginning with Habitat Maps at a minimum)			
Protect 30% of trees over 10" DBH	Required (Tree survey required)			
Protect intact, contiguous forests and native trees over 10" DBH	8	Select one option	8	All development and land disturbance outside of existing wooded/forested areas (no site clearing in prior 10 years) = 8pts
				Protect 50% of trees over 10" DBH = 6pts
				Protect 40% of trees over 10" DBH = 4pt

CORE METHODS: Soils & Slopes				
USDA Web Soil Survey	Required (provide details how soil limitations will be mitigated)			
Avoid steep slope disturbance	5	Select one option	5	Selecting a site without slopes 15% or greater = 5pts
				Maintain >20' undisturbed vegetated buffer to all slopes 15% or greater = 3pts
				Maintain 10-20' undisturbed vegetated buffer to all slopes 15% or greater = 2pts
				Maintain 1-10' undisturbed vegetated buffer to all slopes 15% or greater = 1pt
				Disturbance of any slope 15% or greater = 0pts
Protect soils	5	Select one option	5	Redevelopment sites = 5pts
				Detailed, site-specific soil survey; preparation of a Soil Management and Protection Plan; protect highly permeable soils = 5pts
Limit site disturbance and earthwork	8	Select one option		Redevelopment limits disturbance to existing footprint = 8pts
			8	New development disturbs less than 50% of existing undeveloped site area = 8pts
				New development disturbs less than 75% of existing undeveloped site area = 6pts
				New development disturbs greater than 75% of existing undeveloped site area = 0pts
Soil preparation & minimizing compaction	6	Select all options that apply	3	Till soils to a depth of at least 10" prior to revegetation = 3pts
				Organic matter amendments as needed based on soil tests = 3pts
CORE METHODS: Landscaping				
Low-Impact Landscaping	6	Select all options that apply		Redevelopment sites reduce lawn area by 50%, provided no increase in impervious area (lawn becomes landscaping) = 2pt
				New development results in >50% non-impervious developed area is landscaping = 2pt
			2	Use only native vegetation for landscaped areas = 2pts
			2	Using only locally-sourced landscape materials = 2pt
CORE METHODS: Impervious Area & SW Management				
Meeting City's stormwater management standards	Required			
Reduce impervious and increase permeable surfaces	10	Select all options that apply, up to a maximum of 10 points		50% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 6pts
				Minimize parking impervious area by using only the minimum required number of parking spaces, the minimum required parking lot dimensions, maximizing compact spaces and utilizing low-turnover standard parking space width reductions = 4pt
				25% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 3pts
			2	Minimize roadway impervious area by developing roadways and driveways at the minimum width and using minimum number of curb cuts = 2pt
			2	Reducing the number of driveways by using a shared driveway design = 2pt
			2	Providing transportation alternatives (such as bike share, car share, or similar) = 2pt
Use GI / natural stormwater treatment systems	12	Select all options that apply	6	Treatment requirements and conveyance achieved through vegetated systems = 6pts
			3	No more than 1-acre of drainage per treatment system = 3pts
				Increase time of concentration on site (1" 25 year storm event) = 3pts
Limit / eliminate salt use	4	Select one option	4	Detailed winter maintenance agreement, with annual reporting requirement, limiting chloride use (required in UIS watersheds) = 4pts

Bonus Points				
Bonus points are offered for strategies that may go above and beyond typical approaches; may offer particularly innovative site design or engineering ; or may help achieve the larger goal of low-impact development on a regional scale.	10			Utilizing structured parking = 10pts
	10			Utilizing a green roof for at least 50% of a newly developed or redeveloped building roof = 10pts
	10			Restoration of previously disturbed natural resources (minimum 500 square feet of restoration) = 10pts
	10			BMPs designed for known water quality impairment within watershed = 10pts
	10			Connecting to City sewer from a site >200 ft from existing City infrastructure = 10pts
	6			Detention of 1.5 times the required volume = 6pts
	6			Treatment for 1.5 times the required water quality volume = 6pts
	6			Innovative LID site design and/or stormwater improvement - 6pts
	10			Establishing a Traffic Demand Management plan for projects under 50,000ft = 10pts
	Total Possible Points **178**		**Total Points Awarded** **88**	**Minimum points required for approval of LID strategies and techniques** **80**

Wendy Marsh <wmarsh57@aol.com> Thu, Jul 17, 2025 at 5:32 PM

To: "rperkinshigh@prosperityme.org" <rperkinshigh@prosperityme.org>, "bunker.kevin@gmail.com" <bunker.kevin@gmail.com>, "agraminski@portlandmaine.gov" <agraminski@portlandmaine.gov>, "council@portlandmaine.gov" <council@portlandmaine.gov>

Cc: Ann Eagan <annmeagan@icloud.com>

Hello,

I am sending this to all of you because I'm not sure who handles what. This is in regards to the low income housing that that may be built at the Baron Center.

I do not understand why you want to put this large unit in the space that is too small for it. You already had to redo the design for the unit. It is going to create a big impact on our tranquil, peaceful, and quiet neighborhood.

I spoke to someone that lives at Loring house and they did not know anything about this project. I thought there was a meeting with them and the Barron Center staff.

We have enough traffic on the street. I was under the impression that a traffic survey was going to be done. I have not seen that. Speeding is another big issue. We did have a solar powered warning sign however it has been taken down. It would be nice to have one like what they have on Capisic St and Frost St. The sign is solar powered, shows the speed that you are going and flashes too fast if you are going too fast.

Parking is another concern. People park on the street as it is and some days it's like a gauntlet to get through. From the design that I saw I do not think there's going to be enough parking for the residences. That means more parking on our street.

A couple of weeks ago they were two sets of people that went to every front yard and was detecting where the water and sewer lines were. What is that all about? We were told that the housing project would link into Brighton Avenue. But don't we already drain there? Several of my neighbors, including myself, have had flooding issues in our backyards. I did send a video to one of you.

I see that Portland just bought a piece of land, that was a failed housing development, in Bayside that was sold for 2.5 million yet it was bought back for 15 million. It looks like that makes the criteria for what you are looking for. Near schools, near bus line, also it is near some of the services. It appears that it is more developed than the Baron Center, which will have trees ripped down and a respite area destroyed.

I do understand our desperate need for affordable housing. However, our neighborhood cannot absorb another development. We have Sagamore, the rehab clinics, and the halfway houses.

Thank you,

Wendy Marsh

Sean Murphy <murphys49@yahoo.com> Jul 30, 2025, 9:22:54 PM (6 days ago)
to PlanningBoard@portlandmaine.gov

Dear Chair Mazur and Members of the Planning Board,
Thank you for the opportunity to comment on this proposed project at 1125 Brighton Avenue. I attended the first public meeting and left feeling that the public's concerns were largely addressed. However, a recent article in the July 26, 2025 issue of the Portland Press Herald raised two issues I thought would be helpful to clarify and confirm. None of these comments should be construed as being in opposition to the project currently before the Planning Board.

Interconnection of Projects
The RFP issued by the City in the winter of 2024 called for "proposals from qualified developers to develop affordable housing on up to two (2) vacant sites on City-owned land located at 1125 Brighton Avenue". At the public meeting, members of the public raised concerns about the second site, which is located against the northern border of the property, as it is separated from the public streets and in closer proximity to residential homes. In response the Applicant downplayed the buildability of that site due to existing natural resources and other issues. The Portland Press Herald article, on the other hand, suggested a much more optimistic view of the potential for development of this second project.

There certainly is no issue with a developer advancing one project before another. However, given the lack of a mention of this potential second site in their workshop presentation, it feels appropriate for the Planning Board to at least be made aware of this potential second project.

Housing Units
At the meeting, the Applicant was asked how they would meet the RFP requirement that "a successful proposal will prioritize the safety and well-being of Barron Center residents, as well as residents in the Loring House and adjacent residential neighborhood(s)." As recorded in the minutes of the June 25th Neighborhood meeting, the Applicant stated that the "50 unit project will include a 30% set aside for Family housing associated with the existing Bayside family shelter and a 70% set aside for qualifying families based on income." However, the Portland Press Herald article, in discussing the 30% referrals from Portland public services, states "many of whom will likely be exiting the family shelter".

It is possible that there was a misunderstanding in the writing of the article but to avoid any confusion it feels reasonable to have the Applicant confirm for the record the statement made at the neighborhood meeting, as it goes to the project purpose. I would also suggest that this commitment be memorialize in some manner at an appropriate point in the process, although I would leave it to City staff to determine the best method to do that.

Thank you for your consideration.

Sean Murphy
Penwood Drive
Portland, Maine

PROJECT PARCEL SITE		
ZONING: MIXED-USE ZONE B-2		
PORTLAND TAX ASSESSOR'S MAP AND LOT NUMBERS		
MAP	BLOCK	LOT
269	B	01

CURRENT LAND OWNER:
CITY OF PORTLAND
389 CONGRESS STREET
PORTLAND, ME 04101

C.C.R.D. BOOK 716, PAGE 17

DEVELOPER / CO-APPLICANTS:
Developers Collaborative Predevelopment LLC
631 STEVENS AVE, SUITE 203
PORTLAND, ME 04103
CONTACT: KEVIN BUNKER/LAURA READING
207.772.7673
bunker.kevin@gmail.com

Prosperity ME
175 LANCASTER STREET, SUITE 216A
PORTLAND, ME 04101
ATTN: ROBBY PERKINS-HIGH
rperkinshigh@prosperityme.org

SITE DEVELOPMENT PLANS

FOR

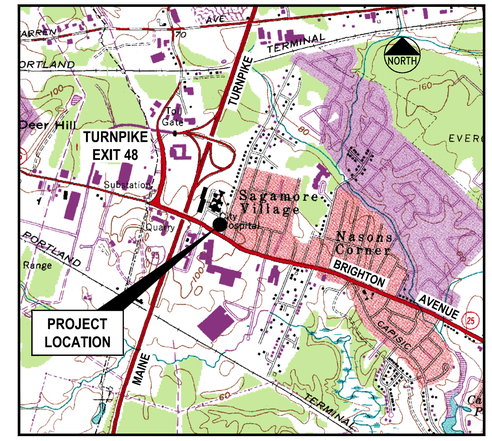
PROSPERITY PLACE-SITE #1

50 UNIT HOUSING

BARRON CENTER CAMPUS

1125 BRIGHTON AVENUE, PORTLAND, MAINE

PERMIT PLANS - AUGUST 2025 PL-003379-2025



LOCATION MAP
N.T.S.

INDEX

C-1.0 COVER SHEET
C-1.1 GENERAL NOTES & LEGEND
C-1.2 BOUNDARY SURVEY (BY NADEAU LAND SURVEY)
C-1.3 PREVIOUS RECORDING PLAN (BY OWEN HASKELL, INC)
C-1.4 OVERALL CAMPUS EXISTING CONDITIONS AERIAL
C-1.5 PEDESTRIAN ACCESS & SITE CIRCULATION PLAN
C-2.0 EXISTING CONDITIONS & REMOVALS PLAN
C-3.0 SITE LAYOUT & UTILITY PLAN
C-4.0 GRADING, DRAINAGE & EROSION CONTROL PLAN
C-5.0 SITE DETAILS
C-5.1 SITE DETAILS
C-5.2 SITE DETAILS
C-5.3 SITE DETAILS
C-5.4 STORMWATER MANAGEMENT DETAILS
C-5.5 STORMWATER MANAGEMENT & UTILITY DETAILS
C-6.0 SITE LIGHTING-PHOTOMETRICS PLAN (BY EXPOSURE LIGHTING)

ALL PERMITS ARE ANTICIPATED TO HAVE CONDITIONS ATTENDANT WITH THEIR APPROVAL. THE CONTRACTOR SHALL REVIEW ALL PERMITS AND THE CONDITIONS ATTENDANT WITH APPROVALS PRIOR TO THE START OF THE WORK. UNLESS OTHERWISE STIPULATED BY THE CONTRACT DOCUMENTS, THE CONTRACTOR IS REQUIRED TO COMPLY AND FULFILL ALL CONDITIONS OF APPROVAL.

I HEREBY ACKNOWLEDGE THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MAINE AND THAT I AM COMPETENT TO PREPARE THIS DOCUMENT.

UTILITIES

WATER:
PORTLAND WATER DISTRICT
225 DOUGLASS STREET
P.O. BOX 3553
PORTLAND, MAINE 04104
207.761.8310
CONTACT: ROBERT BARTELS
rbartels@pwd.org

SEWER:
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PUBLIC SERVICES DIVISION
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PORTLAND, MAINE 04103
207.874.8840
CONTACT: KEITH GRAY / BRAD ROLAND

ELECTRIC:
CENTRAL MAINE POWER
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207.842.2367
CONTACT: JAMIE COUGH / KATHERINE DUMONT

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NORTHERN UTILITIES / UNITIL
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207.541.2536
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carpenters@unitil.com

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

DIG SAFE:
CALL BEFORE YOU DIG
DIAL 811 (AT LEAST 72 HRS IN ADVANCE)

PERMITS / APPROVALS

LOCAL	GOVERNING BODY	STATUS
MAJOR SITE PLAN APPLICATION:	CITY OF PORTLAND PLANNING AUTHORITY CITY HALL, CONGRESS STREET PORTLAND, MAINE 04103 207.874.8608 CONTACT: KEVIN KRAFT - DIRECTOR ANDREW GRAMINSKI - PLANNING REVIEW MANAGER	MAJOR SITE PLAN APPLICATION: JUNE 06, 2025 RESUBMISSION: JULY 8,2025 WORKSHOP: JULY 22,2025 PUBLIC HEARING: AUGUST 12, 2025
BUILDING PERMIT:	CITY OF PORTLAND CODE ENFORCEMENT OFFICE CITY HALL, CONGRESS STREET PORTLAND, MAINE 04103 207.874.8900	BY OWNER/ARCHITECT
UTILITY OPENING PERMITS:	CITY OF PORTLAND PUBLIC SERVICES DIVISION 212 CANCO ROAD PORTLAND, MAINE 04103	BY CONTRACTOR
STREET OPENING PERMIT:	CITY OF PORTLAND PUBLIC SERVICES DIVISION 212 CANCO ROAD PORTLAND, MAINE 04103	BY CONTRACTOR

CONSULTANT LIST

CIVIL ENGINEER:
Gorrill Palmer Consulting Engineers Inc.
300 SOUTHBOROUGH DRIVE, SUITE 200
SOUTH PORTLAND, MAINE 04106
207.772.2515
ATTN: STEPHEN BUSHEY
sbushey@gorrillpalmer.com

SURVEYOR:
Nadeau Land Survey
91B BRIGHTON AVE
PORTLAND, ME 04102
207.878.7870
ATTN: JIM NADEAU, PLS
jim@nadeaulandsurveys.com.com

ARCHITECT:
Invivid Architecture
631 STEVENS AVE, SUITE 200
PORTLAND, ME 04103
207.939.7602
ATTN: VIRGINIA STANLEY AIA
virginia@invividarchitecture.com

LANDSCAPE ARCHITECT:
Aceto Kimball Landscape Architecture
424 FORE STREET
PORTLAND, ME 04101
207.939.7602
ATTN: GRACE McNEIL
207.221.3390

LIGHTING CONSULTANT:
Exposure Lighting
501 ISLINGTON STREET, SUITE 1A
PORTSMOUTH, NH 03801
603.601.8080
ATTN: STEVE WEATHERBIE
cell. 207.823.0623

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
2025.08.04
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
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File Name: BARRON-COVER.dwg		

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South Portland, ME 04106

Drawing Name: COVER SHEET
Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine
Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-1.0

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GENERAL NOTES:

1. THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
2. THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
8. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND TECHNICAL REQUIREMENTS AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF THE FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE. PRODUCTION OF RECORD PLANS AND PROCESSING OF PERFORMANCE GUARANTEE MONIES SHALL BE IN ACCORDANCE WITH SECTION 13.10 OF THE LAND USE RE CODE.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SAFE ACCESS AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS ON THE BARRON CENTER CAMPUS THROUGH OUT THE LIFE OF THE PROJECT.

SITE LAYOUT NOTES:

1. ALL HANDICAP PARKING SPACES ARE TO RECEIVE HANDICAP SIGNS AND PAVEMENT MARKINGS AS ILLUSTRATED ON THE DETAIL SHEETS.
2. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.01, 703.07, AND 609.04, AND THE CITY OF PORTLAND TECHNICAL MANUAL, WHICHEVER IS MORE STRINGENT.
3. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
4. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE STANDARD DUTY PAVEMENT.
5. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS AND STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.
6. SEE DETAILS FOR PARKING STALL DIMENSIONS, HANDICAP SYMBOLS, SIGNS AND SIGN POSTS.
7. STOP BARS SHALL BE 12" WIDE.
8. PAINTED ISLANDS SHALL BE 4" WIDE DIAGONAL LINES @ 3'-0" O.C. BORDERED BY 4" WIDE LINES.

GRADING & DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF n = 0.013 OR LESS.
2. AN "AS-BUILT" CERTIFICATION OF THE STORMWATER DRAINAGE SYSTEM BY A REGISTERED ENGINEER IS REQUIRED PRIOR TO THE OWNER ACCEPTING THE BUILDING AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT.
3. SEE EXISTING CONDITIONS PLAN FOR BENCHMARK INFORMATION.
4. ALL DISTURBED AREAS NOT TO BE PAVED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM, SEED, FERTILIZER AND MULCH.
5. COMPACTION REQUIREMENTS:

LOCATION	MINIMUM COMPACTION
SUBBASE AND BASE GRAVEL BELOW PAVED OR CONCRETE AREAS	95%
SUBGRADE FILL BELOW PAVED AREAS	90%
TRENCH BEDDING MATERIAL AND SAND BLANKET BACKFILL	95%
BELOW LOAM AND SEED AREAS	90%
STRUCTURAL FILL WITHIN PROPOSED BUILDING AREA	95%
SELECT FILL ADJACENT BUILDING FOUNDATIONS, EXTERIOR FOUNDATIONS, AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE	95%

*ALL PERCENTAGES OF COMPACTION SHALL BE OF THE MAXIMUM DRY DENSITY AT THE OPTIMUM MOISTURE CONTENT AS DETERMINED AND CONTROLLED IN ACCORDANCE WITH ASTM D-1557.

6. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
7. CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. CRITICAL AREAS INCLUDE BUILDING ENTRANCE AND EXIT RAMPS ADJACENT TO THE BUILDING AND ALONG NEW CURBED AREAS. ALL ADA COMPLIANT PARKING SPACES SHALL BE PAVED WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. ALL SIDEWALKS SHALL BE PAVED WITH A 1.5% (2% MAX.) CROSS SLOPE.

UTILITY NOTES:

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE WORK CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR AND THE BUILDING PLANS. SITE WORK WITHIN 5 FEET OF UNDERSLAB UTILITIES SHALL CONSIST OF TRENCHING AND BACKFILLING. ACTUAL UTILITY INSTALLATION SHALL BE BY THE MEP CONTRACTOR. ALL REQUIRED CONNECTION FEES SHALL BE PAID BY THE GENERAL CONTRACTOR.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH CONSOLIDATED COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC WORKS DEPARTMENT.
4. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER.
5. COORDINATE ALL UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS. IN CASE OF CONFLICT, THE MORE STRINGENT STANDARDS SHALL APPLY.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY.
7. UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO UTILITY COMPANY STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.

LANDSCAPE NOTES:

(SUBJECT TO COORDINATION WITH LANDSCAPE DRAWINGS. IN CASE OF CONFLICT, THE LANDSCAPING DRAWINGS SHALL GOVERN.)

1. ALL PLANTS SHALL BE NURSERY GROWN AND WORKMANSHIP SHALL CONFORM TO THE AMERICAN ASSOCIATION OF NURSERYMEN, STANDARDS AND SHALL BE SUBJECT TO THE APPROVAL OF THE OWNERS REPRESENTATIVE BEFORE AND AFTER PLANTING.
2. PLANTS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR AFTER INSPECTION AND ACCEPTANCE, AND SHALL HAVE AT LEAST 80% HEALTHY GROWTH AT THE END OF THE GUARANTEED PERIOD.
3. ALL DISTURBED AREAS NOT TO BE PAVED OR OTHERWISE TREATED SHALL RECEIVE 4" LOAM, SEED, FERTILIZER, AND MULCH.
4. THREE (3) INCH BARK MULCH IS TO BE USED AROUND THE TREE AND SHRUB PLANTING AS SPECIFIED IN THE DETAILS. WHERE BARK MULCH IS USED IN A CURBED ISLAND, THE BARK SHALL MEET THE TOP INSIDE EDGE OF THE CURB. ALL OTHER AREAS SHALL RECEIVE 4" LOAM, SEED, FERTILIZER AND MULCH.
5. THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN.
6. ALL PLANT MATERIAL SHALL BE APPROVED BY THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO ARRIVAL ON THE SITE.
7. PLANT MATERIAL SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS TO THE ORIGINAL PLANTING GRADE PRIOR TO DIGGING.
8. THE CONTRACTOR SHALL LOCATE, VERIFY, AND MARK ALL EXISTING AND NEWLY INSTALLED UNDERGROUND UTILITIES PRIOR TO ANY LAWN WORK OR PLANTING. ANY CONFLICTS WHICH MIGHT OCCUR BETWEEN PLANTINGS AND UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE OWNER SO THAT ALTERNATE PLANTING LOCATIONS CAN BE DETERMINED.
9. NO SUBSTITUTION OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE OWNER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PLANTING AND LAWNS AGAINST DAMAGE FROM ONGOING CONSTRUCTION. THIS PROTECTION SHALL BEGIN AT THE TIME THE PLANT IS INSTALLED AND CONTINUE UNTIL THE FORMAL ACCEPTANCE OF ALL THE PLANTINGS.
11. SEE PLANTING DETAILS FOR WEED BARRIER INFORMATION.

EROSION CONTROL NOTES:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES. CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER EROSION CONTROLS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
3. PRIOR TO PAVING, THE CONTRACTOR SHALL FLUSH SILT FROM ALL STORM LINES.
4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCE AS IT BECOMES SATURATED WITH MUD TO ENSURE THAT IT FUNCTIONS TO CAPTURE MUD FROM THE TIRES OF CONSTRUCTION VEHICLES DURING CONSTRUCTION. THE PURPOSE OF THE CONSTRUCTION ENTRANCE IS TO KEEP ADJACENT STREETS CLEAR OF DIRT AND MUD, SWEEPING OF THE ROADWAYS SHALL BE PERFORMED BY THE CONTRACTOR.
6. SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO TOPSOIL FOR USE IN LANDSCAPING OPERATIONS.
7. THE CONTRACTOR IS CAUTIONED THAT FAILURE TO COMPLY WITH THE SEQUENCE OF CONSTRUCTION, EROSION / SEDIMENT CONTROL PLAN, AND OTHER PERMIT REQUIREMENTS MAY RESULT IN MONETARY PENALTIES AS ENFORCED BY THE MEDEP OR LOCAL AGENCIES. THE CONTRACTOR SHALL BE ASSESSED ALL SUCH PENALTIES AT NO COST TO THE OWNER OR PERMITTEE.
8. PROVIDE INLET PROTECTION BARRIERS AROUND ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AS SHOWN AND MAINTAIN FOR THE DURATION OF THE PROJECT UNTIL PAVEMENT HAS BEEN INSTALLED.
9. INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCH OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE EFFICIENCY FILTER. REPLACE ALL FILTERS WHEN SEDIMENT IS $\frac{1}{3}$ THE STRUCTURE HEIGHT.
10. THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION & SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONVERSATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991"

LEGEND

EXISTING		PROPOSED	
	EXISTING STRUCTURE	BUILDING	
	EDGE OF TRAVEL WAY, PAVEMENT, ROADS, DRIVES	PROPERTY LINE	
	CURBING	RETAINING WALL	
	PROPERTY LINE	CURBING	
	EASEMENT LINE	SLIPFORM CONCRETE	
OHW	OVERHEAD ELECTRIC LINES / OVERHEAD WIRES	EDGE OF PAVEMENT	
G	UNDERGROUND GAS MAIN	GRADING CONTOUR LINE	100
T	UNDERGROUND TELEPHONE LINE	SPOT ELEVATION	+ 100.31
6"W 6"W	WATER LINE	GUARD POST/BOLLARD	
WV	WATER GATE VALVE	POLE WITH LIGHT FIXTURE(S)	
EX SD	STORM DRAIN LINE	WALL-MOUNTED LIGHTING FIXTURE	
EX SAN	SANITARY SEWER LINE	FREESTANDING SIGN	
	ROADWAY PAVEMENT STRIPING	BARRIER FREE PARKING SYMBOL	
X	FENCE	PEDESTRIAN CROSSWALK	
104	EXISTING CONTOUR LINE	DIRECTION OF TRAFFIC FLOW	
	EXISTING WETLANDS	UNDERGROUND TELEPHONE / CABLE	UGTIC
	UTILITY POLE	UNDERGROUND ELECTRIC/TELEPHONE	UGE/T
	SIGN	WATER LINE	6" W
	LIGHT POLE	SEWER LINE	8" SAN
	CATCH BASIN	GAS LINE	G
MH	SEWER MANHOLE	STORM DRAIN LINE	12" SD
	HYDRANT	HYDRANT	
	TREES, LANDSCAPING	WATER GATE VALVE	
		WATER SHUT OFF VALVE	
		MANHOLE	
		CATCH BASIN	
		RIPRAP	
		SILT FENCE	SF
		CHAIN LINK OR SAFETY FENCE	X X
		WOOD FENCE	
		SILTSACK	
		TRANSFORMER PAD	T

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE — STEPHEN R. BUSHEY — 08.04.25 — LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A.00
File Name: BARRON-GEN NOTES.dwg		

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An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
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South Portland, ME 04106

Drawing Name: GENERAL NOTES & LEGEND

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-1.1

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PLAN REFERENCES:

1. "PLAN DEPICTING THE RESULTS OF AN ALTA/ACSM LAND TITLE SURVEY, MADE FOR, WISHROCK HOUSING PARTNERS & INVESTMENT GROUP, NORTHWESTERLY SIDELINE OF HOLM AVENUE, PORTLAND, MAINE", PREPARED BY NADEAU LAND SURVEYS, PLAN DATE 02/08/2016, RECORDED IN CCRD PLAN BOOK 216, PAGE 56, ON MARCH 8, 2016.
2. "RECORDING PLAT OF CITY HOSPITAL HOUSING FOR ELDERLY, PORTLAND, MAINE, FOR CITY HOSPITAL HOUSING ASSOC.", BY OWEN HASKELL, INC., DATE NOV. 8, 1984, RECORDED IN CCRD IN PLAN BOOK 148, PAGE 67, ON JULY 11, 1985. REVISED PLAN RECORDED IN CCRD PLAN BOOK 196, PAGE 39, ON JULY 12, 1991.
3. PLAN DEPICTING THE RESULTS OF A BOUNDARY & TOPOGRAPHIC SURVEY OF A PROPOSED LEASE AREA PARCEL MADE FOR DEVELOPERS COLLABORATIVE BY NADEAU LAND SURVEYS, PLAN DATE 6/6/2025 JOB #2252411B1.
4. PORTLAND SEWER SYSTEM INFILTRATION INFLOW ANALYSIS BY T.Y. LIN, MAP 11-39 DATE 1988.

PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue (66 FEET WIDE)

HOLM AVENUE

Holm Avenue (50± FEET WIDE)

CITY HOSPITAL DRIVE

"City Hospital Drive" Access & Utility Easement

SITE 1

EX SMH
RIM 106.5+/-
INV. 98.05 (PER PLAN REF 4)

EX SAN 12"RCP

EX SAN–12"VIT

TRENCH CUT AND REPAIR PER CITY REQUIREMENTS FOR SEWER SERVICE

POLE TO BE REMOVED (BY CONSOLIDATED AFTER LINE IS RELOCATED)

CMP TO REVIEW OVERHEAD LIGHT RELOCATION

TESTPIT TO LOCATE WATER AND REMOVE THE SERVICE CONNECTION PER P.W.D. REQUIREMENTS.

REMOVE & REPLACE SIDEWALK

(UNDER MORATORIUM UNTIL 5/14/2026)

REMOVE / RESET EXISTING GRANITE MONUMENT PER CITY STANDARD DETAIL I-8 (LICENSED SURVEYOR REQUIRED)

Benchmark: Top of Flush Granite Monument with Brass Plug – Elev.= 106.10' per City Datum

EXISTING CONCRETE RAMP MEASURED TO BE ADA COMPLIANT

Concrete Ramp

CMP1 (SEE NOTE 1)

CMP123S

CMP123.1

223.61' S56°30'10"E

Paved Sidewalk

REMOVE VALVES, TYP.

FORMER WATER SERVICE HAS BEEN ABANDONED PER PWD RECORDS. REMOVE PIPE / VALVES IF ENCOUNTERED DURING EXCAVATION

PROPOSED LEASE LIMIT LINE

EXISTING DRIVEWAY

REMOVE PAVEMENT AND SALVAGE EXISTING GRAVELS, TYP.

S26°55'28"W 165.77'

Edge of Curb (typical)

TRENCH CUT AND REPAIR PER CITY REQUIREMENTS FOR WATER SERVICE

N14°10'50"E 174.50'

POLE TO BE REMOVED (BY OTHERS)

CMP2.1

PARKING LOT

PROTECT TREES

REMOVE TREE / STUMP

PROTECT TREE OR AS DIRECTED BY CITY ARBORIST

REMOVE TREES/STUMPS, TYP. (EXACT COUNT TO BE DETERMINED BY CONTRACTOR)

CMP2

127.41' 184.86'(total) N56°30'10"W 20.13' 35.46' 1.86'

Point Of Beginning Exhibit C Common Use Ground Book 6822, Page 176

TRENCH CUT FOR STORM DRAIN AND RESTORE PAVEMENT

SAWCUT EXISTING PAVEMENT

N25°21'50"E 92.00'(total)

ACCESS EASEMENT TO SITE #1 (SEE CCRD PLAN BOOK 148 PAGE 67)

FORMER WATER SERVICE HAS BEEN ABANDONED PER PWD RECORDS.

EXISTING PARKING FOR LORING HOUSE TO REMAIN OPEN AT ALL TIMES

20' Wide Access Easement

N26°55'50"E 83.21'

N26°55'50"E 80.96'

CORE HOLE TO ACCEPT NEW STORM DRAIN

EX. CB RIM=102.94
12" RVC INV. OUT=97.98

EX. CB RIM=100.19
SUMP=91.70
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80

LORING HOUSE LEASE LIMIT ASSOCIATED WITH LOT 1

EXIST. BIT. SIDEWALK

EXIST. EDGE OF PAVEMENT

ONE WAY

N62°23'10"W

N74°15'00"W 25.42'

20.00'

11.00'

20.00'

24'

N62°56'00"W 135.50'(total)

104.50'

Point Of Beginning Exhibit E Easement Book 6822, Page 176

PROTECT TREES

BARRON CENTER/LORING HOME MAIN ENTRANCE

64.00'

3.4'±

Island

Paved

124.28'(total) N75°39'50"W 94.00'

Sign

20.49'

9.79'

N64°29'30"W

Lot 1

EXISTING LORING HOUSE APARTMENTS

EX. CB

6"± OUT

EX. DECID. TREE

EX. CB

4"IN

12"SD

EX. CB

12"SD

EX. ASH TREE

EX. SEATING AREA

EX. ASH TREE

EX. GAZEBO

EX. OAK TREE

EXIST. METRO/BUS SHELTER

EX. VISITOR PARKING LOT

EX. ADA SPACES

GRANITE CURB

Paved Parking

Old Broken Pavement

Paved

EX BIT SIDEWALK

Held For Line

Point Of Beginning Exhibit C Common Use Ground Book 6822, Page 176

Blue Point Line Marked "Abutters"

NORTH

20 0 10 20 40

1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

NOTES:

1. CONSOLIDATED HAS AN AIR DRYER ON CMP 1 POLE. THEY ARE COORDINATING WITH CMP TO VERIFY IF THE AIR DRYER CAN BE RELOCATED TO POLE 2 ON HOLM AVENUE OR IF A NEW POLE SHOULD BE SET.
2. BRIGHTON AVENUE IS UNDER MORATORIUM UNTIL 5/14/2026. ANY UTILITY CUTS INTO BRIGHTON AVENUE PRIOR TO THE MORATORIUM END DATE WILL REQUIRE THAT THE APPLICANT REPAVE THE FINISHED SURFACE OF THE STREET PER THE CITY'S MORATORIUM STANDARDS. ALL PAVEMENT CUTS IN THE CITY RIGHT-OF-WAY SHALL BE REPAIRED PER THE MINOR EXCAVATION PAVEMENT REPAIR DETAILS (PRIOR TO PAVING THE FINISHED SURFACE) FOUND IN THE **RULES AND REGULATIONS FOR EXCAVATION ACTIVITY WITHIN THE PUBLIC RIGHT-OF-WAY.**

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A00
File Name: BARRON–EX & DEMO.dwg		

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Drawing Name: EXISTING CONDITIONS & REMOVALS PLAN

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-2.0

U:\Developers Collaborative\0129762A.00 – City of Portland Barron Ctr Hsg 1st RFP\Z – CAD\DWG\BARRON–EX & DEMO.dwg 8/4/2025 2:52 PM

PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue
(66 FEET WIDE)
(UNDER ROAD OPENING MORATORIUM UNTIL 5/14/2026)

HOLM AVENUE

CITY HOSPITAL DRIVE

RECONSTRUCT MANHOLE INVERT FOR NEW CONNECTION
RIM = 106.5 ±
INV. = 98.05 ±

6" SAN
L = 38'
S = 0.005 MIN.

PROPOSED 4' DIA. SMH 1
(PRIVATE-REQUIRES REVOCABLE LICENSE)
RIM - 107.0 (MATCH EXISTING)
INV. IN - 98.35
INV. OUT - 98.25 (WITH BACKFLOW PREVENTER)

PROPOSED 5' WIDE CONCRETE SIDEWALK PER CITY TECHNICAL STANDARDS (ON BRIGHTON)

GRASSED ESPLANADE (WIDTH VARIES)

WALL-MOUNTED LIGHT FIXTURE, TYP. - SEE LIGHTING / PHOTOMETRICS PLAN FOR DETAILS

RETIRE EXISTING ASSEMBLY IN ACCORDANCE WITH P.W.D. REQUIREMENTS - REFER TO EXISTING CONDITIONS & REMOVALS PLAN, SHEET C-2.0

PROPOSED RISER POLE

EXISTING CONCRETE RAMP TO REMAIN (VERIFIED ADA COMPLIANT)

(PROTECT AS NEEDED)
Benchmark:
Top of Flush Granite Monument with Brass Plug - Elev. = 106.10' per City Datum

6" SAN
L = 3'
S = 0.0208

EX SAN–12"VIT

RECONSTRUCT CONCRETE RAMP PER CITY OF PORTLAND 'TECHNICAL MANUAL'

REMOVE AND REPLACE TIPDOWN FOR NEW CONCRETE ADA RAMP (TYP.)

POLE UNDER REVIEW - TO BE REMOVED / RESET BY UTILITY

ALL ROAD OPENINGS TO BE CONDUCTED IN ACCORDANCE WITH THE CITY OF PORTLAND **RULES AND REGULATIONS FOR EXCAVATION ACTIVITY WITHIN THE PUBLIC RIGHT-OF-WAY,** REVISED JUNE 2000 (TYP.)

12"x6" TS & V (FIRE)

12 x 4 TS & V (DOMESTIC)

3.5' MIN. SEPARATION

Paved Sidewalk

CMP PULLBOX, TYP.

MATCH SIDEWALK PAVEMENT, TYP.

UGE/T/C

OHE

EXIST. METRO/BUS SHELTER

APPLICANT TO COORDINATE INSTALLATION OF A FLASHING YELLOW ARROW SIGNAL HEAD CONFIGURATION FOR THE LEFT TURN MOVEMENT ENTERING THE RETAIL PLAZA AS A CONDITION OF APPROVAL OR PAY CONTRIBUTION AS DETERMINED BY THE PLANNING AUTHORITY

N22°51'S56°30'10"E

4 STORY BUILDING - 50 UNITS
(SEE FLOOR PLANS BY INVIVID)
F.F.E. 107.25

3 BED
2 BED
1 BED
6" FIRE ENTRY
MECH
4" DOMESTIC SERVICE
STAIR B
STAIR A
ELEV
TRASH
BIKE STOR.
OFFICE
MAIL
LAUNDRY
ELEC ROOM
COMMUNITY ROOM

6" SAN
INV. OUT = 98.55±

CMP PULLBOX (IF REQUIRED BY CMP)

ELECTRICAL METER BANK ON OUTSIDE OF BUILDING, TYP.

PATIO WITH PAVERS, TYP. OWNER RESERVES RIGHT TO MODIFY SURFACE TO C.I.P. CONCRETE

BITUMINOUS SIDEWALK, TYP. (SEE LS PLAN FOR TREE PLANTINGS TO SATISFY SRI REQUIREMENTS)

SLIPFORM CONCRETE CURB, TYP.

CURB STOP, TYP.

ADA SIGN, TYP.

S65°55'25"W 165.77'

FLUSH

TRANSFORMER PAD (SIZE T.B.D.) WITH SCREEN ENCLOSURE OR LANDSCAPE PLANTINGS

MATCH SIDEWALK PAVEMENT, TYP.

SNOW STORAGE (TYP.)
NOTE: SNOW STORAGE SHALL NOT ENCROACH ON WALKWAYS

PROPOSED LEASE LIMIT LINE (SEE BOUNDARY SURVEY BY NADEAU SURVEY)

8 FUTURE EV READY

STANDARD-DUTY BIT. PAVEMENT, TYP.

22 PARKING SPACES
(6 ADA)

9 FUTURE EV READY

SNOW STORAGE

127.41'
184.86'(total)
N56°30'10"W

SLIPFORM CONCRETE CURB, TYP.

MATCH EXISTING CURB, TYP.

FUTURE PARKING (< 25 SP) SUBJECT TO MINOR SITE PLAN REVIEW BY PLANNING AUTHORITY

MATCH EXISTING PAVEMENT, TYP.

EXISTING LEASE LIMIT LINE

N26°27'50"E 72.00'
92.00'(total)

EXIST. BIT. SIDEWALK

EXIST. EDGE OF PAVEMENT

ONE WAY

N62°23'10"W

N74°15'00"W 25.42'

EXIST. EDGE OF PAVEMENT

CITY HOSPITAL DRIVE

N64°29'30"W

EXISTING LORING HOUSE APARTMENTS

EX. VISITOR PARKING LOT

EX. ADA SPACES

GRANITE CURB

FREESTANDING LIGHT FIXTURE, TYP. - SEE LIGHTING / PHOTOMETRICS PLAN FOR DETAILS

SEE LANDSCAPE PLANS FOR ALL RESTORATION/PLANTINGS, TYP.

EX. CB RIM=102.94
12" PVC INV. OUT=97.98

20' Wide Access Easement

N26°55'50"E 80.96'
N28°35'50"E 83.21'

EX. CB RIM=100.19
SUMP=91.70
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80

104.50'
N62°56'00"W
135.50'(total)

20.00'
11.00'
20.00'

Held For Line

Beginning
Easement
2, Page 176

"City Hospital Drive"
Access & Utility Easement

64.00'

Island

Paved

124.28'(total)
N75°39'50"W

20.49'
9.79'

Sign

B-2 ZONE
100.00'
RN-3 ZONE

Paved

TEST PIT EXISTING UTILITIES, TYP.

UTILITY TRENCH SAWCUT LIMITS, TYP.

BEGIN GRASSED ESPLANADE ON HOLM AVENUE

LEVEL 2 EV CHARGING (TYP. OF 3 STATIONS - 6 VEHICLES TOTAL) (17 ADDITIONAL EV-READY FOR TOTAL OF 23)

EXISTING TREE TO REMAIN

5' WIDE BITUMINOUS ASPHALT SIDEWALK PER CITY TECHNICAL STANDARDS, TYP. (ON HOLM AVE)

END SIDEWALK

N17°45'00"E 174.50'

Holm Avenue

(NOT ON MORATORIUM LIST)

EX. FIRE HYDRANT

EX SMH 12" RCP

CMP1

CMP2

CMP3

CMP4

CMP5

CMP6

CMP7

CMP8

CMP9

CMP10

CMP11

CMP12

CMP13

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CM

PINE TREE SHOPPING CENTER

BRIGHTON AVENUE

Brighton Avenue
(66 FEET WIDE)

EX SAN 12 RCP

EX SAN–12"VIT

Benchmark:
Top of Flush Granite Monument with Brass Plug - Elev.= 106.10' per City Datum

SEE STRUCTURAL / ARCHITECTURAL PLANS FOR ENTRY PAD FROST PROTECTION REQUIREMENTS, TYP.

Paved Sidewalk

106.50

4" FOUNDATION DRAIN, TYP.

EX. CATCH BASIN

EXIST. METRO BUS SHELTER

4 STORY BUILDING - 50 UNITS
(SEE FLOOR PLANS BY INVIVID)

F.F.E. 107.25

3 BED
2 BED
2 BED
1 BED
1 BED
BIKE STOR.
OFFICE
LAUNDRY
MECH
MAIL
ELEC ROOM
COMMUNITY ROOM
ELEV
TRASH
STAIR B
STAIR A
3 BED
1 BED
1 BED
2 BED
2 BED

HOLM AVENUE

Holm Avenue
(50 FEET WIDE)

Edge of Gulch (typical)

12" RD
L=5'
S=0.005

2' DIA. FIELD INLET
RIM 106.75 ±
8" SD OUT

8" SD

12" SD
L=32'
S=0.005

107.25

107.00

106.70

106.20

106.80

106.40

106.90

104.85

DMH
RIM 106.9
INV. IN (12" RD) 102.00
INV. IN (4" FD) 102.00
INV. OUT (12" SD) 100.16

TC 106.58
BC 106.00

107.30

106.32

106.62

33 PARKING SPACES
(6 ADA)

SILT FENCE OR EQUIVALENT
SILT BARRIER AT LIMIT OF
WORK / TOE OF SLOPE , TYP.

Paved

FOCALPOINT SWM

RAIN GUARDIAN INLET
ELEV. 104.75

SUBSURFACE R-TANK STORAGE SYSTEM - SEE FERGUSON DESIGN SHEETS - OWNER RESERVES RIGHT TO MODIFY STORAGE TO AN EQUIVALENT PRODUCT

STABILIZED CONSTRUCTION ENTRANCE

106.35

107.10

106.50

12" SD
L=3'
S=0.0050

104.65

CMP2

OCS
RIM 105.4
INV. IN 98.41
INV. OUT 98.41
SEE DETAIL ON SHEET C-5.4

12" SD
L=90'
S=0.0045

INSPECTION PORTS BROUGHT TO GRADE

MATCH EXISTING PAVEMENT, TYP.

MAINTAIN ACCESS CLEAR OF MUD / DEBRIS AT ALL TIMES - SWEEP PAVEMENT AS NEEDED, TYP.

RN-3 ZONE

B-2 ZONE

EX. CB RIM=102.94
12" PVC INV. OUT=97.98

EX. CATCH BASIN TO REMAIN
CORE HOLE TO ACCEPT NEW 12" SD
INV. IN 98.00

REPAIR CURB / PAVEMENT SURFACE, TYP.

EX. CB RIM=100.19
SUMP=91.10
12" PVC INV. IN=95.09
12" PVC INV. OUT=94.80

Point Of Beginning
Exhibit E Easement
Book 6822, Page 176

"City Hospital Drive"
Access & Utility Easement

SILT SACK™ DURING CONSTRUCTION, TYP.

EX. CATCH BASIN

Island

Sign

Lot 1

EXIST. BIT. SIDEWALK

EXIST. EDGE OF PAVEMENT

ONE WAY

EXIST. EDGE OF PAVEMENT

CITY HOSPITAL DRIVE

EXISTING
LORING HOUSE
APARTMENTS

EX. VISITOR PARKING LOT

EX. ADA SPACES

GRANITE CURB

GRANITE CURB

NORTH

20 0 10 20 40
1 inch = 20 ft.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00
File Name: BARRON–GRADING.dwg		

This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.

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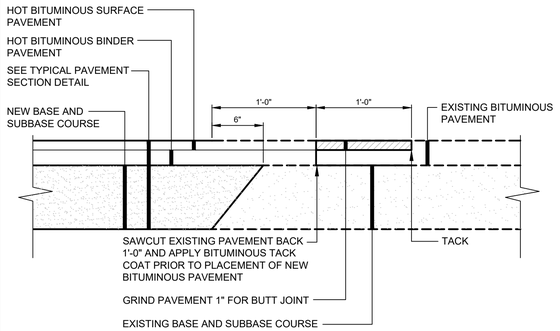
Drawing Name: GRADING, DRAINAGE & EROSION CONTROL PLAN

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-4.0

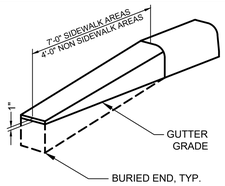
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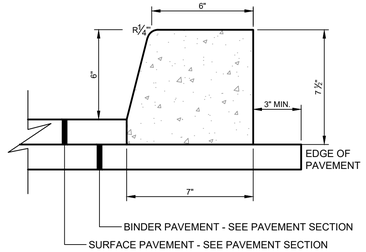
A PAVEMENT SAWCUT DETAIL
N.T.S.

NOTES:

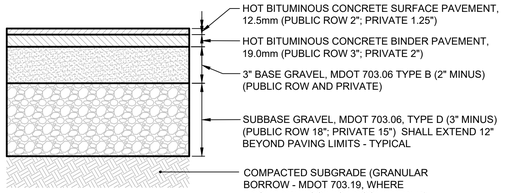
1. 4,000 PSI CONCRETE WITH FIBER REINFORCEMENT.
2. 4% TO 6% AIR ENTRAINMENT.
3. 1" TO 2" SLUMP.
4. APPLY EPOXY TO BINDER PAVEMENT PRIOR TO CURB PLACEMENT.
5. APPLY SALTGUARD ™ TREATMENT TO ALL CONCRETE CURB.



END TRANSITION CURB



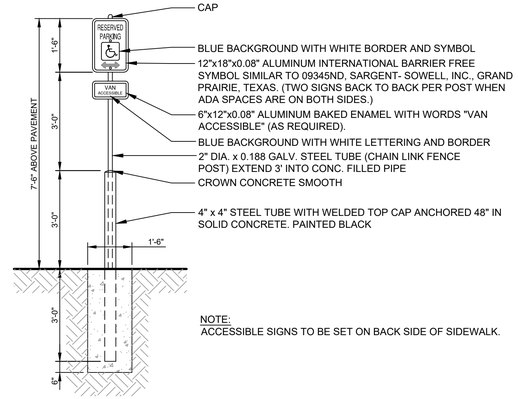
D EXTRUDED SLIPFORM VERTICAL CONCRETE CURB DETAIL
N.T.S.



NOTES:

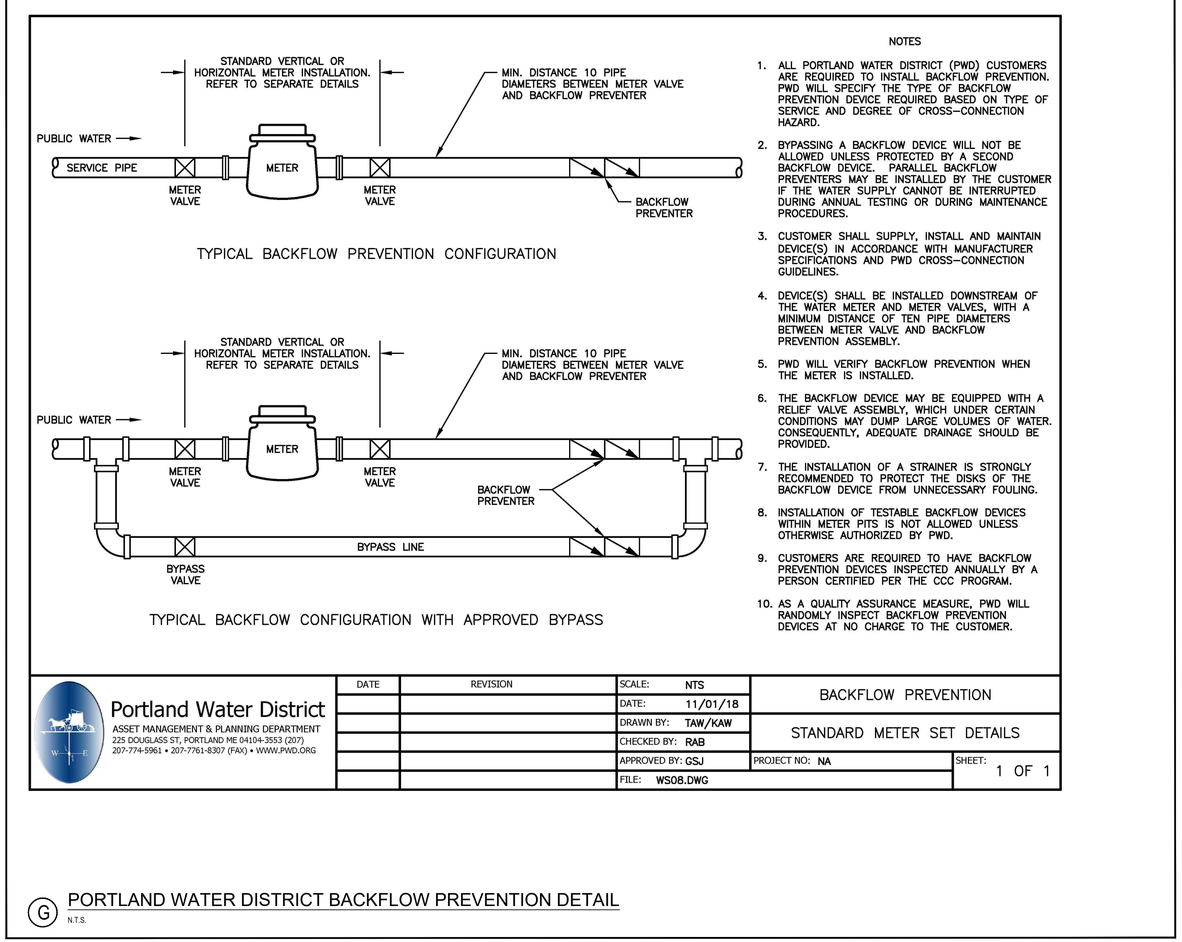
1. APPLY TACK COAT BETWEEN BINDER AND SURFACE COURSES.
2. ALL MATERIALS SHALL CONFORM TO MDOT SPECIFICATIONS, LATEST REVISION AND/OR CITY OF PORTLAND TECHNICAL STANDARD, WHICHEVER IS MORE STRINGENT. COMPACTION OF ALL MATERIALS TO BE IN ACCORDANCE WITH THE SPECIFICATIONS AND THE GEOTECHNICAL REPORT.

B BITUMINOUS CONCRETE PAVEMENT SECTION
N.T.S.



NOTE:
ACCESSIBLE SIGNS TO BE SET ON BACK SIDE OF SIDEWALK.

E BARRIER FREE PARKING SIGN
N.T.S.



TYPICAL BACKFLOW PREVENTION CONFIGURATION

TYPICAL BACKFLOW CONFIGURATION WITH APPROVED BYPASS

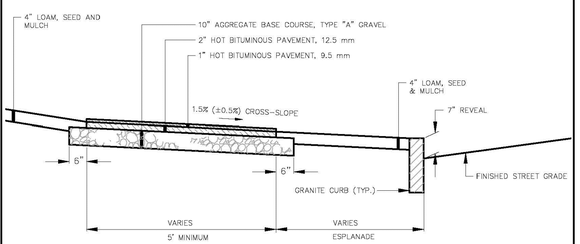
NOTES

1. ALL PORTLAND WATER DISTRICT (PWD) CUSTOMERS ARE REQUIRED TO INSTALL BACKFLOW PREVENTION. PWD WILL SPECIFY THE TYPE OF BACKFLOW PREVENTION DEVICE REQUIRED BASED ON TYPE OF SERVICE AND DEGREE OF CROSS–CONNECTION HAZARD.
2. BYPASSING A BACKFLOW DEVICE WILL NOT BE ALLOWED UNLESS PROTECTED BY A SECOND BACKFLOW DEVICE. PARALLEL BACKFLOW PREVENTERS MAY BE INSTALLED BY THE CUSTOMER IF THE WATER SUPPLY CANNOT BE INTERRUPTED DURING ANNUAL TESTING OR DURING MAINTENANCE PROCEDURES.
3. CUSTOMER SHALL SUPPLY, INSTALL AND MAINTAIN DEVICE(S) IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS AND PWD CROSS–CONNECTION GUIDELINES.
4. DEVICE(S) SHALL BE INSTALLED DOWNSTREAM OF THE WATER METER AND METER VALVES, WITH A MINIMUM DISTANCE OF TEN PIPE DIAMETERS BETWEEN METER VALVE AND BACKFLOW PREVENTION ASSEMBLY.
5. PWD WILL VERIFY BACKFLOW PREVENTION WHEN THE METER IS INSTALLED.
6. THE BACKFLOW DEVICE MAY BE EQUIPPED WITH A RELIEF VALVE ASSEMBLY, WHICH UNDER CERTAIN CONDITIONS MAY DUMP LARGE VOLUMES OF WATER. CONSEQUENTLY, ADEQUATE DRAINAGE SHOULD BE PROVIDED.
7. THE INSTALLATION OF A STRAINER IS STRONGLY RECOMMENDED TO PROTECT THE DISKS OF THE BACKFLOW DEVICE FROM UNNECESSARY FOULING.
8. INSTALLATION OF TESTABLE BACKFLOW DEVICES WITHIN METER PITS IS NOT ALLOWED UNLESS OTHERWISE AUTHORIZED BY PWD.
9. CUSTOMERS ARE REQUIRED TO HAVE BACKFLOW PREVENTION DEVICES INSPECTED ANNUALLY BY A PERSON CERTIFIED PER THE CCC PROGRAM.
10. AS A QUALITY ASSURANCE MEASURE, PWD WILL RANDOMLY INSPECT BACKFLOW PREVENTION DEVICES AT NO CHARGE TO THE CUSTOMER.

Portland Water District
ASSET MANAGEMENT & PLANNING DEPARTMENT
225 DOUGLASS ST, PORTLAND ME 04104-3553 (207)
207-774-5961 • 207-7761-8307 (FAX) • WWW.PWD.ORG

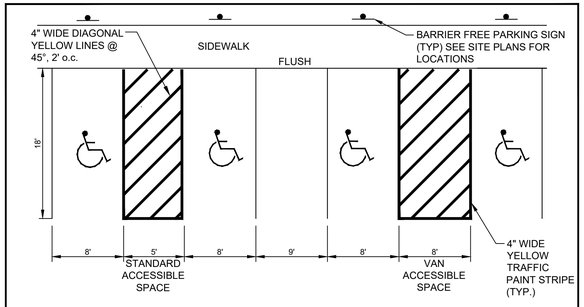
DATE	REVISION		
		SCALE: NTS	BACKFLOW PREVENTION
		DATE: 11/01/18	STANDARD METER SET DETAILS
		DRAWN BY: TAW/KAW	
		CHECKED BY: RAB	
		APPROVED BY: GSJ	PROJECT NO: NA
		FILE: WS08.DWG	SHEET: 1 OF 1

G PORTLAND WATER DISTRICT BACKFLOW PREVENTION DETAIL
N.T.S.



C BITUMINOUS CONCRETE SIDEWALK SECTION
N.T.S.

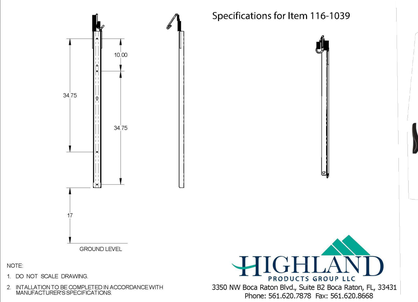
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



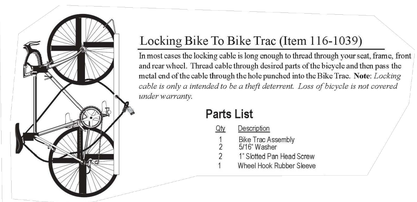
NOTES:

1. ONE IN EIGHT BARRIER FREE SPACES (MIN.) MUST BE VAN ACCESSIBLE. THIS HAS BEEN PROVIDED FOR ON THE SITE LAYOUT PLAN.
2. BARRIER FREE GRAPHIC SYMBOL (PAINTED WHITE) TO BE CENTERED IN PARKING STALL. SYMBOL TO BE PAINTED ON BLUE NON-SKID BACKGROUND.

F TYPICAL BARRIER FREE PARKING STALL DIMENSIONS
N.T.S.



Specifications for Item 116-1039



NOTE:
1. DO NOT SCALE DRAWING.
2. INTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

HIGHLAND PRODUCTS GROUP LLC
3350 NW Boca Raton Blvd., Suite B2 Boca Raton, FL, 33431
Phone: 561.620.7878 Fax: 561.620.8668

Locking Bike To Bike Trac (Item 116-1039)

In most cases the locking cable is long enough to thread through your seat, frame, front and rear wheel. Thread cable through desired parts of the bicycle and then pass the metal end of the cable through the hole punched into the Bike Trac. **Note**: *Locking cable is only a intended to be a theft deterrent. Loss of bicycle is not covered under warranty.*

Parts List

Qty	Description
1	Bike Trac Assembly
2	5/16" Washer
2	1" Slotted Pan Head Screw
1	Wheel Hook Rubber Sleeve

Bike Trac Parking System
Item 116-1039 Mounting Instructions

Mounting Bike Trac

Bike Trac can be mounted to any wall, corner, pillar, or post strong enough to hold the bikes. Each unit comes with two pan head screws which work for mounting the Bike Trac to wooden studs. If mounting to any other surface consult your local hardware store for applicable hardware. Use mounting holes as shown in illustration. **Note:** *To protect wheel, slide rubber sleeve onto wheel hook of Bike Trac.*

Bike Trac Placement

Option 1: Stagger tops of the Bike Tracs (High, Low, High). Approx. space between each 12-15".
Option 2: Level tops of Bike Tracs, hanging every other bike by rear tire. Approx. space between each 15-18".
Option 3: Level tops of Bike Tracs, hanging all bikes by front tire. Approx. space between each 18-21".

Note: Be sure to leave enough room between each Bike Trac so that the bike's handlebars do not interfere with each other. Optimum distance between Tracs will depend on make and model of bike.



WARRANTY

We warrant this product to the first consumer to be free from defect in material and workmanship for a period of one year from date of purchase. (Please retain your sales slip for your records.) Any product or part thereof found to be defective within that period will be replaced without charge provided that: (1) the product was not misused; (2) no alterations or modifications were made; (3) its failure resulted from a defect in material or workmanship and not from normal wear expected in the use of the product; (4) the product or part is delivered, freight prepaid, to Manufactures only obligation shall be to replace such products or parts proved to be defective. Damage to mounting surface is not covered under warranty.

H BIKE RACK DETAILS
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025	
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00	
File Name: BARRON–DETAILS.dwg			

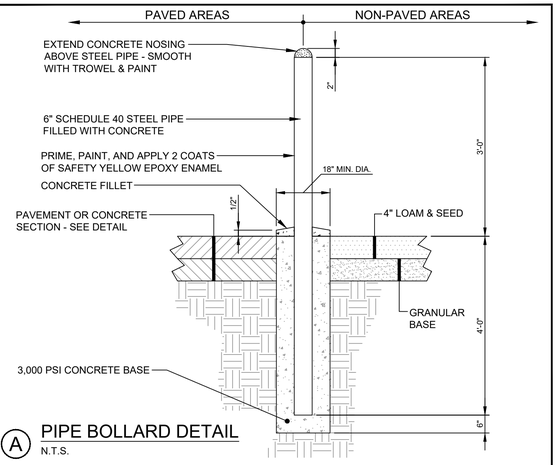
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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name:	SITE DETAILS
Project:	CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING 1125 Brighton Avenue, Portland, Maine
Client:	DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME 175 Lancaster Street, Suite 216A, Portland, Maine 04101

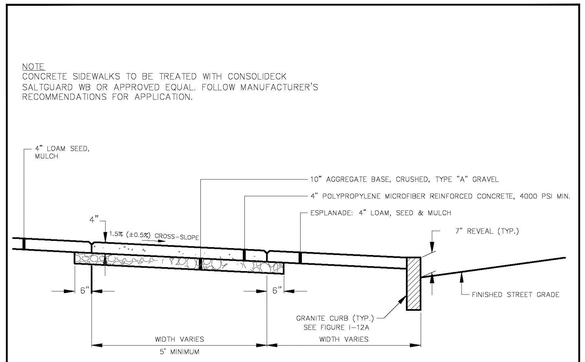
Drawing No. C-5.0

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(A) PIPE BOLLARD DETAIL

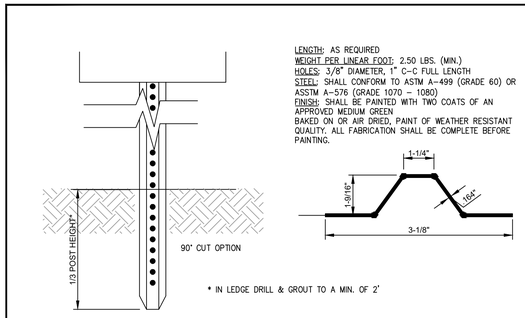
N.T.S.



(D) REINFORCED CONCRETE SIDEWALK DETAIL

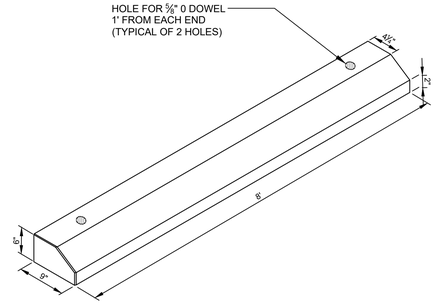
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



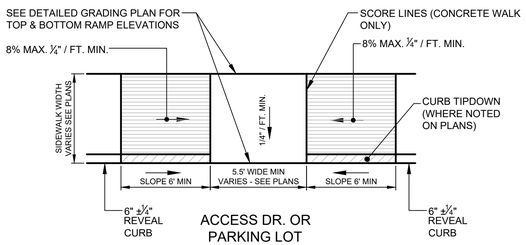
(G) TYPICAL SIGN POST DETAIL

N.T.S.



(J) PRECAST CONCRETE CURB WHEEL STOP DETAIL

N.T.S.



NOTES:

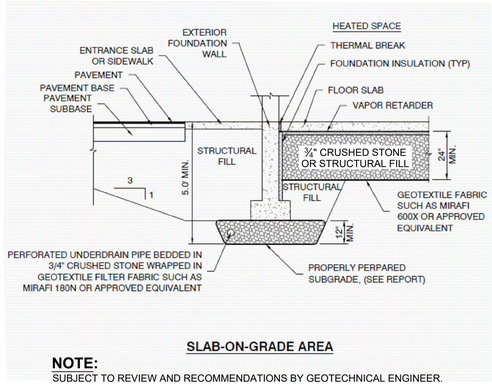
1. RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA).

2. SCORE LINES ARE NOT APPLICABLE TO BITUMINOUS CONCRETE SIDEWALKS.

3. SEE PLANS FOR LOCATION(S) AND TYPES OF CURB.

(B) BARRIER FREE RAMP DETAIL

N.T.S.

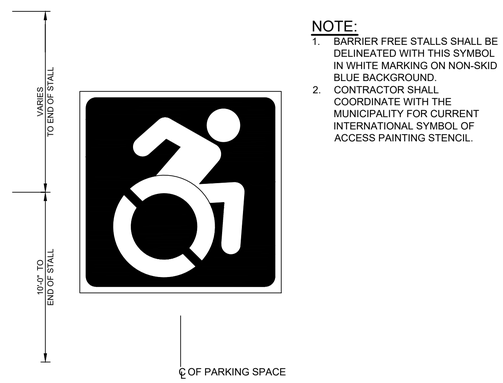


SLAB-ON-GRADE AREA

NOTE:
SUBJECT TO REVIEW AND RECOMMENDATIONS BY GEOTECHNICAL ENGINEER.

(E) BUILDING ENTRANCE SLAB DETAIL

N.T.S.

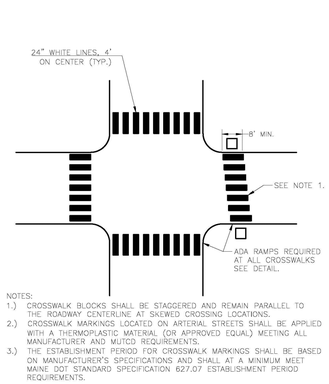


NOTE:

1. BARRIER FREE STALLS SHALL BE DELINEATED WITH THIS SYMBOL IN WHITE MARKING ON NON-SKID BLUE BACKGROUND.
2. CONTRACTOR SHALL COORDINATE WITH THE MUNICIPALITY FOR CURRENT INTERNATIONAL SYMBOL OF ACCESS PAINTING STENCIL.

(H) INTERNATIONAL BARRIER FREE SYMBOL DETAIL

N.T.S.

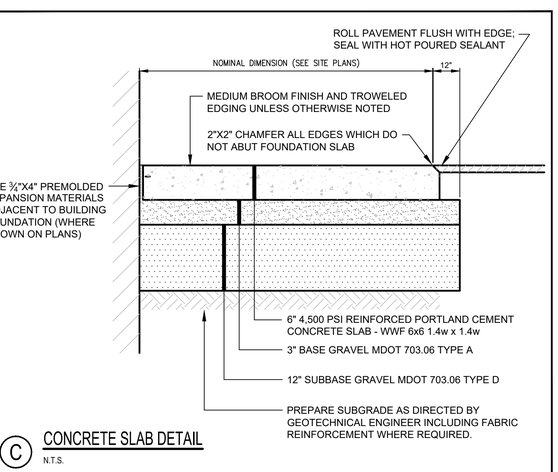


NOTES:
1.) CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
2.) CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL MANUFACTURER AND MUTCD REQUIREMENTS.
3.) THE ESTABLISHMENT 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.

(K) TYPICAL CROSSWALK MARKINGS

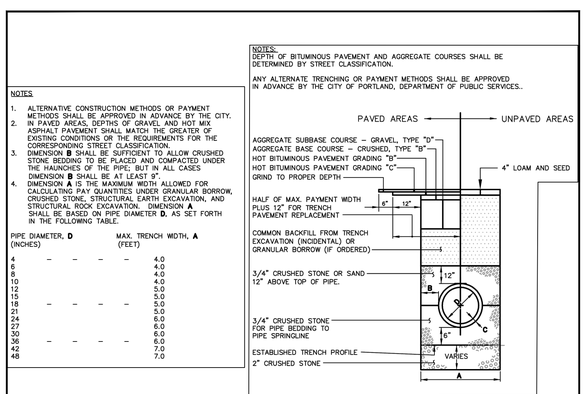
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(C) CONCRETE SLAB DETAIL

N.T.S.



NOTES

1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION **B** SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES DIMENSION **B** SHALL BE AT LEAST 9".
4. DIMENSION **A** IS THE MAXIMUM WIDTH ALLOWED FOR CALCULATING PAY QUANTITIES UNDER GRANULAR BORROW, CRUSHED STONE, STRUCTURAL EARTH EXCAVATION, AND STRUCTURAL ROCK EXCAVATION. DIMENSION **A** SHALL BE BASED ON PIPE DIAMETER **D**, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, **D** (INCHES)	MAX. TRENCH WIDTH, **A** (FEET)
4 – – – –	4.0
6	4.0
8	4.0
10	4.0
12	5.0
15	5.0
18 – – – –	5.0
21	5.0
24	6.0
27	6.0
30	6.0
36 – – – –	6.0
42	7.0
48	7.0

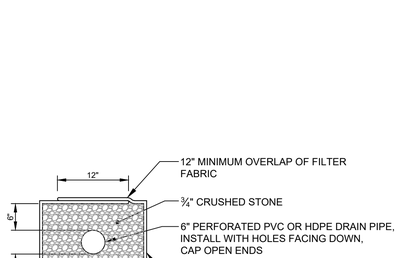
NOTES:
DEPTH OF BITUMINOUS PAVEMENT AND AGGREGATE COURSES SHALL BE DETERMINED BY STREET CLASSIFICATION.

ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES..

(F) TYPICAL PIPE TRENCH INSTALLATION AND NOTES

N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



NOTE:
SUBJECT TO REVIEW AND RECOMMENDATIONS BY GEOTECHNICAL ENGINEER.

(I) TYPICAL FOUNDATION DRAIN DETAIL

N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00
File Name: BARRON-DETAILS.dwg		

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GORRILL PALMER
An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

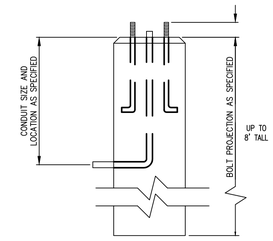
Drawing Name: SITE DETAILS

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

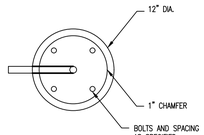
Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-5.1

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FRONT VIEW



TOP VIEW

ITEM #B-401
WEIGHT – SEE CHART BELOW

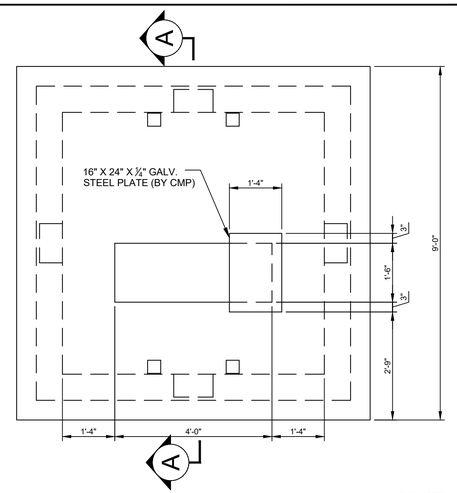
HEIGHT	WEIGHT	ITEM #
4' TALL	472 LBS	B-4014
5' TALL	590 LBS	B-4015
6' TALL	708 LBS	B-4016
7' TALL	826 LBS	B-4017
8' TALL	944 LBS	B-4018

DESIGN NOTES:

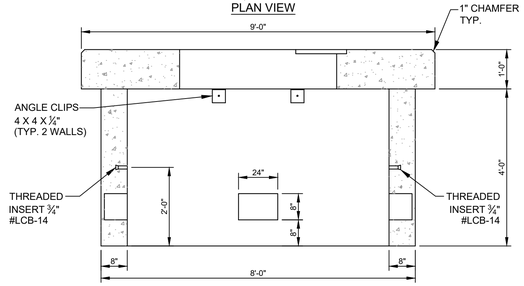
1 – CONCRETE 4000 PSI AT 28 DAYS.
2 – REINFORCING IS AS SPECIFIED. (TYP. 4 – #4 VERTICALLY AND #3 STIRRUPS 12" O.C. HORIZONTALLY)
3 – ANCHOR BOLTS AND GROUNDING AS SPECIFIED.
4 – BALLAST POURED AROUND BASE IF REQUIRED.

PRECAST CONCRETE PRODUCTS OF MAINE, INC. PHONE (207) 729-1628 FAX (207) 729-8710

(A) 12" DIA. LIGHT POLE BASE
N.T.S.



PLAN VIEW



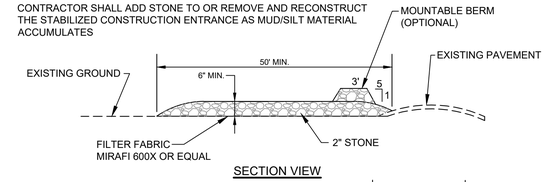
SECTION VIEW

NOTES:

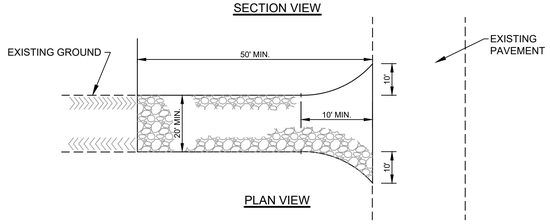
1. CONCRETE MINIMUM COMPRESSIVE STRENGTH 4,000 PSI @ 28 DAYS WITH STEEL REINFORCEMENT. REINFORCING: PAD-#4'S @ 12" O.C. E.W.E.F. BASE-1 MAT OF #4'S @ 12" O.C.
2. AS PER CENTRAL MAINE POWER COMPANY SPECIFICATIONS, AS MANUFACTURED BY SUPERIOR CONCRETE OR EQUAL.
3. ONE 8" x 24" KNOCKOUT PROVIDED EACH WALL.
4. FOR 750 - 5000 KVA THREE PHASE TRANSFORMER.
5. FINISH GRADE SHALL BE GRADED TO ALLOW SURFACE WATER TO FLOW AWAY FROM THE PAD.

(D) TRANSFORMER PAD DETAIL
N.T.S.

NOTE:
CONTRACTOR SHALL ADD STONE TO OR REMOVE AND RECONSTRUCT THE STABILIZED CONSTRUCTION ENTRANCE AS MUD/SILT MATERIAL ACCUMULATES



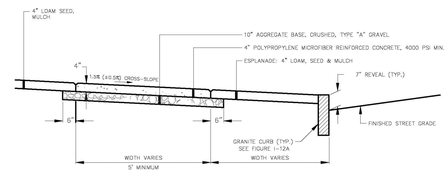
SECTION VIEW



PLAN VIEW

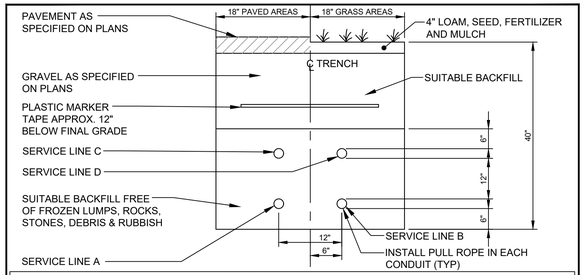
(F) STABILIZED CONSTRUCTION ENTRANCE DETAIL
N.T.S.

NOTE:
CONCRETE SIDEWALKS TO BE TREATED WITH CONSOLIDECK SALIGUARD WB OR APPROVED EQUAL. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR APPLICATION.



(I) REINFORCED CONCRETE SIDEWALK DETAIL
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



CONDUIT TYPE

SERVICE	CONDUIT SIZE	GRASS AREAS	PAVED AREAS	UTILITY	REMARKS
A	2-5"	SCHEDULE 40 PVC ELECTRICAL GRADE	RIGID GALVANIZED STEEL, ASTM A120	POWER	SEE NOTE
B	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120	TELEPHONE	SEE NOTE
C	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120	COMMUNICATION	SEE NOTE
D	2-4"	SCHEDULE 40 PVC	RIGID GALVANIZED STEEL, ASTM A120	SPARES	SEE NOTE

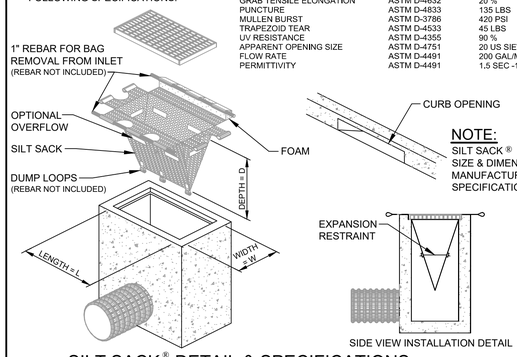
NOTE: ONE CONDUIT CAPPED FOR SPARE, PROVIDE GALVANIZED STEEL LONG SWEEP AT RISER POLE AND EXTEND GALVANIZED CONDUIT TO 10' ABOVE GRADE AT POLE WITH STAND-OFF BRACKETS

(B) UTILITY TRENCH - PRIMARY ELECTRIC, TELEPHONE & COMMUNICATIONS
N.T.S.

NOTE: THE SILT SACK ® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:

HIGH-FLOW SILT SACK ® (FOR USE IN LOW POINTS/SAGS)
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

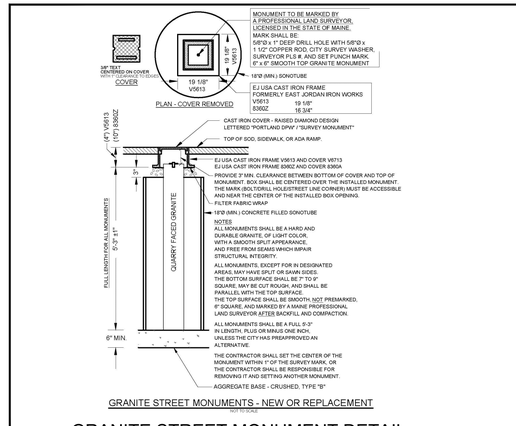
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1



NOTE:
SILT SACK ® SIZE & DIMENSIONS PER MANUFACTURER'S SPECIFICATIONS.

SIDE VIEW INSTALLATION DETAIL

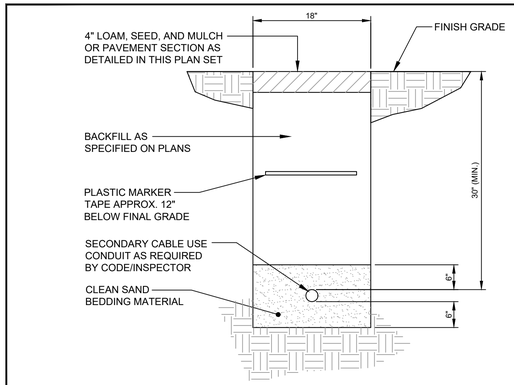
(G) SILT SACK® DETAIL & SPECIFICATIONS
N.T.S.



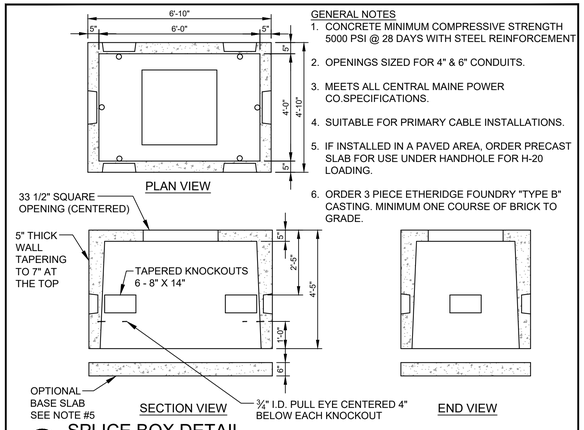
GRANITE STREET MONUMENTS - NEW OR REPLACEMENT

(J) GRANITE STREET MONUMENT DETAIL
N.T.S.

AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



(C) SECONDARY ELECTRICAL TRENCH DETAIL
N.T.S.



GENERAL NOTES

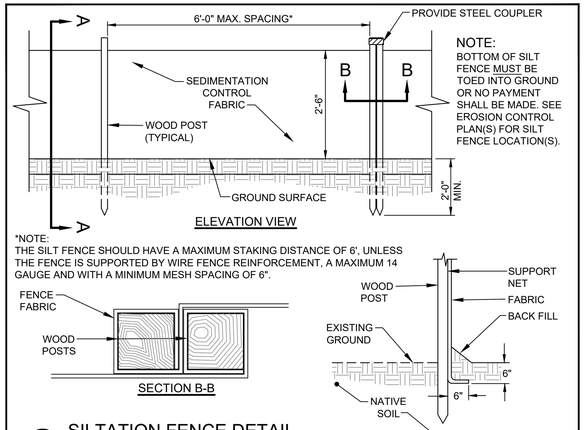
1. CONCRETE MINIMUM COMPRESSIVE STRENGTH 5000 PSI @ 28 DAYS WITH STEEL REINFORCEMENT
2. OPENINGS SIZED FOR 4" & 6" CONDUITS.
3. MEETS ALL CENTRAL MAINE POWER CO.SPECIFICATIONS.
4. SUITABLE FOR PRIMARY CABLE INSTALLATIONS.
5. IF INSTALLED IN A PAVED AREA, ORDER PRECAST SLAB FOR USE UNDER HANDHOLE FOR H-20 LOADING.
6. ORDER 3 PIECE ETHERIDGE FOUNDRY "TYPE B" CASTING. MINIMUM ONE COURSE OF BRICK TO GRADE.

PLAN VIEW

SECTION VIEW

END VIEW

(E) SPLICE BOX DETAIL
N.T.S.



NOTE:
BOTTOM OF SILT FENCE MUST BE TOED INTO GROUND OR NO PAYMENT SHALL BE MADE. SEE EROSION CONTROL PLAN(S) FOR SILT FENCE LOCATION(S).

ELEVATION VIEW

*NOTE:
THE SILT FENCE SHOULD HAVE A MAXIMUM STAKING DISTANCE OF 6', UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT, A MAXIMUM 14 GAUGE AND WITH A MINIMUM MESH SPACING OF 6".

SECTION B-B

SECTION A-A

(H) SILTATION FENCE DETAIL
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.: 0129762A.00
File Name: BARRON–DETAILS.dwg		

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GORRILL PALMER
An LJB Engineering Company

Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE DETAILS

Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine

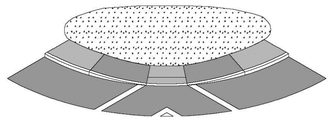
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175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-5.2

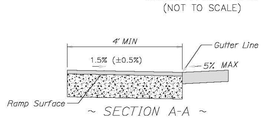
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GENERAL NOTES

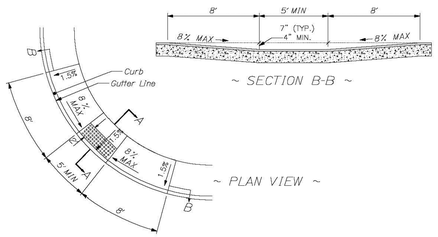
1. DESIGN OF ACCESSIBLE RAMPS AND ASSOCIATED FACILITIES ARE GOVERNED BY THE 2010 AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN, WHICH IS DETAILED IN DOJ SECTION 28 CFR 35.151. ADDITIONAL GUIDANCE AND INFORMATION CAN BE FOUND IN THE PROPOSED PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES PUBLISHED BY THE U.S. ACCESS BOARD. IN ANY CASE WHERE THE DESIGN REQUIREMENTS ARE MORE STRINGENT BETWEEN ADA STANDARDS AND CITY REQUIREMENTS, THE ADA STANDARDS SHALL GOVERN.
2. SIDEWALKS SHALL BE CONSTRUCTED IN BRICK, CONCRETE, OR BITUMINOUS, ACCORDING TO THE SIDEWALK & DRIVEWAY APRON MATERIALS POLICY, UNLESS DIRECTED OTHERWISE BY THE CITY ENGINEER.
3. SIDEWALKS AND RAMPS SHALL BE BUILT ACCORDING TO THE FOLLOWING DIMENSIONS AND GRADES:
   SIDEWALK RUNNING SLOPE: MATCH ADJACENT STREET GRADE
   SIDEWALK CROSS SLOPE: 1.0% MINIMUM, 2.0% MAXIMUM
   SIDEWALK WIDTH: 5'-0" MINIMUM, WIDER PREFERRED
   ESPLANADE (WHERE PROVIDED): 2'-0" MINIMUM, 4'-0" OR GREATER PREFERRED IF LANDSCAPED.
4. TWO CURB RAMPS ARE REQUIRED AT EACH SIDEWALK CORNER. EACH CURB RAMP SHALL CONNECT THE PEDESTRIAN ACCESS ROUTE AT EACH PEDESTRIAN STREET CROSSING. IN ALTERATIONS WHERE PHYSICAL CONSTRAINTS PREVENT TWO CURB RAMPS FROM BEING INSTALLED AT A STREET CORNER, A SINGLE PEDESTRIAN CURB RAMP MAY BE PERMITTED.
5. OPPOSING CURB RAMPS AT A SINGLE CROSSING SHALL ALIGN TO PROVIDE A STRAIGHT PATH OF TRAVEL FROM THE TOP OF THE RAMP TO THE CURB RAMP ON THE OPPOSITE SIDE OF THE ROADWAY TO THE MAXIMUM EXTENT FEASIBLE.
6. ALL SIDEWALKS AND RAMPS SHALL DRAIN TOWARD THE STREET, DRIVEWAY, OR PARKING AREA, WITH A MAXIMUM CROSS SLOPE OF 2.0%.
7. LEVEL LANDINGS (NO GREATER THAN 2.0% SLOPE IN ANY DIRECTION) AT THE BOTTOM OF PERPENDICULAR RAMPS SHALL BE WHOLLY CONTAINED WITHIN MARKED CROSSWALKS.
8. PONDING SHALL NOT BE PERMITTED WITHIN THE CURB RAMP LIMITS. RAMPS SHALL NOT ALTER ROADWAY DRAINAGE PATTERNS.
9. TRANSITION FROM RAMPS TO WALKS OR STREET SURFACE SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. PAVEMENT AT THE STREET SURFACE SHALL BE MILLED AND REPAVED TO ACHIEVE FLUSH CONDITION.
10. CURB RAMP AND FORM WORK SLOPES SHALL BE CHECKED WITH A DIGITAL LEVEL OF AN APPROPRIATE LENGTH. NO PORTION OF A RAMP RUN SHALL EXCEED THE MAXIMUM SLOPE REQUIREMENT.
11. THE COUNTER SLOPE WITHIN 2' OF THE CURB RAMP SHALL BE 5% MAXIMUM. IN ALTERATIONS, IF THE COUNTER SLOPE OF 5% MAXIMUM CANNOT BE ACHIEVED, THE SLOPE ELEVATION MAY BE ADJUSTED SO THAT THE COMBINED COUNTER SLOPE AND RAMP SLOPE DO NOT EXCEED 13.3%.
12. VERTICAL DROP-OFF EDGES TO RAMPS SHALL NOT BE BUILT UNLESS THE RAMP ABUTS AN ESPLANADE OR OTHER AREA NOT TO BE USED BY PEDESTRIANS.
13. AT MARKED CROSSWALKS, THE FULL WIDTH OF THE RAMP OR LANDING SHALL BE CONTAINED WITHIN THE PAVEMENT MARKINGS.
14. DETECTABLE WARNING PANELS SHALL BE PROVIDED ON ALL RAMPS AS PER FIGURE 9 OF THESE STANDARD DETAILS.
15. RAMP FLARES SHOULD BE LOCATED OUTSIDE THE DIRECT LINE OF TRAVEL MOST LIKELY TO BE FOLLOWED BY THE VISUALLY IMPAIRED.
16. SIGNS, POLES, PLANTERS, MAILBOXES, ETC. SHALL NOT BE LOCATED WHERE THEY WILL INTERFERE WITH THE USE OF SIDEWALK RAMPS.
17. SIDEWALK RAMPS SHALL NOT BE LOCATED WHERE USERS MUST CROSS DROP INLET GRATES, MANHOLE COVERS, OR OTHER ACCESS LIDS. IF THIS CANNOT BE AVOIDED, THEN GRATE DESIGN AND PLACEMENT SHALL CONFORM TO ADA REQUIREMENTS.
18. THE PUBLIC SIDEWALK CURB RAMP STANDARDS DEPICTED HERE MAY NOT BE APPROPRIATE FOR ALL LOCATIONS. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. RAMP DESIGNS THAT ARE COMPLIANT WITH ADA BUT NOT LISTED IN THESE DETAILS MAY BE APPROVED BY THE CITY ENGINEER.
19. DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THESE DETAILS AND TO ADA GUIDELINES TO THE MAXIMUM EXTENT FEASIBLE ON ALTERATION PROJECTS, AND WHEN STRUCTURALLY PRACTICABLE ON NEW CONSTRUCTION PROJECTS AS REQUIRED BY THE ADA ACCESSIBILITY GUIDELINES.
20. MAXIMUMS AND MINIMUMS DO NOT HAVE TOLERANCES AND ARE NOT TO BE EXCEEDED OR UNMET.
21. THE STANDARD TURNING SPACE (LEVEL LANDING) IS 4'-0" X 4'-0" SLOPING NO MORE THAN 2.0%. WHERE THE TURNING SPACE SHALL BE 4'-0" MINIMUM BY 5'-0" MINIMUM. THE 5'-0" DIMENSION SHALL BE PROVIDED IN THE DIRECTION OF THE RAMP RUN.
22. DETECTABLE WARNINGS SHALL BE INSTALLED AT ALL SIGNED OR SIGNALIZED INTERSECTIONS. THEY SHALL HAVE A TRUNCATED DOME SURFACE. THE DOMES SHALL BE IN A SQUARE PATTERN AND ALIGNED WITH PEDESTRIAN TRAFFIC WHERE POSSIBLE.
23. DETECTABLE WARNINGS SHALL SPAN THE WIDTH OF THE PEDESTRIAN RAMP. SEE STANDARD DETAIL FIGURE I-7.
24. ALL DETECTABLE WARNING FIELDS PLACED AT THE SAME INTERSECTION SHALL BE MADE UP OF THE SAME UNIFORM MATERIAL TYPE. DETECTABLE WARNINGS SHALL BE CONTRASTING IN COLOR TO THE ADJACENT WALKWAY.
25. A RAMP WITH A RUNNING SLOPE LESS THAN 5.0% IS DEFINED AS A "BLENDED TRANSITION". BLENDED TRANSITIONS DO NOT REQUIRE A LEVEL LANDING AT THE TOP OF THE RAMP.
26. THE RAMP LENGTH SHALL NOT EXCEED 15 FEET. ADJUST RAMP LENGTH OR SLOPE AS NEEDED TO PROVIDE ACCESS TO THE MAXIMUM EXTENT FEASIBLE.
27. ALL CURB RAMP JOINTS AND GRADE BREAKS SHALL BE FLUSH.
28. RAMP GRADE BREAKS SHALL BE PERPENDICULAR TO THE RUNNING SLOPE.
29. THERE SHALL BE A MINIMUM OF 12" AGGREGATE SUBBASE COURSE - GRAVEL UNDER THE SIDEWALK SURFACE ON PEDESTRIAN RAMPS.
30. DRAINAGE STRUCTURES, UTILITY POLES, TRAFFIC SIGNAL EQUIPMENT OR OTHER OBSTRUCTIONS SHALL NOT BE INSTALLED IN THE CURB RAMP OR TURNING SPACE AREAS.
31. BEFORE RETROFITTING RAMPS, THE CONTRACTOR SHALL VERIFY REMOVAL LIMITS ARE SUFFICIENT TO PROVIDE POSITIVE DRAINAGE, MAINTAIN EXISTING DRAINAGE PATTERNS AND AVOID PONDING IN THE FINAL CONFIGURATION.
32. A TEMPORARY PEDESTRIAN ACCESS ROUTE SHALL BE PROVIDED WHENEVER THE EXISTING PEDESTRIAN ACCESS ROUTE IN THE PUBLIC RIGHT OF WAY IS BLOCKED BY CONSTRUCTION, ALTERATION, MAINTENANCE OR OTHER TEMPORARY CONDITIONS. REFER TO MUTCD FOR GUIDANCE.



~ ISOMETRIC VIEW ~
(NOT TO SCALE)



~ SECTION A-A ~



~ SECTION B-B ~

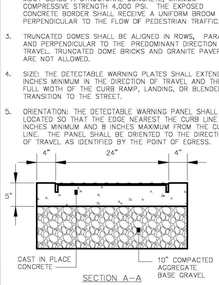
~ PLAN VIEW ~

NOTES:
1. THIS LESS DESIRABLE DESIGN SHOULD NOT BE USED UNLESS REQUIRED BY DESIGN CONSTRAINTS. IT DOES NOT PROVIDE DIRECTIONAL CUES.
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.

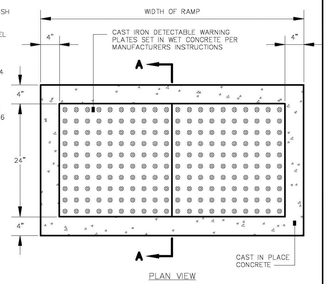
APEX RAMP – SIDEWALKS **LESS THAN** 6.5' WIDE WITH NO ESPLANADE
NOT TO SCALE

A SIDEWALK RAMP LAYOUT
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTES:
1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MOOT CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
5. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

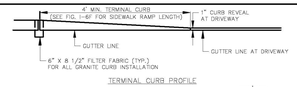


SECTION A–A

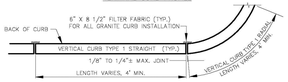


PLAN VIEW

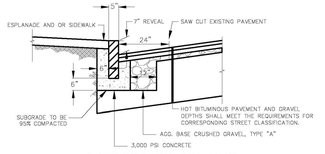
B SIDEWALK RAMP DETECTABLE WARNING PANEL
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



TERMINAL CURB PROFILE



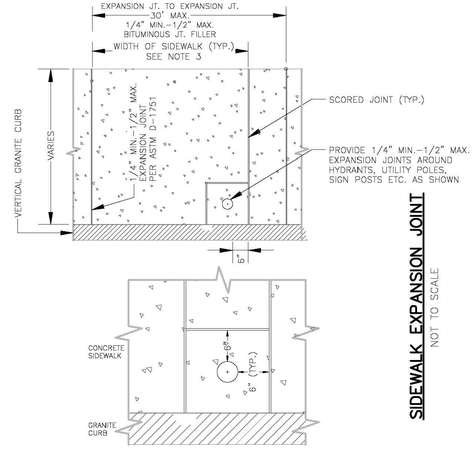
VERTICAL GRANITE CURB PLAN VIEW



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.

D VERTICAL GRANITE CURB
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



SIDEWALK EXPANSION JOINT
NOT TO SCALE

CONCRETE SIDEWALK JOINT NOTES:

1. EXPANSION JOINTS SHALL BE LOCATED WHERE SIDEWALK ABUTS DRIVEWAYS, CURB OR OTHER ADJACENT STRUCTURES.
2. SLABS SHALL BE PLACED ALTERNATELY IN LENGTHS, NOT TO EXCEED 30 LINEAR FEET OR AS DIRECTED AND SHALL BE SEPARATED BY AN EXPANSION JOINT OF PREFORMED EXPANSION FILLER 1/4" MIN.–1/2" MAX. IN THICKNESS AND SHALL EXTEND THE FULL LENGTH/DEPTH OF THE CONCRETE.
3. THE SIDEWALK SURFACE SHALL BE SCORED INTO BLOCK UNITS. THE DEPTH OF SCORING SHALL BE AT LEAST ONE QUARTER OF THICKNESS OF THE SLABS (1" TYP.). SCORED JOINTS MUST BE COMPLETED AS PART OF THE FINISHING PROCESS. SAW CUTTING OF JOINTS IS NOT ALLOWED. SCORED JOINTS SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   A. IN LOCATIONS TO ENSURE BLOCK UNITS DO NOT EXCEED 36 SQUARE FEET.
   B. AT THE SPACING THAT MATCHES ADJACENT TIP DOWN CURB
   C. EXTENSION OF EXPANSION JOINTS LOCATED AT HYDRANTS & UTILITY POLES.
4. ALL OUTSIDE EDGES OF THE SLAB AND ALL JOINTS SHALL BE ROUNDED WITH A 1/4" RADIUS EDGING TOOL.
5. CONCRETE SHALL BE FINISHED BY MEANS OF A FLOAT, STEEL TROWELED AND BROOMED WITH A FINE BRUSH IN A TRANSVERSE DIRECTION.

C SIDEWALK EXPANSION JOINT
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER
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Design: SRB	Draft: CDD	Date: JUNE 2025
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File Name: BARRON–DETAILS.dwg		

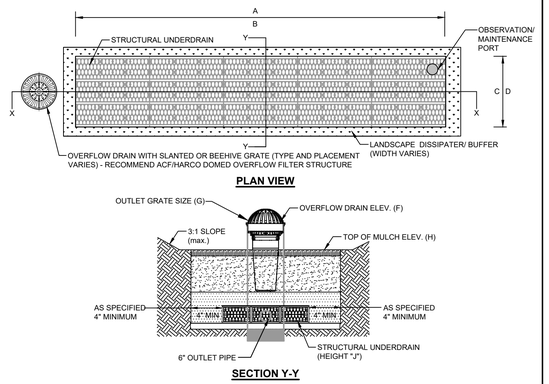
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An LJB Engineering Company
Gorrill Palmer, an LJB Engineering Company
GorrillPalmer.com
(207) 772-2515
300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: SITE DETAILS
Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine
Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-5.3

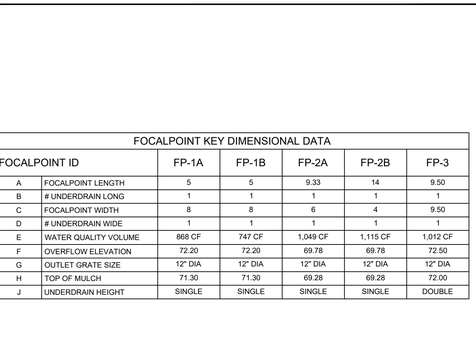
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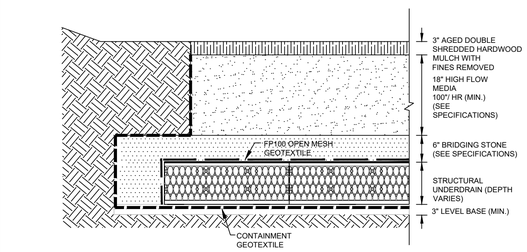
A FOCALPOINT CONSTRUCTION GUIDE
N.T.S.

FOCALPOINT KEY DIMENSIONAL DATA						
FOCALPOINT ID		FP-1A	FP-1B	FP-2A	FP-2B	FP-3
A	FOCALPOINT LENGTH	5	5	9.33	14	9.50
B	# UNDERDRAIN LONG	1	1	1	1	1
C	FOCALPOINT WIDTH	8	8	6	4	9.50
D	# UNDERDRAIN WIDE	1	1	1	1	1
E	WATER QUALITY VOLUME	868 CF	747 CF	1,049 CF	1,115 CF	1,012 CF
F	OVERFLOW ELEVATION	72.20	72.20	69.78	69.78	72.50
G	OUTLET GRATE SIZE	12" DIA	12" DIA	12" DIA	12" DIA	12" DIA
H	TOP OF MULCH	71.30	71.30	69.28	69.28	72.00
J	UNDERDRAIN HEIGHT	SINGLE	SINGLE	SINGLE	SINGLE	DOUBLE

B FOCALPOINT KEY DIMENSIONAL DATA
N.T.S.



C FOCALPOINT PIPE CONNECTION DETAIL
N.T.S.



FOCALPOINT HP PERFORMANCE SPECIFICATION:

HIGH PERFORMANCE MEDIA

HIGH PERFORMANCE MEDIA MUST MEET A MINIMUM OF 100"PER HOUR INFILTRATION RATE.

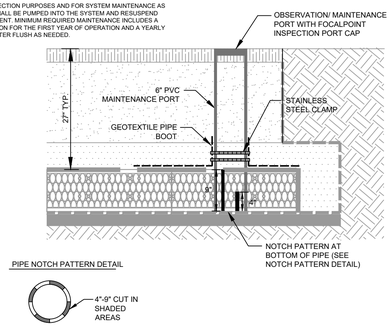
HIGH PERFORMANCE STRUCTURAL UNDERDRAIN

MUST HAVE A MINIMUM OF 19 SQUARE INCHES OF ORIFICE OPENING PER SQUARE FOOT.
MUST MEET H20 LOADING REQUIREMENTS.
MUST BE MODULAR IN NATURE AND ASSEMBLED ON SITE.
MUST HAVE MINIMUM 90% INTERIOR VOID SPACE.

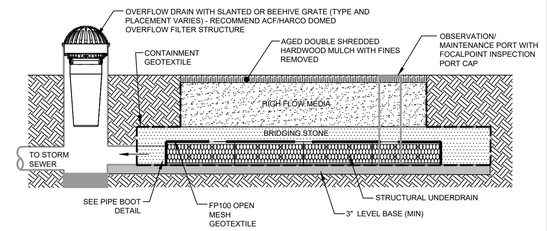
D FOCALPOINT DETAILED CROSS SECTION
N.T.S.

OBSERVATION/ MAINTENANCE PORT

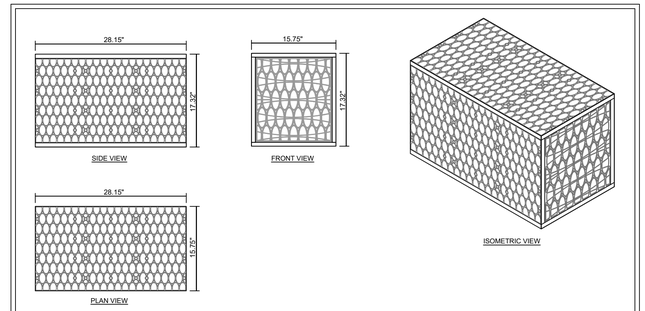
PORT USED FOR INSPECTION PURPOSES AND FOR SYSTEM MAINTENANCE AS REQUIRED. WATER SHALL BE PUMPED INTO THE SYSTEM AND RESUSPEND ACCUMULATED SEDIMENT. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION FOR THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER FLUSH AS NEEDED.



E FOCALPOINT OBSERVATION PORT DETAIL
N.T.S.



G FOCALPOINT SECTION X-X
N.T.S.



MODULE DATA

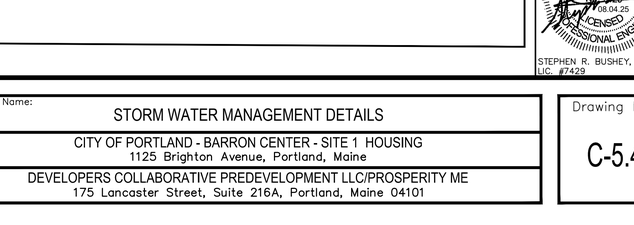
GEOMETRY: LENGTH = 28.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 17.32 IN. (440 MM)
TANK VOLUME = 4.44 CF
STORAGE VOLUME = 4.22 CF
VOID INTERNAL VOLUME: 95%
VOID SURFACE AREA: 90%

LOAD RATING: 33.4 PSI, (MODULE ONLY)
HS25, (WITH ACF COVER SYSTEM)
MATERIAL: 100% RECYCLED POLYPROPYLENE
SMALL PLATES PER SEGMENT/TOTAL: 5/5

ACF ENVIRONMENTAL
LET'S GET IT DONE

R-TANK^{HD} - SINGLE MODULE

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com 5/16



MODULE DATA

GEOMETRY:
LENGTH = 28.15 IN. (715 MM)
WIDTH = 15.75 IN. (400 MM)
HEIGHT = 17.32 IN. (440 MM)
TANK VOLUME = 4.44 CF
STORAGE VOLUME = 4.22 CF
VOID INTERNAL VOLUME: 95%
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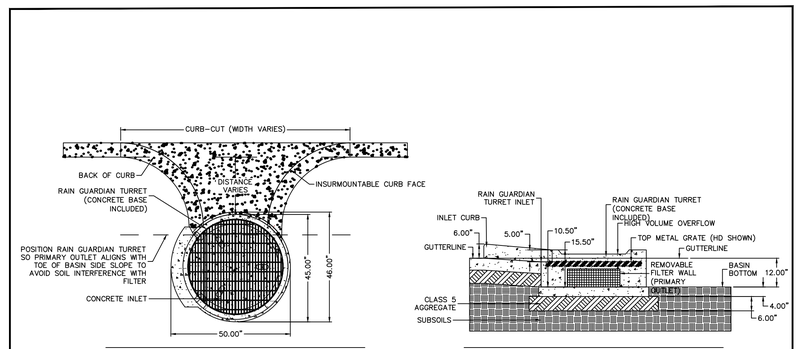
LOAD RATING:
33.4 PSI, (MODULE ONLY)
HS20, (WITH ACF COVER SYSTEM)
MATERIAL:
100% RECYCLED POLYPROPYLENE
SMALL PLATES PER SEGMENT/TOTAL:
5/5

09/25/2017

ACF ENVIRONMENTAL
LET'S GET IT DONE

R-TANK^{HD} - SINGLE MAINTENANCE MODULE

FOR ADDITIONAL INFORMATION PLEASE CONTACT: ACF ENVIRONMENTAL, 1-800-448-3636, www.acfenvironmental.com



FOCALPOINT WITH R-TANK TREATMENT ROW
N.T.S.

RAIN GUARDIAN TURRET RIGHT SIDE INLET - PLAN VIEW
U.S. PATENT 8,501,016

RAIN GUARDIAN TURRET RIGHT SIDE INLET - CROSS-SECTION

J RAIN GUARDIAN TURRET
N.T.S.

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A.00
File Name: BARRON-DETAILS.dwg		

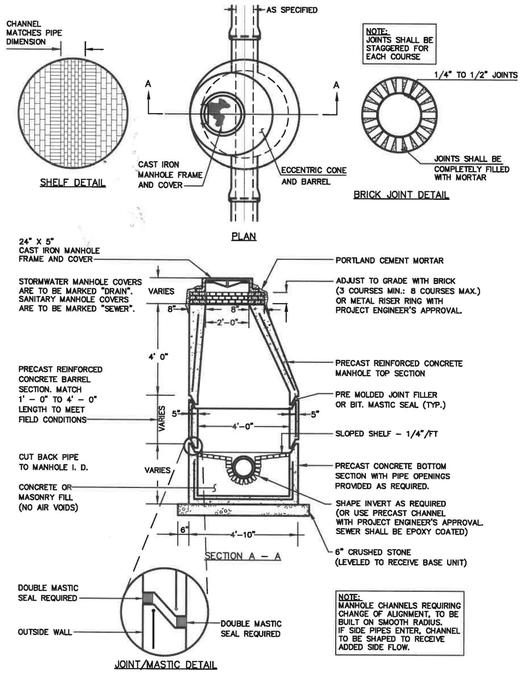
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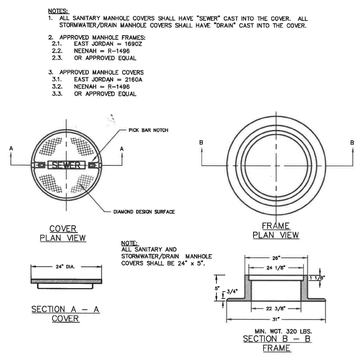
Drawing Name: STORM WATER MANAGEMENT DETAILS
Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine
Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-5.4

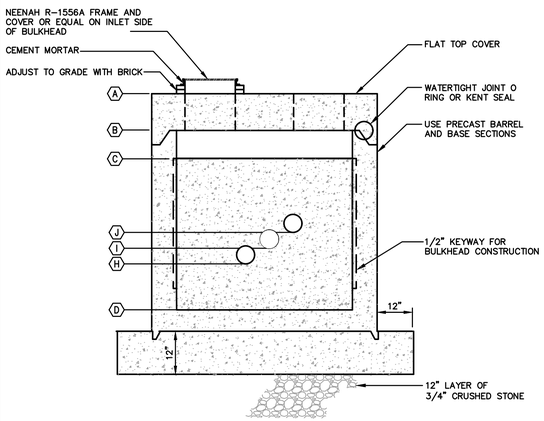
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A PRECAST CONCRETE MANHOLE DETAIL
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



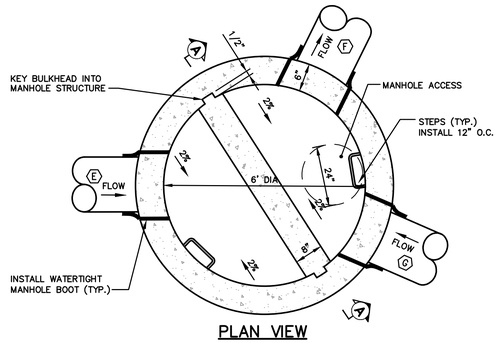
B CAST IRON MANHOLE COVER AND FRAME DETAIL
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



SECTION A–A

SEE SCHEDULE A

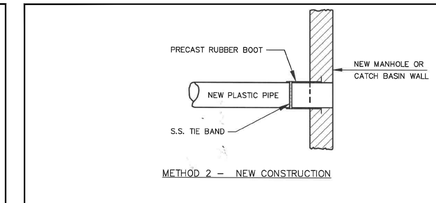
SCHEDULE A		
⬡	ITEM DESCRIPTION	DIMENSION/ ELEVATION
A	TOP OF STRUCTURE	105.24
B	UNDERSIDE TOP SLAB	104.57
C	TOP CONCRETE BULKHEAD	101.96
D	BOTTOM OF STRUCTURE	98.05
E	PIPE DIAMETER	12"
	INVERT IN	98.43
F	PIPE DIAMETER	12"
	INVERT OUT	98.43
G	PIPE DIAMETER	4"
	INVERT IN	98.43
H	ORIFICE DIAMETER	4"
	INVERT	100.17
I	PIPE DIAMETER	4"
	INVERT	100.45
J	PIPE DIAMETER	3"
	INVERT IN	101.14



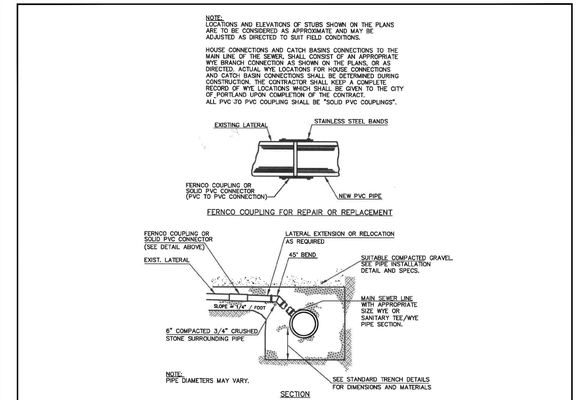
PLAN VIEW

SEE SCHEDULE A

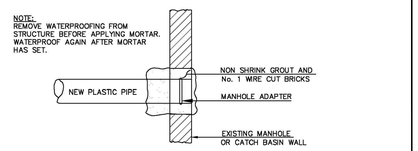
C OUTLET CONTROL STRUCTURE (OCS 1) DETAIL
N.T.S.

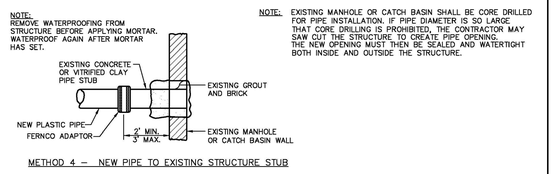


D PLASTIC PIPE CONNECTION METHODS 1 & 2
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"



G TYPICAL EXISTING LATERAL CONNECTION
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"





E PLASTIC PIPE CONNECTION METHODS 3 & 4
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

1. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
3. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
4. ALL PIPES ENTERING MANHOLES AND CATCH BASINS SHALL HAVE FLEXIBLE PIPE CONNECTIONS WITH STAINLESS STEEL BANDS. FILL ANY ANNULAR SPACE WITH NON SHRINK GROUT.
5. ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLID
6. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
7. SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
8. INVERTS SHALL BE BUILT TO THE HEIGHT OF THE FOLLOWING AS DETERMINED BY THE LARGEST PIPE SIZE.
   8.1. FOR PIPE SIZES 4"-12" INVERTS SHALL GO TO THE TOP OF THE PIPE.
   8.2. FOR PIPE SIZES 15"-36" INVERTS SHALL GO TO THE SPRING LINE.
   8.3. FOR PIPE SIZES 42"-60" INVERTS SHALL GO TO THE 1/3 OF PIPE SIZE
9. ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
10. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
11. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
12. ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A HOOD / CASCO TRAP. SEE FIGURE VI-09.
13. ALL MANHOLES AND CATCH BASINS REQUIRE BUOYANCY CALCULATIONS AND THE STRUCTURES SHALL BE MODIFIED AS NECESSARY BASED ON THOSE CALCULATIONS.

F GENERAL NOTES FOR MANHOLES & CATCH BASINS
N.T.S.
AS OBTAINED FROM THE CITY OF PORTLAND "TECHNICAL MANUAL"

NOTE: THIS PLAN SET IS ISSUED FOR PERMITTING PURPOSES & SHALL NOT BE USED FOR CONSTRUCTION.

STATE OF MAINE
STEPHEN R. BUSHEY
08.04.25
LICENSED PROFESSIONAL ENGINEER
STEPHEN R. BUSHEY, P.E.
LIC. #7429

Rev.	Date	Revision

Rev.	Date	Revision
3	2025.08.04	FINAL PLAN SUBMISSION
2	2025.07.08	REVISED PER STAFF COMMENTS
1	2025.06.06	MAJOR SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JUNE 2025
Checked: SRB	Scale: AS NOTED	Job No.:0129762A.00
File Name: BARRON–DETAILS.dwg		

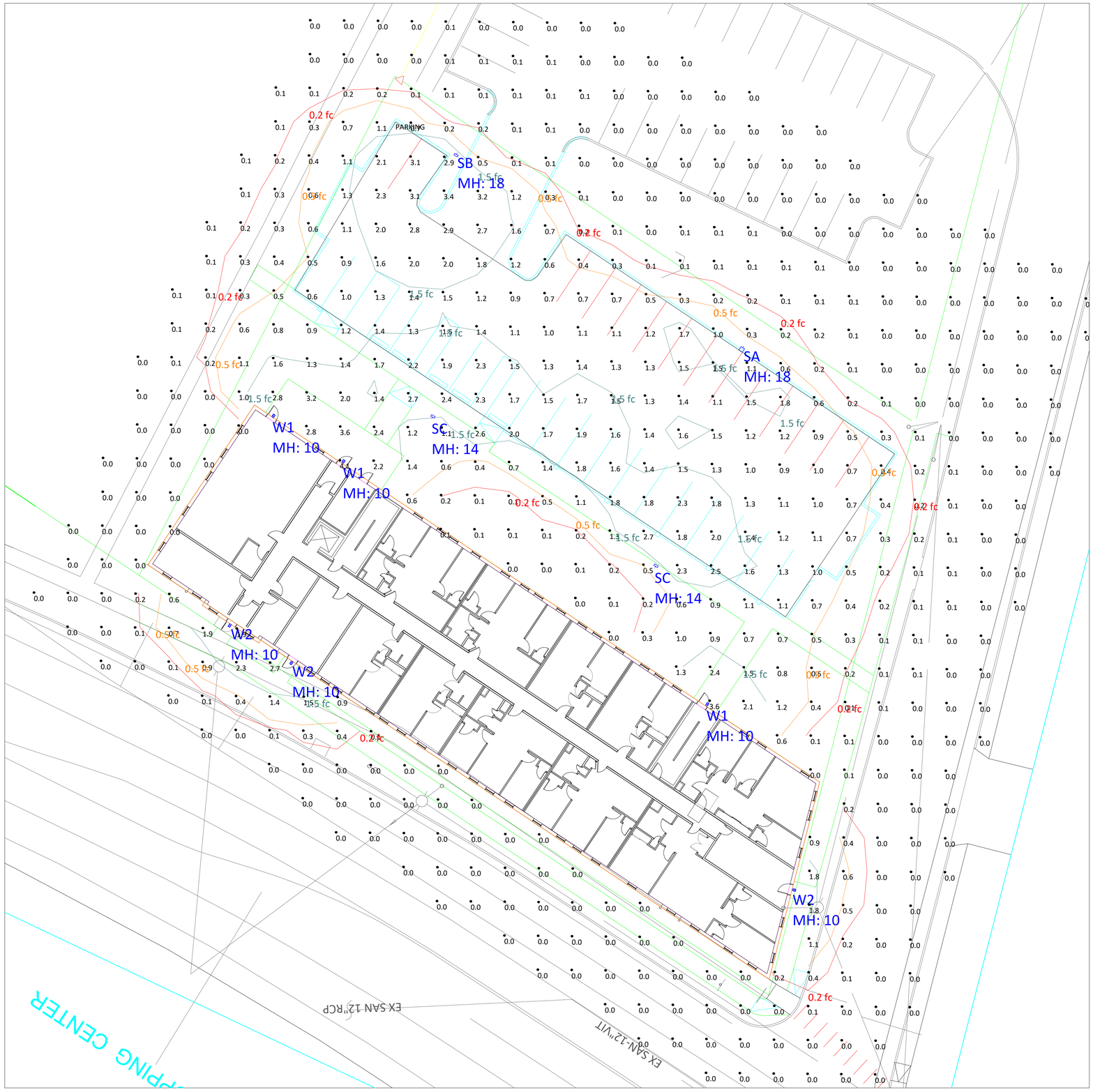
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300 Southborough Drive - Suite 200
South Portland, ME 04106

Drawing Name: STORM WATER MANAGEMENT & UTILITY DETAILS
Project: CITY OF PORTLAND - BARRON CENTER - SITE 1 HOUSING
1125 Brighton Avenue, Portland, Maine
Client: DEVELOPERS COLLABORATIVE PREDEVELOPMENT LLC/PROSPERITY ME
175 Lancaster Street, Suite 216A, Portland, Maine 04101

Drawing No. C-5.5

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PLAN VIEW

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS MAY or MAY NOT SHOW THE EFFECT OF SHADOWING CAUSED BY BUILDINGS AND OBJECTS WITHIN THE CALCULATED SPACE OR IN THE SITE AREA.
3) READINGS SHOWN ARE INITIAL HORIZONTAL FOOTCANDLES ON A FLAT SITE WITHOUT REFLECTIONS OR OBSTRUCTIONS UNLESS OTHERWISE INDICATED.
4) THIS CALCULATION IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO EXPOSURE/ESS AND STANDARD ASSUMPTIONS OF THE SPACE AND/OR SITE.
5) CONFORMANCE TO CODES AND OTHER LOCAL REQUIREMENTS AS DETERMINED BY THE AHJ ARE THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.
6) THIS LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY APPEAR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
SITE	0.51	4.1	0.0	N.A.	N.A.
PARKING	1.46	3.1	0.4	3.65	7.75

Luminaire Schedule (note fixture catalogue numbers are not complete)

Type	Qty	Lum. Lumens	LLF	Lum. Watts	Description	Mounting Height
SA	1	6328	0.900	54	VALS-09L-4W-30K8	18
SB	1	7267	0.900	54	VALS-09L-4M-30K8	18
SC	2	5096	0.900	54	VALS-09L-4W-35K8-IS	14
W1	3	2822	0.900	19	XWS-LED-03L-SIL-FT-30-70CRI	10
W2	3	1430	0.900	10	XWS-LED-01L-SIL-2-30-70CRI	10

site ltg 8-1-25.AGI

GENERATED BY EXPOSURE/ESS, PORTSMOUTH, NH - 603-601-8080 - exposure2lighting.com

TITLE: BARRON CENTER - SITE 1
PORTLAND, ME
SITE LIGHTING LAYOUT

GENERATED FOR: GORRILL PALMER

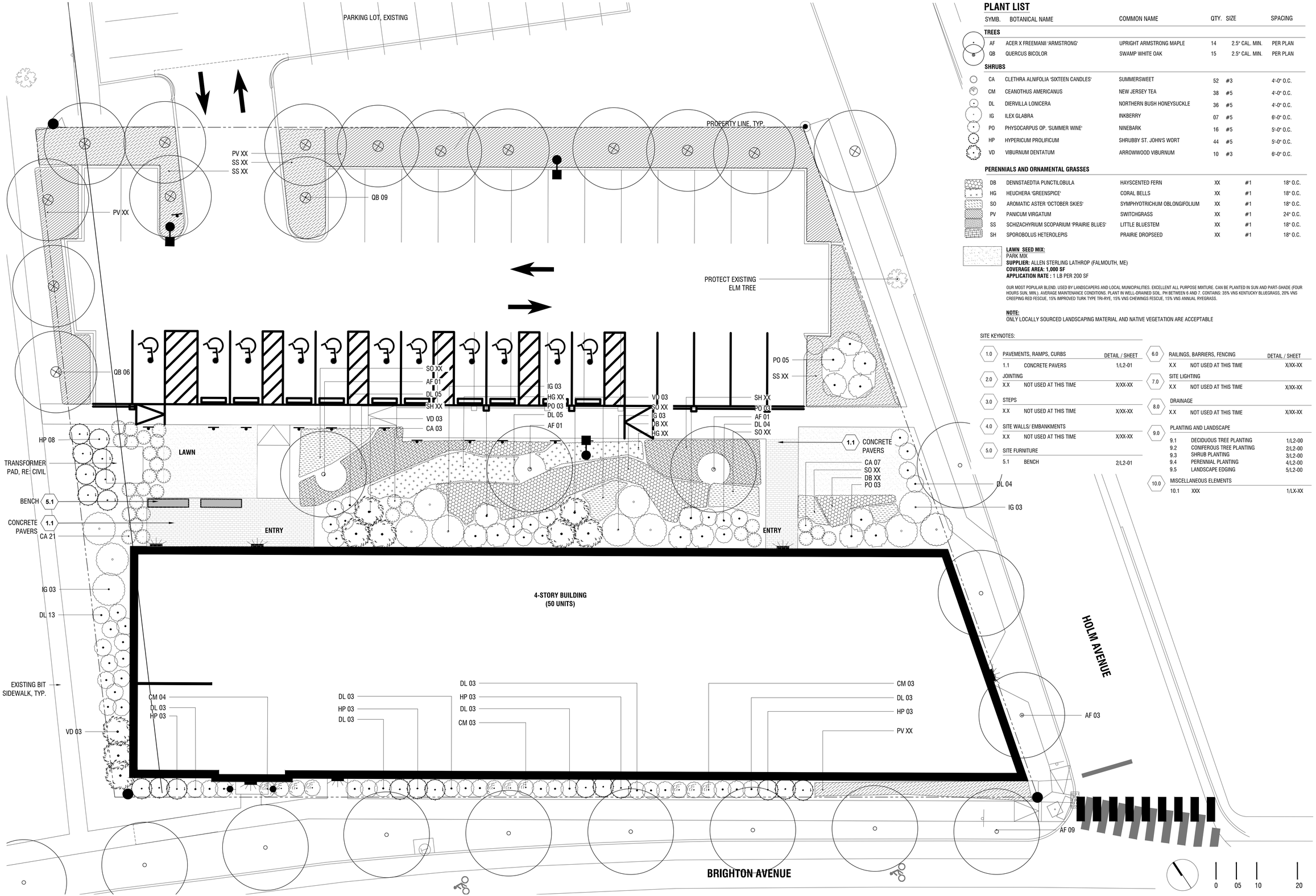
SCALE: NOT TO SCALE

Page 1 of 1

Date:8/1/2025

EXPOSURE — LIGHTING — CONTROLS — ELECTRICAL —

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF EXPOSURE/ESS.
ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED ON THE TITLE BLOCK AND IS NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE ANY RIGHTS TO BE CONFERRED, AND IT IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED, EXCEPT AS NOTED HEREIN, WITHOUT THE WRITTEN CONSENT OF EXPOSURE/ESS.
NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES INCLUDED IN THIS DRAWING. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY THE MANUFACTURER. EXPOSURE/ESS MAKES NO WARRANTY AS TO THE ACCURACY OF PERFORMANCE SHOWN IN IES FILE IS NOT THE RESPONSIBILITY OF THE MANUFACTURER. IT'S USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY EXPOSURE/ESS.



PLANT LIST

SYMB.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING
TREES					
AF	ACER X FREEMANII 'ARMSTRONG'	UPRIGHT ARMSTRONG MAPLE	14	2.5" CAL. MIN.	PER PLAN
QB	QUERCUS BICOLOR	SWAMP WHITE OAK	15	2.5" CAL. MIN.	PER PLAN
SHRUBS					
CA	CLETHRA ALNIFOLIA 'SIXTEEN CANDLES'	SUMMERSWEET	52	#3	4'-0" O.C.
CM	CEANOTHUS AMERICANUS	NEW JERSEY TEA	38	#5	4'-0" O.C.
DL	DIERVILLA LONICERA	NORTHERN BUSH HONEYSUCKLE	36	#5	4'-0" O.C.
IG	ILEX GLABRA	INKBERRY	07	#5	6'-0" O.C.
PO	PHYSOCARPUS OP. 'SUMMER WINE'	NINEBARK	16	#5	5'-0" O.C.
HP	HYPERICUM PROLIFICUM	SHRUBBY ST. JOHN'S WORT	44	#5	5'-0" O.C.
VD	VIBURNUM DENTATUM	ARROWWOOD VIBURNUM	10	#3	6'-0" O.C.
PERENNIALS AND ORNAMENTAL GRASSES					
DB	DENNSTAEDTIA PUNCTILOBULA	HAYSCENTED FERN	XX	#1	18" O.C.
HG	HEUCHERA 'GREENSPICE'	CORAL BELLS	XX	#1	18" O.C.
SO	AROMATIC ASTER 'OCTOBER SKIES'	SYMPHYOTRICHUM OBLONGIFOLIUM	XX	#1	18" O.C.
PV	PANICUM VIRGATUM	SWITCHGRASS	XX	#1	24" O.C.
SS	SCHIZACHYRIUM SCOPARIUM 'PRAIRIE BLUES'	LITTLE BLUESTEM	XX	#1	18" O.C.
SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	XX	#1	18" O.C.

LAWN SEED MIX:
PARK MIX
SUPPLIER: ALLEN STERLING LATHROP (FALMOUTH, ME)
COVERAGE AREA: 1,000 SF
APPLICATION RATE : 1 LB PER 200 SF

OUR MOST POPULAR BLEND. USED BY LANDSCAPERS AND LOCAL MUNICIPALITIES. EXCELLENT ALL PURPOSE MIXTURE. CAN BE PLANTED IN SUN AND PART-SHADE (FOUR HOURS SUN, MIN.). AVERAGE MAINTENANCE CONDITIONS. PLANT IN WELL-DRAINED SOIL. PH BETWEEN 6 AND 7. CONTAINS: 35% VNS KENTUCKY BLUEGRASS, 20% VNS CREEPING RED FESCUE, 15% IMPROVED TURK TYPE TRI-RYE, 15% VNS CHEWINGS FESCUE, 15% VNS ANNUAL RYEGRASS.

NOTE:
ONLY LOCALLY SOURCED LANDSCAPING MATERIAL AND NATIVE VEGETATION ARE ACCEPTABLE

SITE KEYNOTES:

		DETAIL / SHEET
1.0	PAVEMENTS, RAMPS, CURBS	
1.1	CONCRETE PAVERS	1/L2-01
2.0	JOINTING	
X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS	
X.X	NOT USED AT THIS TIME	X/XX-XX
4.0	SITE WALLS/ EMBANKMENTS	
X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE	
5.1	BENCH	2/L2-01
6.0	RAILINGS, BARRIERS, FENCING	
X.X	NOT USED AT THIS TIME	X/XX-XX
7.0	SITE LIGHTING	
X.X	NOT USED AT THIS TIME	X/XX-XX
8.0	DRAINAGE	
X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE	
9.1	DECIDUOUS TREE PLANTING	1/L2-00
9.2	CONIFEROUS TREE PLANTING	2/L2-00
9.3	SHRUB PLANTING	3/L2-00
9.4	PERENNIAL PLANTING	4/L2-00
9.5	LANDSCAPE EDGING	5/L2-00
10.0	MISCELLANEOUS ELEMENTS	
10.1	XXX	1/LX-XX

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PROJECT TITLE

BARRON CENTER
PORTLAND, MAINE

PREPARED FOR

DC - DEVELOPERS COLLABORATIVE

REVISIONS DATE

ISSUE DATE

AUGUST 6, 2025

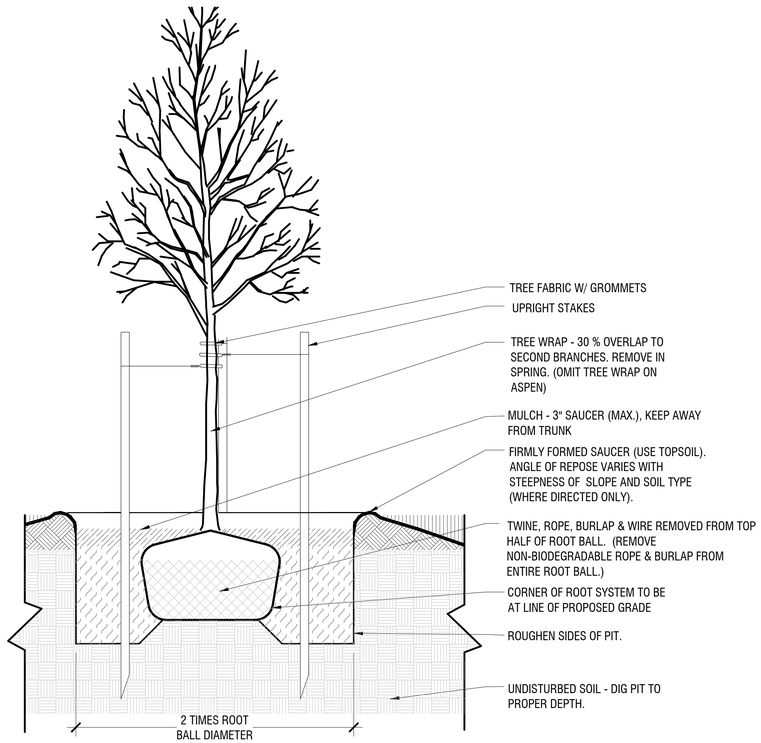
SHEET TITLE

LANDSCAPE PLAN

SHEET INFORMATION

L 1-00

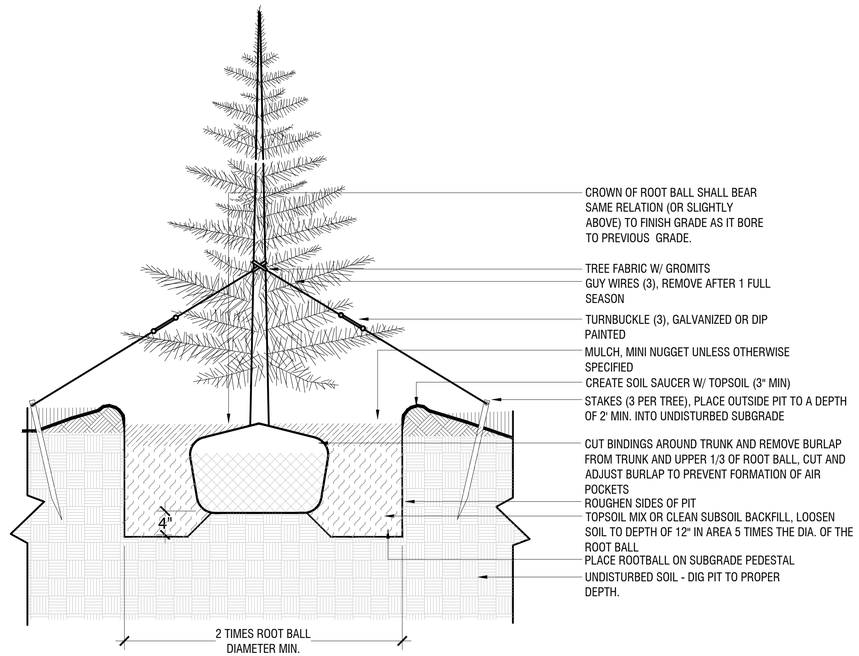
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1 DECIDUOUS TREE PLANTING

1":1'-0"

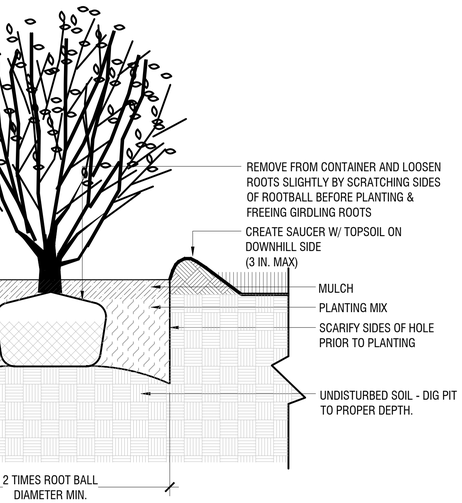
9.1



2 CONIFER TREE PLANTING

1":1'-0"

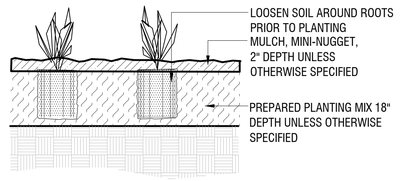
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3 SHRUB PLANTING

1":1'-0"

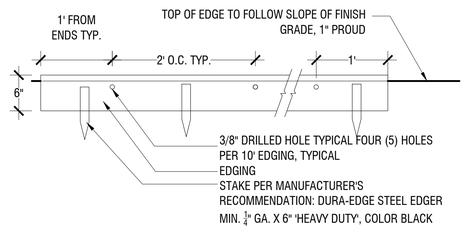
9.3



4 PERENNIAL & GRASS PLANTING

1":1'-0"

9.4



5 METAL EDGING

1":1'-0"

9.5

SITE KEYNOTES:

1.0	PAVEMENTS, RAMPS, CURBS		DETAIL / SHEET
	1.1	CONCRETE PAVERS	1/L2-01
2.0	JOINTING		
	X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS		
	X.X	NOT USED AT THIS TIME	X/XX-XX
4.0	SITE WALLS/ EMBANKMENTS		
	X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE		
	5.1	BENCH	2/L2-01
6.0	RAILINGS, BARRIERS, FENCING		DETAIL / SHEET
	X.X	NOT USED AT THIS TIME	X/XX-XX
7.0	SITE LIGHTING		
	X.X	NOT USED AT THIS TIME	X/XX-XX
8.0	DRAINAGE		
	X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE		
	9.1	DECIDUOUS TREE PLANTING	1/L2-00
	9.2	CONIFEROUS TREE PLANTING	2/L2-00
	9.3	SHRUB PLANTING	3/L2-00
	9.4	PERENNIAL PLANTING	4/L2-00
	9.5	LANDSCAPE EDGING	5/L2-00
10.0	MISCELLANEOUS ELEMENTS		
	10.1	XXX	1/LX-XX

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REVISIONS DATE

ISSUE DATE

AUGUST 4, 2025

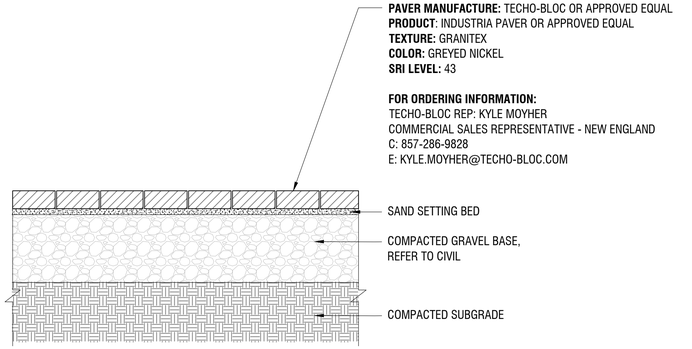
SHEET TITLE

LANDSCAPE DETAILS

SHEET INFORMATION

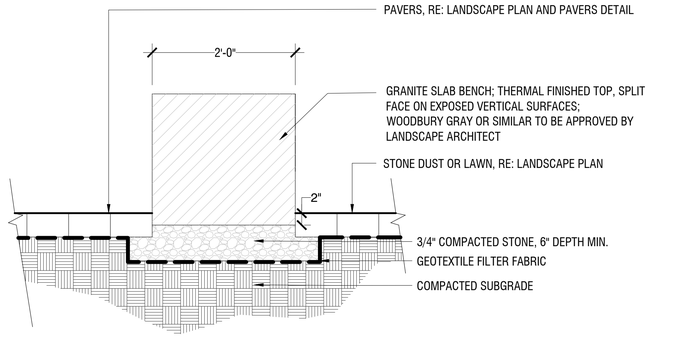
L 2.00

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1 SAND SET PAVERS
1"=1'-0"

1.2



2 BENCH
1"=1'-0"

1.2

SITE KEYNOTES:

1.0	PAVEMENTS, RAMPS, CURBS		DETAIL / SHEET
	1.1	CONCRETE PAVERS	1/L2-01
2.0	JOINTING		
	X.X	NOT USED AT THIS TIME	X/XX-XX
3.0	STEPS		
	X.X	NOT USED AT THIS TIME	X/XX-XX
4.0	SITE WALLS/ EMBANKMENTS		
	X.X	NOT USED AT THIS TIME	X/XX-XX
5.0	SITE FURNITURE		
	5.1	BENCH	2/L2-01
6.0	RAILINGS, BARRIERS, FENCING		DETAIL / SHEET
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7.0	SITE LIGHTING		
	X.X	NOT USED AT THIS TIME	X/XX-XX
8.0	DRAINAGE		
	X.X	NOT USED AT THIS TIME	X/XX-XX
9.0	PLANTING AND LANDSCAPE		
	9.1	DECIDUOUS TREE PLANTING	1/L2-00
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	9.3	SHRUB PLANTING	3/L2-00
	9.4	PERENNIAL PLANTING	4/L2-00
	9.5	LANDSCAPE EDGING	5/L2-00
10.0	MISCELLANEOUS ELEMENTS		
	10.1	XXX	1/LX-XX

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SHEET TITLE

LANDSCAPE
DETAILS

SHEET INFORMATION

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Portland, ME 04102

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Issuance:

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Revisions:

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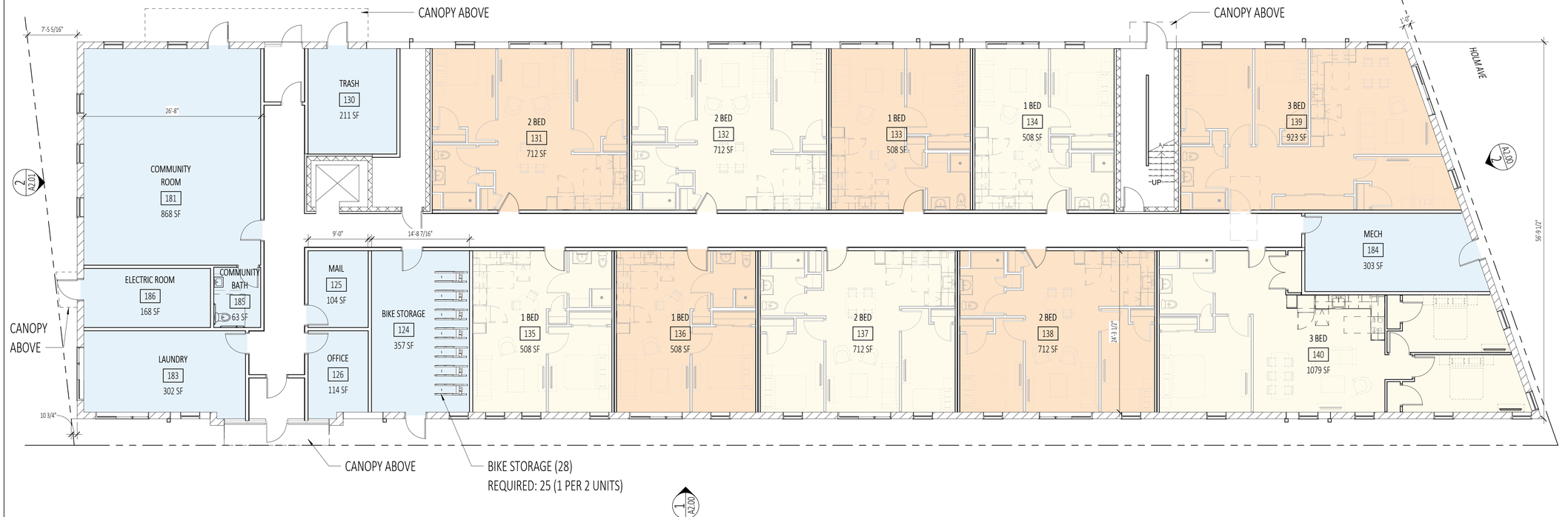
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GROSS BUILDING AREA	
LEVEL	GSF
1ST FLOOR	11975 SF
2ND FLOOR	11975 SF
3RD FLOOR	11975 SF
4TH FLOOR	11975 SF
TOTAL	47899 SF

BEDROOM - UNIT MIX		
UNIT TYPE	COUNT	UNIT MIX
1 BED	15	30%
2 BED	25	50%
3 BED	8	16%
4 BED	2	4%
	50	100%

BEDROOM - UNIT MIX BY LEVEL		
UNIT TYPE	Level	COUNT
1 BED	1ST FLOOR	4
2 BED	1ST FLOOR	4
3 BED	1ST FLOOR	2
		10
1 BED	2ND FLOOR	5
2 BED	2ND FLOOR	7
3 BED	2ND FLOOR	2
		14
1 BED	3RD FLOOR	3
2 BED	3RD FLOOR	7
3 BED	3RD FLOOR	2
4 BED	3RD FLOOR	1
		13
1 BED	4TH FLOOR	3
2 BED	4TH FLOOR	7
3 BED	4TH FLOOR	2
4 BED	4TH FLOOR	1
		13
		50



1 1ST FLOOR PLAN
1/8" = 1'-0"

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Issuance:

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1ST FLOOR PLAN

Scale: 1/8" = 1'-0"

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GROSS BUILDING AREA	
LEVEL	GSF
1ST FLOOR	11975 SF
2ND FLOOR	11975 SF
3RD FLOOR	11975 SF
4TH FLOOR	11975 SF
TOTAL	47899 SF

BEDROOM - UNIT MIX		
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4 BED	2	4%
	50	100%

BEDROOM - UNIT MIX BY LEVEL		
UNIT TYPE	Level	COUNT
1 BED	1ST FLOOR	4
2 BED	1ST FLOOR	4
3 BED	1ST FLOOR	2
		10
1 BED	2ND FLOOR	5
2 BED	2ND FLOOR	7
3 BED	2ND FLOOR	2
		14
1 BED	3RD FLOOR	3
2 BED	3RD FLOOR	7
3 BED	3RD FLOOR	2
4 BED	3RD FLOOR	1
		13
1 BED	4TH FLOOR	3
2 BED	4TH FLOOR	7
3 BED	4TH FLOOR	2
4 BED	4TH FLOOR	1
		13
		50



1 2ND FLOOR PLAN
1/8" = 1'-0"

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Consultant:

Issuance:

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Revisions:

2ND FLOOR PLAN

Scale: 1/8" = 1'-0"

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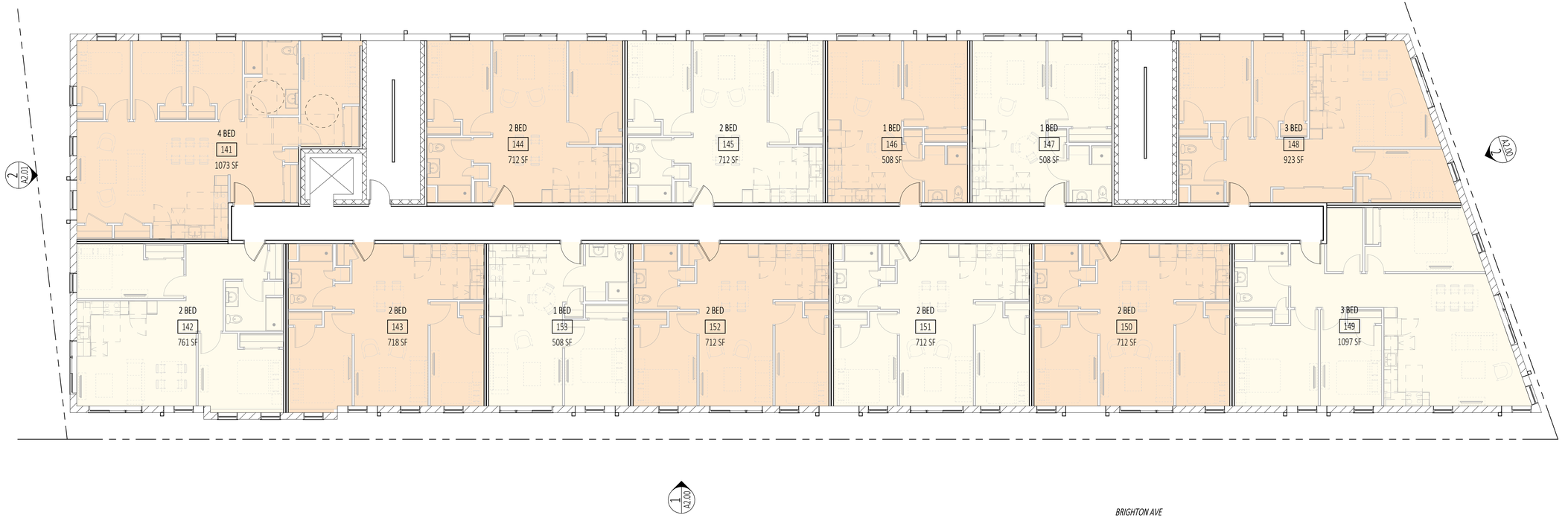
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GROSS BUILDING AREA	
LEVEL	GSF
1ST FLOOR	11975 SF
2ND FLOOR	11975 SF
3RD FLOOR	11975 SF
4TH FLOOR	11975 SF
TOTAL	47899 SF

BEDROOM - UNIT MIX		
UNIT TYPE	COUNT	UNIT MIX
1 BED	15	30%
2 BED	25	50%
3 BED	8	16%
4 BED	2	4%
	50	100%

BEDROOM - UNIT MIX BY LEVEL		
UNIT TYPE	Level	COUNT
1 BED	1ST FLOOR	4
2 BED	1ST FLOOR	4
3 BED	1ST FLOOR	2
		10
1 BED	2ND FLOOR	5
2 BED	2ND FLOOR	7
3 BED	2ND FLOOR	2
		14
1 BED	3RD FLOOR	3
2 BED	3RD FLOOR	7
3 BED	3RD FLOOR	2
4 BED	3RD FLOOR	1
		13
1 BED	4TH FLOOR	3
2 BED	4TH FLOOR	7
3 BED	4TH FLOOR	2
4 BED	4TH FLOOR	1
		13
		50



1 3RD FLOOR PLAN
1/8" = 1'-0"

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Portland, ME 04103
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3RD FLOOR PLAN

Scale: 1/8" = 1'-0"

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A1.02

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GROSS BUILDING AREA	
LEVEL	GSF
1ST FLOOR	11975 SF
2ND FLOOR	11975 SF
3RD FLOOR	11975 SF
4TH FLOOR	11975 SF
TOTAL	47899 SF

BEDROOM - UNIT MIX		
UNIT TYPE	COUNT	UNIT MIX
1 BED	15	30%
2 BED	25	50%
3 BED	8	16%
4 BED	2	4%
	50	100%

BEDROOM - UNIT MIX BY LEVEL		
UNIT TYPE	Level	COUNT
1 BED	1ST FLOOR	4
2 BED	1ST FLOOR	4
3 BED	1ST FLOOR	2
		10
1 BED	2ND FLOOR	5
2 BED	2ND FLOOR	7
3 BED	2ND FLOOR	2
		14
1 BED	3RD FLOOR	3
2 BED	3RD FLOOR	7
3 BED	3RD FLOOR	2
4 BED	3RD FLOOR	1
		13
1 BED	4TH FLOOR	3
2 BED	4TH FLOOR	7
3 BED	4TH FLOOR	2
4 BED	4TH FLOOR	1
		13
		50



1 4TH FLOOR PLAN

1/8" = 1'-0"

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1145 Brighton Ave

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Portland, ME 04102

Owner/Client:

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INPUT CLIENT ADDRESS

Stamp:

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Consultant:

Issuance:

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Revisions:

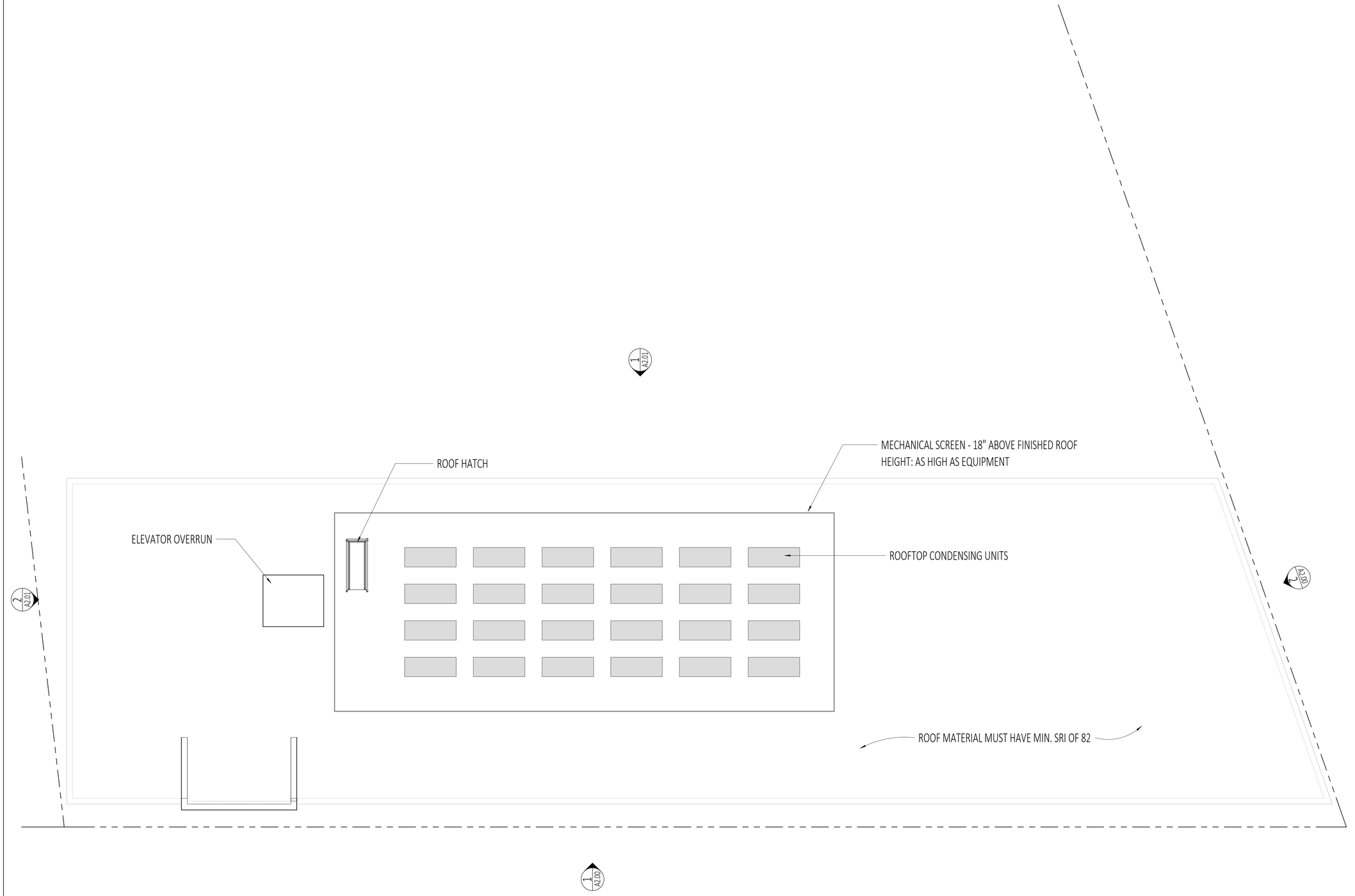
4TH FLOOR PLAN

Scale: 1/8" = 1'-0"

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A1.03

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1 ROOF PLAN
1/8" = 1'-0"

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Portland, ME 04102

Owner/Client:

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INPUT CLIENT ADDRESS

Stamp:

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Consultant:

Issuance:

PLANNING BOARD

Revisions:

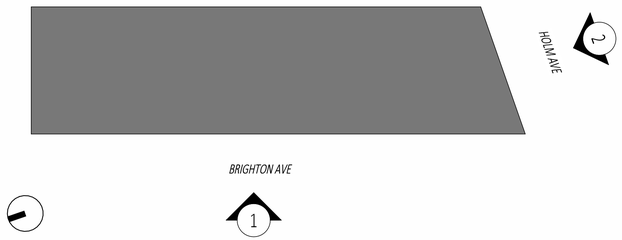
ROOF PLAN

Scale: 1/8" = 1'-0"

08/05/2025

A1.04

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MATERIAL SCHEDULE					
TAG/TYPE	DESCRIPTION	MANUFACTURER	PRODUCT	COLOR	REMARKS
01	BRICK			MATCH TO BARRON CENTER	
02	FIBER CEMENT PANEL			CHARCOAL GREY	
03	METAL, PAINTED			CHARCOAL GREY	
04	METAL CAP			CHARCOAL GREY	
05	VINYL WINDOW			BLACK	
06	HARDIE PANEL SIDING			MATCH TO BARRON CENTER	



2 HOLM AVE
1/8" = 1'-0"



1 BRIGHTON AVE
1/8" = 1'-0"

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Consultant:

Issuance:

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Revisions:

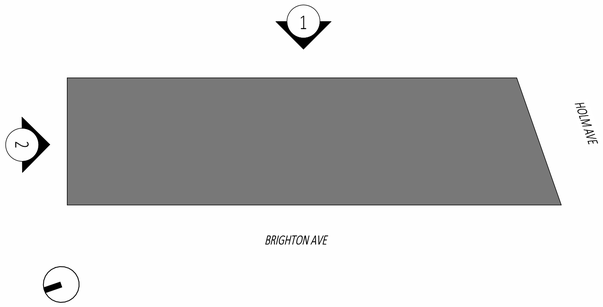
EXTERIOR ELEVATIONS

Scale: As indicated

08/05/2025

A2.00

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MATERIAL SCHEDULE					
TAG/TYPE	DESCRIPTION	MANUFACTURER	PRODUCT	COLOR	REMARKS
01	BRICK			MATCH TO BARRON CENTER	
02	FIBER CEMENT PANEL			CHARCOAL GREY	
03	METAL, PAINTED			CHARCOAL GREY	
04	METAL CAP			CHARCOAL GREY	
05	VINYL WINDOW			BLACK	
06	HARDIE PANEL SIDING			MATCH TO BARRON CENTER	



2 PARK SIDE
1/8" = 1'-0"



1 PARKING LOT
1/8" = 1'-0"

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Issuance:

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Revisions:

EXTERIOR ELEVATIONS

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Portland Music Hall
385 Congress Street
Major Site Plan Application
PL-003179-2024
Portland Music Holdings LLC, Applicant

Submitted to:	Portland Planning Board	**Prepared By:**	Taylor Colbeth
Public Hearing Date:	August 12, 2025	**Date:**	August 8, 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 an approximately 54-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 July 31, 2025, and August 1, 2025, editions of the Portland Press Herald.

II. NEIGHBORHOOD MEETING & PUBLIC COMMENT

As required by Section 13.5.5 of the City's Land Use Code, applicants for major site plan review must hold a neighborhood meeting at least 21 calendar days prior to the first Planning Board workshop. The applicant held the required neighborhood meeting on January 27, 2025, more than 21 days before the first workshop, which took place on March 25, 2025. The meeting occurred from 6:00 PM to 7:30 PM at the Press Hotel. There were 33 members of the public in attendance. Public comment at the meeting 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 CC.

III. PRIOR PLANNING BOARD REVIEW

The Planning Board held two workshops open to the public on March 23, 2025, and May 27, 2025. Both meetings were conducted in a hybrid format, allowing both in-person and virtual public comment. Written public comments were also submitted and shared with the Planning Board.

Key themes that emerged from public comment included concerns about right, title, and interest, Live Nation's involvement and national business trends, and potential impacts on the local arts community. Many members of the public raised concerns about parking, transportation, and the potential traffic impacts associated with the new music venue as well as concerns about its location near Merrill Auditorium, compliance with the City's signage regulations, and its relationship to the previously approved Master Development Plan (MDP). Others expressed support for the proposal, emphasizing the potential benefits of a new venue in an underutilized downtown area. They cited increased activity and foot traffic, potential economic benefits to surrounding businesses, and

alignment with the city's sustainability goals, given the venue's walkability and access to multiple public transit routes.

In response to questions regarding the proposed venue's alignment with the previously approved Master Development Plan (MDP), it is important to clarify the role and limitations of an MDP within the City's development review framework. An MDP is an optional planning tool available to applicants seeking conceptual approval for a large-scale development that may be implemented in two or more phases, often over an extended period beyond the standard timeframes allowed for site plan approvals. Each subsequent site plan submitted under an approved MDP must generally conform to the parameters outlined in the MDP. MDP approval establishes the overall development framework and provides "pending proceeding" status to the project. This status allows the development to remain subject to the zoning and site plan regulations in effect at the time of the MDP approval, for as long as the plan remains valid. However, MDP approval does not constitute final authorization for construction, it simply sets the stage for more streamlined site plan approvals for individual phases of the project. Unlike a Contract Zone, which creates a specific zoning overlay and set of regulations that is tied to the land itself, an MDP or site plan approval grants rights to build a specific project as described in the approved plan. These approvals do not prohibit future developers seeking to build on the same land from submitting entirely new site plans. If a new developer proposes a new project and is not attempting to benefit from the MDP approval it would be subject to a new review under the zoning and site plan regulations in effect at the time of the new submission. Furthermore, Reger Dasco provided the City of Portland's Planning & Urban Development Department with a letter dated March 20, 2025, stating that Lot 3, the site of the proposed music venue, was being removed from their MDP scope. Additionally, on July 8, 2025, the Planning Board approved an amendment (PL-003359-2025) to the original MDP (PL-001970-2022), which included site and building modifications, as well as the removal of the southwestern portion of the block, known as Lot 3, from the MDP boundary. In conclusion, the proposed music venue has been reviewed independently for compliance with the relevant zoning regulations and Site Plan requirements outlined in Section 13.6.

IV. EXISTING CONDITIONS AND SURROUNDING AREA

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 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, commercial, entertainment, and governmental uses. The property is adjacent to Portland's historic City Hall and Merrill Auditorium a theater and performance hall with an approximately 1,900 seat capacity to the south, residential units and place of assembly to the west across Cumberland Avenue, and Top of the Old Port surface parking lot to the north across Pearl Street. There are a variety of nonresidential uses within close proximity to the subject property, including restaurants and bars, retail establishments, Portland fire station, the Portland Press Hotel, 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, measured along rights-of-way. Additionally, METRO Route 8 operates along Cumberland Avenue

approximately 100-feet from the subject property. There is also Biddeford-Saco-Old Orchard Transit Route 60 operating approximately 340-feet from the site.



Figure 1. Street view of existing conditions as seen from Cumberland Avenue and Myrtle Street

V. PROPOSED DEVELOPMENT

The proposed development involves the construction of a new approximately 65,340-square-foot, multi-level, 3,310-seat music venue. The first floor would be comprised of a lobby, box office, concessions, 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 additional seating, an indoor and outdoor lounge, concessions, kitchen, dressing rooms, administrative offices, and restrooms. Level three would include fixed seating, a bar, and restrooms. The primary entrance would be at the corner of Cumberland Avenue and Myrtle Street. The VIP entrance and box office would be located on Myrtle Street. Additionally, there would be two egress doors along Cumberland Avenue. Staff entrances would be located on Myrtle Street, Pearl Street, and within the loading dock areas.

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 Deed, 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 document is included as Attachment C. Additionally, the applicant has provided a letter outlining the ownership structure of Portland Music Holdings, LLC, included as Attachment I1.

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 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 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 as Attachments I and J.

VIII. ZONING ANALYSIS

The proposed project is located in 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. The B-3 zone encourages increased housing opportunities downtown, including three-family, four-family, townhouse, and multi-family structures to accommodate Portland's diverse residential population, and supports an active, walkable pedestrian environment through the encouragement of intensive mixed-use activities, enhancement and maintenance of public and private open space, and the enlivenment and increased attractiveness of the street environment. Standards of the B-3 zone require excellence in urban design, to preserve and capitalize on the unique character and historic fabric of downtown Portland by encouraging reuse of significant existing structures and providing opportunities for an enhanced presence and integration of arts and cultural activities. The zone reinforces the role of downtown as a meeting place for community residents and visitors alike from all walks of life and all socio- economic groups by prioritizing access via multiple modes of transportation and enhancing and protecting the pedestrian environment.*"

The B-3 zone is a high-density, mixed-use zone located in Portland's downtown, generally bounded by Franklin Street to the north, Commercial Street to the east, Marginal Way to the west, and State Street to the south. It is intended to support a vibrant mix of uses that contribute to the vitality of the region's commercial core. The zone is home to numerous arts and cultural institutions, including theaters and performance halls such as Merrill Auditorium, State Theater, Portland Stage, Cross Insurance Arena, and Aura, museums, as well as bars, restaurants, retail and office spaces, places of assembly, institutions, social services and governmental uses, and high-density housing. The proposed project is classified as a theater and performance hall, which is a permitted use in the B-3 zone, as outlined in Table 6-C: *Permitted and Conditional Uses in Mixed-Use Zones of the City's Land Use Code*.

The B-3 zone has no density requirement. Building heights are governed by the City of Portland Height Map in Article 7 of the City's Land Use Code. Building heights within the B-3 zone range from 45 feet up to 325 feet. The proposed site is permitted a maximum height of up to 180 feet to a depth of 100 feet from the street centerline and then may rise to a maximum height of 250 feet. Portions of the site along Myrtle Street are required to have a 50-foot maximum street wall height with a 30-foot stepback. There are no minimum lot area or street frontage requirements, and side and rear setbacks are not required. The zone does not mandate a landscaped open space ratio. The

minimum build-to zone is 0 to 5 feet from the front property line, with at least 60% of the street frontage required to be occupied by building façade.

The proposed building's main entrance along Myrtle Street is set back 12-feet, which is seven-feet beyond the minimum build-to-zone requirements. However, per Standard 7.6.5.B.5, the Planning Board may approve an alternate build-to zone to comply with the design standards of Article 13 and the City of Portland *Design Manual.* The applicant is extending the publicly accessible sidewalk beyond the front property line to align with the building, enhance the facility's entrance, and create a more prominent and functional queuing and waiting area, ultimately improving the pedestrian experience at street level. The proposed setback of the building along Myrtle Street, which extends beyond the required build-to zone, aligns with the intent of the dimensional and design standards of the B-3 zone. This zone encourages active ground-level uses, and the setback reflects the existing context while the extended publicly accessible sidewalk, located on private property, maintains a consistent street wall, supports ground-level activation, and reinforces the prominence of the venue's entrance. There is a condition of approval that the applicant finalize public access easement agreements for the areas of public sidewalk that fall within privately owned property.

As outlined in Section 18.1.2 of the City's Land Use Code, off-street vehicle parking is not required. Off-street parking maximums and bicycle parking requirements are outlined in Table 18-A of the Land Use Code. The maximum parking for theaters and performance halls is 1 space per 300 square feet of floor area and the minimum bicycle parking requirement is 1 bicycle space per 2,500 square feet of floor area over 10,000 square feet.

Section 6.8.14 *Entertainment businesses in the B-3 and WCZ zones* prohibits entertainment businesses in the B-3 zone from being located within 100 feet of another such business (measured along or across public ways from the main entrance of each). The applicant submitted a diagram (Attachment 25) showing that the proposed building's main entrance and VIP entrance are both outside of the 100-foot radius from the main entrance of Merrill Auditorium on Myrtle Street. The secondary entrance at Merrill Auditorium, which serves the Merrill Rehearsal Hall, is not considered the building's main entrance or for guests entering the facility. It is primarily used for staff, backstage access, and deliveries. The term "main entrance or entrances" in the Land Use Code refers to buildings with multiple main principal entrances intended for visitors entering and exiting a facility, such as the Cross Insurance Arena, which has three identified main entrances at different locations on the block. All of these entrances at Cross Insurance Arena are intended for public access to the facility and are signed and managed in that manner.

Finding of Fact: The proposed theater and performance hall is a permitted use in the B-3 zone. The proposed building is approximately 54 feet in height with 100% impervious area. 98% of the building length is occupied by building façade and the project is constructed meeting the build-to-zone requirements. The main entrance, fronting on Myrtle Street is setback 12-feet from the lot line, which is seven-feet beyond the minimum build-to-zone requirements, however, Section 7.6.5.B.5 allows the Planning Board or Planning Authority to approve a different front setback or build-to-zone to comply with the design standards of the B-3 zone, which the proposed design is in alignment with. The applicant is extending the publicly accessible sidewalk to align with the building, enhance the facility's entrance, and create a more prominent and functional queuing and waiting area, ultimately improving the pedestrian experience at street level. The proposed setback of the building along Myrtle Street, which extends beyond the required build-to zone, aligns with the intent of the dimensional and design standards of the B-3 zone. This zone encourages active

ground-level uses, and the setback reflects the existing context while the extended publicly accessible sidewalk, located on private property, maintains a consistent street wall, supports ground-level activation, and reinforces the prominence of the venue's entrance. As outlined in Article 18, off-street parking is not required. The applicant is not providing any on-site parking which is in compliance with Table 18-A. The proposed project will include 26 bicycle parking spaces which complies with the minimum bicycle parking spaces outlined in Table 18-A.

The proposed project demonstrates compliance with the regulations regarding the required distance between entertainment businesses and conforms with the standards of Section 6.8.14. Attachment 25 confirms that the proposed building's main entrance and VIP entrance are located beyond the 100-foot radius from the main entrance of Merrill Auditorium on Myrtle Street. Based on the submitted application materials and the description presented above the proposed project complies with the applicable zoning regulations.

IX. SITE PLAN STANDARDS

1. Transportation Standards (Section 13.6.1)

A. Impact on surrounding street systems

The proposed project involves the redevelopment of a lot currently occupied by two single-story commercial buildings used for vehicle storage and a public surface parking lot. The site is primarily covered by impervious surfaces. The project site is located on a block bounded by Myrtle Street, Cumberland Avenue, Pearl Street, and Congress Street. The site itself is bounded by Myrtle Street, a 27-foot-wide one-way street with on-street parking on both sides; Cumberland Avenue, a 39-foot-wide two-way street with on-street parking along portions of both sides; and Pearl Street, a 32-foot-wide two-way street with no on-street parking on either side. An existing traffic light currently exists at the intersection of Cumberland Avenue and Pearl Street. A stop sign currently controls traffic on Myrtle Street at its intersection with Cumberland Avenue. Crosswalks exist at both the Cumberland Avenue and Pearl Street intersection and the Myrtle Street and Cumberland Avenue intersection.

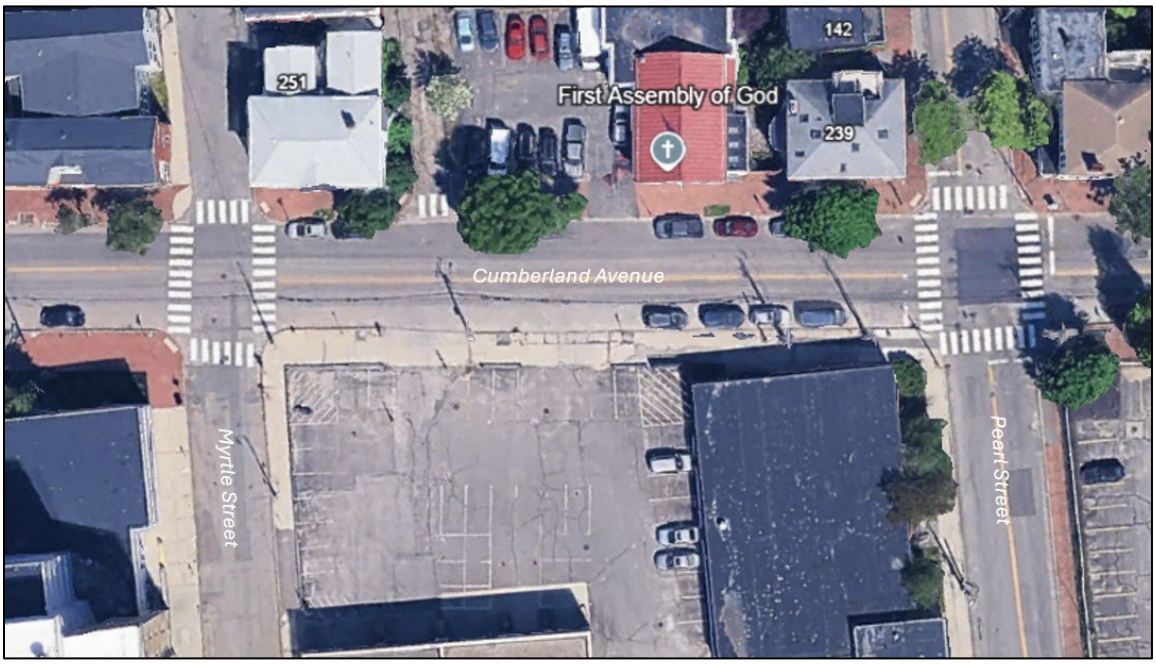


Figure 2. Existing street conditions along property frontages

Based on the application materials provided, the project would include two on-site, off-street dedicated parking areas for buses and tractor-trailers to be utilized during events. No other internal vehicular circulation is proposed on-site, and no on-site parking will be provided for patrons. The bus parking area would be accessed from Myrtle Street, by a drive approximately 160-feet south of the intersection with Cumberland Avenue and the tractor-trailer parking area would be accessed from Pearl Street, at a point approximately 135-feet south of the intersection with Cumberland Avenue.

Because no on-site, off-street parking for personal vehicles is proposed as part of this project, congestion on surrounding streets will likely be from patrons locating parking in the vicinity of the subject property. The majority of these trips, however, are likely to occur after the evening peak hour under the assumption that events will begin at 8:00 PM and doors open at 7:00 PM. The applicant provided a map of available off-street parking facilities, including garages and lots, identifying the number of total spaces within 4/10 of a mile by a direct route to the site. These parking facilities were identified in the *March 2025 City of Portland Parking Division Annual Parking Survey.* From the identified facilities in the survey, five lots/garages were projected to be the primary parking destinations for patrons of the proposed music hall. These facilities were selected by the applicant based on distance to the venue, current hours of operation, and parking capacity as shown in Table 1.

Table 1

Parking Facility	*# of Spaces*	*Hour of Operation*	*Walking Distance from Site*
Top of the Old Port Surface Lot	540	Open 24hrs	0.1 Miles
Temple Street Parking Garage*	620	Closes 12AM	0.2 Miles
Cumberland County Parking Garage	328	Open 24hrs	0.3 Miles
Custom House Parking Garage*	761	Closes 12AM	0.4 Miles
One City Center Parking Garage	600	Open 24hrs	0.4 Miles

**Preliminary parking agreements between event operator and parking facility.*

The projected distribution of vehicles to each of these locations with the corresponding number of entering trips in the PM Peak Hour of the adjacent street (5:00 – 6:00 PM) is shown in Table 2. Also listed is the total number of vehicles entering during the assumed arrival period for an event and an illustration of the percentage of the overall capacity for each facility the entering trips represent. The project-generated trips were assigned to the roadway network based on the distributions to the parking facilities listed. The resulting overall trip assignments for the PM peak hour period the day of a maximum capacity event, are shown in Attachment X. A summary of total trips in the vicinity of the site during the PM peak hour of the adjacent street is shown in Figure 7, Attachment X. By not providing direct on-site parking, vehicle trips are expected to be distributed throughout the street network, rather than concentrated at a single access point for entering and exiting the facility.

Table 2

Parking Facility	# of Spaces	Trip Distribution	PM Peak Hour Trips (5 – 6 PM)	Total Entering Trips (Day of Event)	Music Hall Portion of Facility's Capacity (Day of Event)
Top of the Old Port Surface Lot	540	15%	50	216	40%
Temple Street Parking Garage*	620	30%	100	432	70%
Cumberland County Parking Garage	328	10%	34	143	44%
Custom House Parking Garage*	761	30%	100	432	57%
One City Center Parking Garage	600	15%	50	216	36%
TOTAL	2849	100%	334	1439	

*Preliminary parking agreements between event operator and parking facility.

To minimize impacts on the surrounding street network, the applicant is proposing traffic management and enforcement, sponsored by the proponent, during active venue times to help mitigate localized impacts along Myrtle Street, Cumberland Avenue, and Pearl Street. Additionally, active areawide traffic management, coordination, and enforcement would occur during times when both the venue and Merrill Auditorium are active to manage traffic, ensure pedestrian safety, and facilitate emergency vehicle access.

Traffic & Event Management

The on-site loading areas are designed to completely contain vehicles on-site with no blockage on the adjacent streets once parked on site. Temporary traffic control (TTC) to stop traffic on these streets would be utilized when a bus or truck is actively entering or existing the loading area (Attachment M1). Loading times along Pearl Street would be restricted between 8:00 AM – 9:00 AM and 4:30 PM – 5:30 PM Monday through Friday on Pearl Street. This restriction has also been added as a condition of approval.

The applicant submitted an Event Management Plan (Attachment M3), which outlines how Live Nation's operational policies would be implemented at the proposed Music Hall. As outlined in the Event Management Plan, the applicant states that on high-demand show dates, defined as nights when 80% or more of capacity is sold at both Portland Music Hall (PMH) and Merrill Auditorium, PMH would provide traffic control personnel at nearby high-traffic intersections. Additionally, when event staff determine that crowd activity or traffic conditions raise safety concerns, uniformed police officers would be employed to direct traffic and manage pedestrian crossings. The Portland Police Department provided a memo dated May 14, 2025 (Attachment S1), summarizing the Police Department's role in supporting major events, which include but is not limited to Hearts of Pine Soccer games, Thompson's Point Concerts, Sea Dogs baseball games, Merrill Auditorium events, and Mariners hockey games. A condition of approval has been added requiring PMH to ensure that both flaggers and uniformed police officers are present to maintain controlled traffic flow and pedestrian safety when both the PMH and Merrill Auditorium have ticketed events regardless of capacity at Cumberland Avenue and Myrtle Street, Cumberland Avenue and Pearl Street, Congress Street and Pearl Street, and Congress Street and Myrtle Street.

The applicant would also be replacing and upgrading the existing traffic signal equipment at Cumberland Avenue and Pearl Street, this would modernize the signal equipment, allow for event timing for signal operation, and add pedestrian crossing signals where they do not currently exist at other signalized intersections. Additionally, the applicant would be making traffic camera improvements to the signal at the intersection of Pearl and Congress Street to improve function and

safety of the existing signal. The applicant is also required to conduct field evaluations and shall upgrade non-compliant ramps to meet ADA/City standards at

- All ramps at the Cumberland Avenue/Myrtle Street intersection
- All ramps at the Congress Street/Pearl Street intersection
- All ramps at the Cumberland Avenue/Pearl Street intersection
- All ramps at the Pearl Street/Federal Street intersection
- All ramps at the Pearl Street/Newbury Street intersection
- All ramps at the Congress Street/Chestnut Street intersection
- All ramps at the Congress Street/Exchange Street intersection

In addition, the applicant is required to conduct an evaluation of illumination conditions and compliance with lighting standards and recommendations for improvement to be approved by the Planning Authority, in coordination with DPW, and MaineDOT at:

- Congress Street/Market Street
- Congress Street/Exchange Street
- Congress Street/Chestnut Street
- Pearl Street/Federal Street
- Pearl Street/Newbury Street
- Cumberland Avenue/Myrtle Street
- Cumberland Avenue/Chestnut Street

The applicant is proposing to reconstruct the sidewalk along all property frontages, including ramp replacements at the intersection of Myrtle/Cumberland and Pearl/Cumberland to improve ADA accessibility. The applicant shall provide a public access easement to the City for the proposed public sidewalks that extend onto private property. The draft easement shall be reviewed and approved by the Planning Authority and Corporation Counsel, before being recorded at the Cumberland County Registry of Deeds.

A taxi/rideshare drop-off located is proposed on Congress Street in front of City Hall, this location was determined through coordination with City staff including, Planning & Urban Development and the Parking Division. The pick-up and drop-off location in front of City Hall can also be shared with Merrill Auditorium and would reduce the number of drops offs on Myrtle Street. Additionally, non-rideshare drop-off would include two parking spaces on Cumberland Avenue closest to Myrtle Street, which would be marked as a 30-minute loading zone. These spaces will be available on event nights for spectators dropping off attendees or as loading zones for non-event times. Event staff will place A-Frame signs on the sidewalk adjacent to these spaces stating “drop-off only”. The proposed on-street loading zone on Myrtle Street used for bus parking and maneuvering would be made available during events for ADA pick-up and drop-off. Event staff would place A-Frame signs designating this area as ADA drop-off only. As a condition of approval, the applicant shall provide a sign layout plan identifying the locations of A-frame signage for passenger drop-off, ADA parking information, and ride-share. The plan shall be submitted for review and approval by the Planning Authority.

The applicant has also committed to making a $50,000.00 contribution to the City of Portland to be used toward the adjacent Merrill Auditorium loading dock project. These funds would support upgrades to truck and loading operations, improve access and circulation around both facilities, and

help reduce the impact of loading and unloading activities on the surrounding street network. This commitment has been listed as a conditional of approval.

As part of the Construction Management Plan, the applicant will be required to coordinate with the City and the operators of the adjacent Top of the Old Port parking lot to manage any potential traffic impacts during construction and any potential street closures. The applicant will be responsible for implementing temporary traffic control measures, subject to review and approval by the City, including the use of traffic cones, signage (such as variable message signs), and other tools to redirect traffic and manage access to and from the parking lot.

Findings of Fact: Based on the submitted application materials, the project's description of components intended to mitigate impacts on the surrounding street system, and the recommended conditions of approval, this standard is determined to be met.

B. Public transit access

Section 13.6.1.C.1 mandates that commercial and institutional developments with a gross floor area of 20,000 square feet or greater must include a transit shelter. This requirement applies when the development is proposed along an existing public transit route on a principal or minor arterial roadway and the closest existing transit shelter is more than ¼ mile away, measured along the public right-of-way. The required shelter should be located adjacent to or within the public right-of-way along the development's frontage, or at a nearby high-volume transit stop that currently lacks a shelter. The project exceeds 20,000 square feet and is located along an existing public transit route on Cumberland Avenue. The nearest transit shelter on this route is approximately 0.19 miles from the subject property, along Congress Street between Temple and Elm Street. Additionally, METRO Pulse at Elm Street is located approximately 0.2 miles from the subject property. Therefore, the project is not required to install a transit shelter.

Finding of Fact: Based on the submitted application materials and the description presented above the proposed project is not required to install a transit shelter.

C. Parking

The site is located in Portland's B-3 Downtown Business zone and benefits from excellent access to public transit, pedestrian, and bicycle access. As outlined in Table 5-D of the Land Use Code, the intent of this 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, and satisfying the related needs of the city's resident, working, and visitor populations. The B-3 zone supports an active, walkable pedestrian environment through the encouragement of intensive mixed-use activities, enhancement and maintenance of public and private open space, and the enlivenment and increased attractiveness of the street environment. The zone reinforces the role of downtown as a meeting place for community residents and visitors alike from all walks of life and all socio- economic groups by prioritizing access via multiple modes of transportation and enhancing and protecting the pedestrian environment.*"

Per Section 18.1.2 of the Land Use Code, off-street vehicle parking is not required. Table 18-A sets the maximum number of off-street parking spaces allowed for each designated use. For theaters and performance halls, the maximum is one space per 300 square feet. The project would not provide for any on-site, off-street parking spaces, which complies with both Section 18.1.2 and the standards of Table 18-A. The project would implement a Transportation Demand Management

(TDM) plan to encourage employees and patrons to use alternative modes of transportation and reduce the reliance on single-occupancy vehicles.

The applicant has submitted a parking memorandum (Attachment M9) analyzing available parking in the vicinity of the proposed project. According to this analysis, approximately 8,600 parking spaces in garages or lots remain open until at least midnight. Additionally, the memorandum identifies parking garages and surface lots within a 0.4-mile radius of the proposed venue, totaling 2,849 spaces that are either open until midnight or offer flexible public parking after business hours to accommodate evening events at other venues (see Table 3). These figures do not include on-street metered parking or private facilities such as hotel lots.

Table 3

Parking Facility	*# of Spaces*	*Hour of Operation*	*Walking Distance from Site*
Top of the Old Port Surface Lot	540	Open 24hrs	0.1 Miles
Temple Street Parking Garage*	620	Closes 12AM	0.2 Miles
Cumberland County Parking Garage	328	Open 24hrs	0.3 Miles
Custom House Parking Garage*	761	Closes 12AM	0.4 Miles
One City Center Parking Garage	600	Open 24hrs	0.4 Miles

**Preliminary parking agreements between event operator and parking facility.*

Within the garages and surface lots identified within a 0.4-mile radius, the applicant has secured preliminary parking agreements with both the Temple Street Parking Garage and the Custom House Parking Garage (Attachment M10). These agreements indicate that, in addition to the existing public and private garages, lots, and on-street parking in the area, the applicant would provide approximately 1,380 dedicated parking spaces for patrons of the proposed venue. The agreements would include a 50% discount off the current full daily rate, extended evening hours from 11:00 PM to 12:00 AM on event nights, and potential Sunday operations.

Furthermore, the City of Portland Parking Division conducted parking lot counts in May 2025 on a Thursday, Friday, and Saturday. Each lot was counted at least twice and, in some cases, up to four times, during the three-day period. The results showed an average utilization rate of only 19% for garages and lots within a ¼-mile radius of the venue (Table 4), and 18% for those located between ¼ and ½ mile from the venue (Table 5). These findings indicate that approximately 80% of parking capacity in the area remains available, suggesting sufficient existing parking to accommodate a new venue.

Table 4

Summary: 0 to 1/4 Mile Occupancy (5:30 PM-8:00 PM)		
Available Spaces	**Capacity**	**% Utilized**
2715	3380	19.66%

Table 5

Summary: 1/4 to 1/2 Mile Occupancy (5:30 PM-8:00 PM)		
Available Spaces	Capacity	% Utilized
2412	2969	18.75%

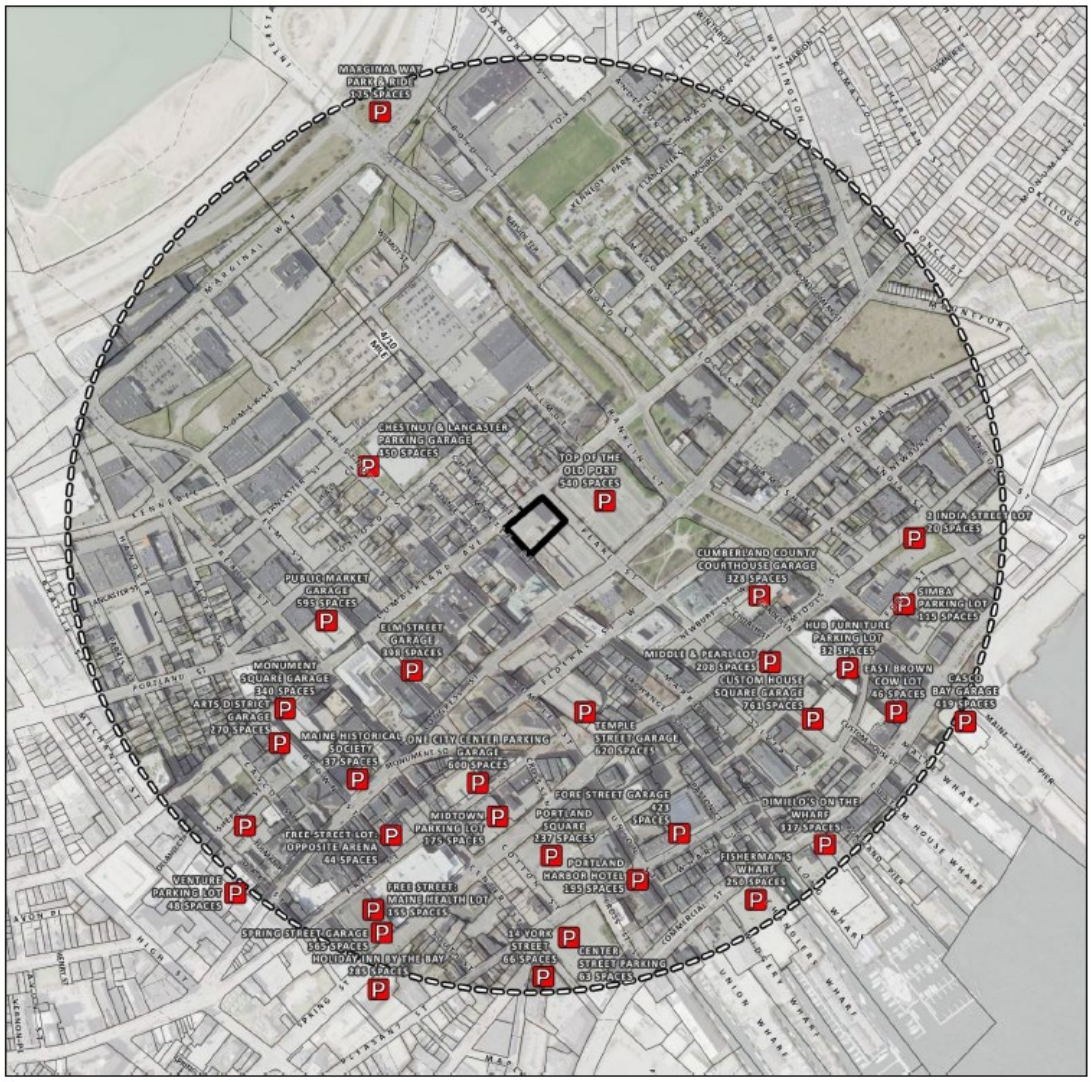


Figure 3. Parking Facilities within 0.4 mile of the Portland Music Hall Site

On-Street Parking & Neighborhood Impact

During the course of project review, concerns have been raised about the potential for event attendees to use on-street parking, particularly in ways that could affect residential parking availability in the nearby Bayside neighborhood. While parking would be available in nearby garages and surface lots, there is no guarantee that all patrons who choose to drive to the venue would utilize those options. Some may instead opt to park on surrounding streets in accordance with existing city parking regulations.

The Bayside neighborhood falls within Residential Parking Zone 7. Residents with a valid Zone 7 permit are exempt from hourly parking limits within the zone, allowing them to park for extended periods without needing to move their vehicles. In contrast, non-residents must comply with posted time restrictions. To help preserve residential access and reduce the likelihood of patron parking in the neighborhood, the City has agreed to work with the applicant to extend hourly on-street parking regulations in the Bayside area from 5:00 PM to 9:00 PM. This change to on-street hourly parking within Zone 7 is included as a condition of approval and must be completed by the City in coordination with local residents prior to the issuance of a Certificate of Occupancy.



Figure 4. Residential Park Zones. Source: City of Portland Parking Division

Additionally, the applicant has provided an on-street parking narrative (Attachment M4) that identifies on-street parking replacement in response to the seven 30-minute parking spaces along Myrtle Street that would be displaced due to this project. The applicant is proposing to close curb cuts along Cumberland Avenue, adding four on-street parking spaces that do not exist today; adding three spaces along the property frontage on Pearl Street; and restriping Pearl Street approaching Congress Street to create an additional five spaces. This would result in a net increase of five on-street parking spaces available to the public.

Bicycle Parking

Table 18-A also establishes the minimum number of bicycle parking spaces required on-site. For theaters and performance halls, over 10,000 square feet of floor area, 1 bicycle space per 2,500 of floor area is required. The applicant is required to provide 26 bicycle spaces and they are proposing 13 bicycle racks, for a total of 26 bicycle parking spaces, which meets the requirements of Table 18-A.

Finding of Fact: Based on the submitted application materials, the project's description above and summary of parking, and the recommended conditions of approval, this standard is determined to be met.

D. Transportation demand management (TDM)

While parking is not required for the project, all commercial, institutional, or mixed-use developments of 50,000 square feet or more are required to design a Transportation Demand Management (TDM) plan. Additionally, all commercial or institutional uses designed to accommodate 100 or more employees are required to implement a TDM plan (Section 13.6.1.E). The applicant has submitted the required TDM plan based on the standards outlined in the City of Portland Technical Manual – Section 17.3. Within the TDM plan the applicant indicates that the music hall would designate a full-time employee as their TDM coordinator. This employee would be responsible for actively promoting and educating on alternative forms of transportation for both employees and event attendees. The coordinator will also be responsible for both monitoring and updating the TDM plan as necessary and completing the City's annual TDM Reporting Form.

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. 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%.

TDM Strategies

TDM Strategies would be aimed at both music hall employees and attendees to reduce individual vehicular trips and to promote a mix of transportation options. The proposed strategies include:

- Sidewalk improvements on all sides of the surrounding property, including widening sidewalks at the main entrance.
- Crosswalks within the study area defined by the TMP application would be evaluated for pedestrian accessibility. Improvements required by the TMP would be implemented.
- Installation of new pedestrian signal equipment at the intersection of Pearl Street and Cumberland Avenue to improve pedestrian accessibility.
- Providing bicycle parking spaces.
- Implementation of the venue's "Fan Journey" program which would provide information on options for transportation to the area, including locations of dedicated parking facilities, location and information related to Portland's Bike Share Program, information on transit routes, and options for traveling from transportation facilities such as the Portland Transportation Center and Portland International Jetport.

- Conducting surveys of fan behavior that identifies transportation modes and barriers, whose data would be provided to the City and conveyed to METRO to support METRO planning and implementation.
- Promotion of ridesharing among employees through employee bulletin area, employee email lists, and social media. Additionally, the venue operator's "Green Nation Team" is an employee-led team focused on sustainability initiatives and would be the primary group for promoting rideshare opportunities.
- Providing information and encouraging employees to utilize the GOMAINE program.
- PMH would negotiate METRO monthly bus pass fares and subsidize the full cost of bus passes for its full-time employees.
- Donating $1.00 per ticket sold for events at the PMH Music Hall to the City, with the understanding that a portion of the annual contribution, no less than $0.50 per ticket, as determined by the City Council, will be allocated to METRO to support expanded bus service hours.

TDM Monitoring

The designated TDM Coordinator would be responsible for monitoring and making changes as necessary to better meet TDM goals. The coordinator would be responsible for completing the annual City of Portland TDM Reporting Form based on survey data and other observations containing the following information:

- Transportation mode used by employees and attendees obtained from TDM surveys
- Summary and analysis of completed TDM surveys
- Comparison to previous surveys
- Proposed changes to the TDM Plan
- Reported barrier to the use of non-driving modes reported in the TDM surveys

Findings of Fact: Based on the submitted application materials, the description presented above, and the recommended conditions of approval, this standard is determined to be met.

2. Environmental Quality Standards (Section 14.6.2)

A. Preservation of significant natural features

The project area is currently occupied by two single-story commercial buildings used for vehicle storage and a public surface parking lot. The project area is primarily an impervious urban parcel with minimal vegetation or pervious area. The applicant has provided a completed low impact development scoring tool, which demonstrates the proposed development's overall impact across five categories. All development subject to the evaluation using the low impact development scoring tool is required to achieve a minimum of 80 points, out of a total possible score of 178 points. Based on the submitted scoring tool, the proposed development achieved a total of 82 points.

Finding of Fact: Based on the submitted application materials and description presented above, this standard is determined to be met.

B. Site landscaping and buffers

The applicant has provided a landscape plan that proposes four street trees along Cumberland Avenue 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. The applicant would be required to make a street tree contribution for the remaining 10 street trees, for a total of $400 per street tree, for a total of $4,000 (10 x $400), as outlined in Section 4 of the *Technical Manual*.

The applicant is proposing that all loading, servicing, and trash operations be conducted internal to the site and, therefore, does not require screening. Additionally, mechanical equipment is proposed to be roof mounted and screened from public sidewalks, streets, and adjacent properties.

Findings of Fact: Based on the submitted application materials, the description presented above, and the recommended conditions of approval, this standard is determined to be met.

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 S2.

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. Additionally, the project is redevelopment of a fully developed site, therefore no MDEP permit 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. As a condition of approval, the applicant will be required to enter into a stormwater maintenance agreement.

Finding of Fact: Based on the submitted application materials, the description presented above, and the recommended condition of approval, this standard is determined to be met.

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

A. Consistency with City Master Plans

The proposed project is a permitted use within the B-3 Downtown Business Zone, which is intended to maintain and strengthen downtown Portland'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. Additionally, *Portland's Plan 2030* emphasizes that the city will value innovation and creativity as cornerstones of the local economy and central to Portland's uniqueness and diversity. It also highlights the importance of arts and culture by calling for the City to leverage these assets as defining elements of Portland's distinct sense of place, support cultural institutions and arts spaces, and expand access to arts and culture for residents.

To support these goals, the applicant has committed to making an annual contribution of $1.00 per ticket sold for events at the Portland Music Hall to the City. A portion of this contribution, no greater than $0.50 per ticket, as determined by the City Council, may be allocated to support the performing arts in Portland aligning with the City's broader objectives of promoting equitable access to arts and culture and reinforcing Portland's position as the region's cultural hub. The remaining funds will be used to extend public transit service, aligning with the City's broader objectives including goals and

strategies outlined in the City's climate action plan *One Climate Future* of promoting a reduction in greenhouse gas emissions from transportation, reducing single-occupancy vehicle trips, and shifting existing incentives that lead to more parking demand and supply and instead facilitate and strengthen multimodal transportation options.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

B. Public safety and fire prevention

The project has been designed following public safety principles for Crime Prevention through Environmental Design (CPTED) 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 CPTED 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 and Myrtle Street. 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.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

C. Public Utilities

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 also submitted an ability to serve request to the Portland Water District. The applicant will be required to provide an ability to serve confirmation to the Planning Authority upon receipt.

Electrical service was initially proposed to be moved underground along all property frontages. Per Standard 13.6.3.C.2, all electrical service shall be underground unless it is determined to be unfeasible due to extreme cost, the need to retrofit properties not owned by the applicant, or complexity of revising existing overhead facilities. The applicant has since revised plans to underground utilities along all property frontages except Cumberland Avenue. The applicant has provided a memo detailing the infeasibility of underground electrical service along this corridor due to extreme cost and the complexity of revising existing overhead facilitates (Attachment O1).

Finding of Fact: Based on the submitted application materials and the description presented above, and associated condition of approval, this standard is determined to be met.

4. Site Design Standards (Section 13.6.4)

A. Massing, ventilation, and wind impact

The height of the proposed building is approximately 54 feet, which complies with the permitted height in the zone and is significantly below the maximum height allowed on the site, which ranges from 180 feet to 250 feet per the City of Portland Height Map in Article 7 of the Land Use Code. The proposed height will not result in health or safety problems from a reduction in ventilation to abutting structures or changes to existing wind climate that would result in unsafe wind conditions.

The proposed building's height and scale is comparable to the surrounding context and is below the maximum permitted heights and taller buildings in the Downtown. Additionally, the applicant has indicated on the submitted roof plan (Attachment DD) that the roof area will have a minimum of 82 solar reflective index (SRI). 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.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

B. Shadows

The proposed development is below the 65-foot height threshold that would trigger a shadow study. However, the proposed building, which is proposed at a height that is significantly below the permitted height and scale of surrounding nearby buildings in the downtown, and is not anticipated to create adverse shadow impacts.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined 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 venue operator would comply with City ordinance requirements for snow removal from public sidewalks and along the site frontage.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

D. View corridors

The proposed project is not located within a designated view corridor, therefore this standard is not applicable.

Finding of Fact: This standard is not applicable.

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 applicant has proposed a design and use of materials that complements the surrounding modern and historic buildings in the downtown area.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

F. Exterior lighting

The applicant is proposing decorative lighting along the Cumberland Avenue, Myrtle Street, and Pearl Street frontages. Additionally, municipal street lighting (Downtown Combo Figure X-5F from Section 8 of the *Technical Manual*) is proposed along the building's Myrtle Street and Cumberland Avenue frontages.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

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).

Finding of Fact: Based on the application materials submitted and the description presented above, this standard is determined to be met.

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. Additionally, any proposed signage will be reviewed for compliance during the permitting process. However, the proposed project is located in the B-3 Downtown Business zone, which falls within the Downtown Sign District as specified in Table 19-B of the Land Use Code. According to Table 19-E, the Downtown Sign District permits a range of illuminated sign types, including external (direct or halo-lit), internal (cabinet or individual letters/logo), neon, and single- or two-color LED illuminated signs. Electronic message signs are prohibited. Permitted sign types are further detailed in Table 19-F. Notably, marquee signs, such as the one proposed for this project, are allowed in the Downtown Sign District.

Finding of Fact: Based on the submitted application materials and the description presented above, this standard is determined to be met.

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 final design review memo is included as Attachment S3.

Finding of Fact: Based on the submitted application materials and the description presented above, and associated condition of approval, this standard is determined to be met.

X. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning & Urban Development Department staff recommends that the Planning Board find that the Major Site Plan application for the proposed Portland Music Hall (PL-003179-2024) meets the applicable standards of Portland's Land Use Code and the Traffic Movement Permit requirements.

XI. PROPOSED MOTIONS

SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on August 12, 2025 for application # PL-003179-2024 at 385 Congress Street relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [**finds/does not find**] that the plan is in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

ALTERNATIVE BUILD-TO-ZONE

Pursuant to Section 7.6.5.B.5 the Planning Board approves an alternative build-to-zone of up to 12 feet for the building's front façade along Myrtle Street, as shown on the applicant's site plan.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall provide a public access easement to the City for the proposed public sidewalks that extend onto private property. The draft easement shall be reviewed and approved by the Planning Authority and Corporation Counsel, before being recorded at the Cumberland County Registry of Deeds.
2. The applicant shall provide a signage plan identifying the locations of temporary signs for ADA drop-off, non-rideshare drop-off, and taxi/rideshare drop-off areas. The plan shall be submitted for review and approval by the Planning Authority.
3. The applicant shall provide ability to serve confirmation from Portland Water District.
4. The applicant shall submit a finalized stormwater maintenance agreement to the Planning Authority.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

5. The applicant shall pay a fee-in-lieu of $400 per street tree into the City's Tree Fund for the remaining 10 street trees, for a total of $4,000 (10 x $400).
6. The hourly on-street parking regulations in Bayside within residential parking Zone 7 shall be adjusted from 5:00 PM to 9:00 PM EST.

GENERAL CONDITIONS OF APPROVAL

7. The applicant has proposed making a financial contribution to the city in order to minimize or abate any potential adverse impact on the city's broader objectives of promoting equitable access to arts and culture and reinforcing Portland's position as the region's art and entertainment hub. Pursuant to Section 13.9 of the Land Use Code, and as outlined in the applicant's submission, the applicant, its successors and assigns shall contribute to the City $1.00 per every ticket sold for all events held at the venue proposed as Portland Music Hall or any successor name as it may be amended from time to time. Up to one-half of this contribution is intended to be allocated by the City Council to support the performing arts in Portland. The City Council has the authority to amend this allocation formula as the needs of the city and the goals of the comprehensive plan evolve. This contribution obligation shall

terminate on December 31, 2075. The funds collected shall be paid to the City in two annual payments, the first annual payment shall be made on June 30th and the second annual payment shall be made on December 31st following issuance of Certificate of Occupancy. Prompt payment under this condition shall be required prior to the renewal of any entertainment license.

XII. TRAFFIC MOVEMENT PERMIT

On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on August 12, 2025 for application PL-003179-2024 relevant to Portland's technical and design standards and other regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **[is/is not]** in conformance with 23 MRSA 704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits, subject to the following conditions of approval:

ON-SITE MITIGATION

1. The project is responsible for the implementation of details noted on the Site Plan, C-101.
2. The applicant has proposed an Event Management Plan dated August 6, 2025, and the applicant is responsible for implementation of the plan as detailed.
3. The applicant has proposed a Truck and Bus Traffic Control Plan dated August 5, 2025, and the applicant is responsible for implementation of the plan as detailed.
4. No on-site loading on Pearl Street may occur between the hours of 8:00 AM – 9:00 AM or 4:30 PM – 5:30 PM EST Monday – Friday.

OFF-SITE MITIGATION

5. Intersection of Cumberland Avenue and Pearl Street
   The applicant shall replace the existing traffic signal with mast arm supports and other equipment that meet City and MaineDOT requirements. Additionally, all corner ramps shall be upgraded to meet ADA and City requirements. Additionally, implementing a left-turn lane on westbound Cumberland Avenue shall be investigated and a feasibility analysis performed. If deemed acceptable by the City, the applicant shall implement the lane addition. Design plans shall be provided for approval by the city. The intersection improvements shall be complete prior to the Certificate of Occupancy.
6. Intersection of Congress Street and Pearl Street
   The applicant shall upgrade all corner ramps to meet ADA and City requirements. Additionally, the applicant shall upgrade the traffic signal vehicle detection system. Design plans shall be provided for approval by the city. The intersection improvements shall be complete prior to the Certificate of Occupancy.
7. Intersection of Cumberland Avenue and Chestnut Street
   The applicant shall implement geometric improvements that may include curb extensions, high intensity crosswalk pavement markings and enhanced warning signs that may include a Rectangular Rapid Flash Beacon system. Preliminary and Final Design plans shall be provided for review and approval by the city. The intersection improvements shall be complete prior to the Certificate of Occupancy.
8. Pedestrian Facility Improvements
   The applicant shall upgrade non-compliant ramps at the following locations to meet ADA/City standards. The work may include reconstruction of the ramps to meet slope/alignment

requirements or installing warning fields. Design plans shall be provided for review and approval by DPW.

- All ramps at the Cumberland Avenue/Myrtle Street intersection
- All ramps at the Congress Street/Pearl Street intersection
- All ramps at the Cumberland Avenue/Pearl Street intersection
- All ramps at the Pearl Street/Federal Street intersection
- All ramps at the Pearl Street/Newbury Street intersection
- All ramps at the Congress Street/Chestnut Street intersection
- All ramps at the Congress Street/Exchange Street intersection

9. Safety Improvements via Improved Lighting
   The applicant shall conduct an evaluation of illumination conditions and compliance with MaineDOT standards at the following locations. Recommendations shall be reviewed and approved by the city. The applicant shall implement lighting improvements if substandard conditions are identified.
   - Congress Street/Market Street
   - Congress Street/Exchange Street
   - Congress Street/Chestnut Street
   - Pearl Street/Federal Street
   - Pearl Street/Newbury Street
   - Cumberland Avenue/Myrtle Street
   - Cumberland Avenue/Chestnut Street

OVERALL REQUIREMENTS

10. To minimize any potential adverse impact on traffic in the city, as part of its Transportation Demand Management (TDM) Plan, at least one-half of the $1.00 per ticket contribution set forth in the general conditions of approval paragraph above is intended to be allocated by the City Council to Greater Portland Metro, or a successor organization identified by the City Council, to support expanded public bus service. The City Council has the authority to amend this allocation formula as the needs of the city and the goals of the comprehensive plan evolve in the future. This contribution obligation shall terminate on December 31, 2075. The funds collected shall be paid to the City in two annual payments, the first annual payment shall be made on June 30th and the second annual payment shall be made on December 31st following issuance of Certificate of Occupancy. Prompt payment under this condition shall be required prior to the renewal of any entertainment license.
11. On nights when ticketed events occur simultaneously with events at Merrill Auditorium, the applicant shall ensure the presence of flaggers and uniformed police officers to manage traffic and pedestrian safety. Personnel shall be stationed at the intersections of Cumberland Avenue and Myrtle Street, Cumberland Avenue and Pearl Street, Congress Street and Pearl Street, and Congress Street and Myrtle Street to assist with traffic circulation, pedestrians crossing and ensure safe passage for patrons leaving the venues.
12. Prior to the issuance of a certificate of occupancy the developer shall contribute $50,000 toward the adjacent Merrill Auditorium loading dock project. These funds will support upgrades to truck and loading operations, improve access and circulation around both facilities, and help reduce the impact of loading and unloading activities on the surrounding street network.
13. As part of the Construction Management Plan, the applicant will be required to coordinate with the City and the operators of the adjacent Top of the Old Port parking lot to manage any potential traffic impacts during construction and any potential street closures. The applicant will

be responsible for implementing temporary traffic control measures, subject to review and approval by the City, including the use of traffic cones, signage (such as variable message signs), and other tools to redirect traffic and manage access to and from the parking lot.

14. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to City, MaineDOT and/or National standards.
15. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage, plantings or structures shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".
16. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from the City of Portland a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.
17. The applicant must obtain approval of the design plans and coordinate work through the City of Portland Department of Public Works.

XIII. PLANNING BOARD DECISION

On the basis of findings, conclusions, and recommendations contained in the Planning Board report for the public hearing on August 12, 2025, related to the application PL-003179-2024 for 385 Congress Street, which is attached to the draft approval letter and incorporated therein, the Planning Board **[adopts/does not adopt]** the approval letter as drafted as the Planning Board's decision for application PL-003179-2024, and authorizes the Planning Board Chair to sign the approval letter as drafted.

ATTACHMENTS

Public Comment

PC from 3-25-2025 Workshop
PC from 5-27-2025 Workshop
PC1. Kate Hambley (Rec'd 5-27-2025 after 12pm)
PC2. Scotta Mohler (Rec'd 6-18-2025)
PC3. Andres Llorente (Rec'd 8-4-2025)

Report Attachments

S1. Portland Police Traffic Unit Memo
S2. Statement from DPW
S3. Final Design Review Memo
S4. Draft Approval Letter
S5. TMP Approval Letter

Drawings

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
7.1 EROSION AND SEDIMENT CONTROL PLAN - INITIAL
7.2 EROSION AND SEDIMENT CONTROL PLAN - POST BUILDING ERECTION
8. PEARL STREET PLAN AND PROFILE
9. UTILITY PLAN
9.1 UTILITY SCHEDULES
10. LANDSCAPE PLAN
11. EROSION CONTROL NOTES
12. DETAILS1
13. DETAILS 2
13. DETAILS2
14. DETAILS3
15. DETAILS4
16. DETAILS 5
17. DETAILS5
18. DETAILS6
19. DETAILS 7
20. EXISTING CONDITIONS-1of2
20.1 EXISTING CONDITIONS-2of2
21. Photometrics
21.1 PHOTOMETRICS LT-005
22. SUBDIVISION PLAN
23. OVERALL SITE PLAN W HOTEL EXHIBIT
23.1 OVERALL SITE PLAN W HOTEL- sidewalk
24. Rendering
24.1 Rendering Pearl St
25. ENTERTAINMENT OVERLAY ZONE EXHIBIT

Applicant Submittal

A. cover letter
AA. Comment Response Letter 2025-06-25
B. Site Plan Checklist_(12-4-2024)
BB. Public Meeting Certification 2025-05-28
C. RTI
CC. Neighborhood Meeting Notes 2025-01-27
D. Evidence of Approvals
DD. PMH Community Benefit Agreement 8.8.25
E. Zoning Analysis Table
F. Site Plan Standards Assessment
G. Existing-Proposed Easements
H. Waiver Table - Exception
I. Financial Capability
I1. LNE letter to Portland Planning and Urban Development
J. Technical Capability

K. Construction Management Plan
L. PMH Traffic Demand Management Plan Rev 2
M. Transportation
M1. Temporary Traffic Control Plan
M2. Truck and Bus Traffic Control Plan V3
M3. Event Management Plan Rev 1
M4. On-Street Parking Narrative
M5. TMP Sections 1-7 2025-06-27
M6. TMP Revised Section 7 2025-08-06
M7. Pearl Street Parking_Exhibit A-01
M8. Pearl Street Parking_Exhibit B-01
M9. Portland Music Hall Parking Memorandum 2025-04-23
M10. PMH Executed Parking MOU
N. Environmental
O. Public Infrastructure-Community Safety
O1. PMH Underground Power Narrative
P. Site Design
Q. Building Elevations
R. Building Massing Images
R1. Rooftop Plan and Appurtenances Massing Perspectives
S. Floor Plans
DD. Roof Plan
T. Shadow Study Analysis
U. Stormwater Report - LOT 3 2025-04
V. Vehicle Turning Exhibits
W. View Corridor
X. 19371-05 TMP Section 7 Comment Response
Y. Comment Response - Design Review 25-03-18
Z. Comment Response Letter 25-04-09

Portland Police Traffic Unit
Ben Noyes
Traffic Sergeant

To: Kevin Kraft, Director of Planning & Urban Development
From: Sgt Ben Noyes, Portland Police Traffic Division
Date: May 14, 2025
Subject: Police Department Support for Major Events

Dear Mr. Kraft,

This memo outlines the Police Department's role in supporting major events in Portland, to ensure public safety and smooth operations:

- **Hearts of Pine Soccer**: We provide assistance with pedestrian crossings before and after games to ensure safe access for attendees as well as event security.
- **Thompson's Point Concerts**: Our team manages traffic control before and after events for upwards of 6500 attendees and provides security to maintain order.
- **Sea Dogs Baseball Games**: We offer pedestrian crossing assistance and security to ensure safe and efficient crowd movement as families arrive at and depart from Hadlock Field.
- **Merrill Auditorium Events**: We provide security to safeguard attendees and maintain a safe environment.
- **Mariners Hockey Games**: Our department ensures security to support a safe experience for all attendees.

We routinely coordinate with event organizers to tailor our support to each event's needs. Please contact me if you need further details or wish to discuss additional planning.

Sgt Ben Noyes,
Portland Police Department
Traffic Sergeant

109 Middle Street, Portland, Maine 04101 | o: 207.874.8554 | Benn@portlandmaine.gov

Justin Pellerin 1:18 PM (1 hour ago)

to me, Lauren

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

Design Review
Planning and Urban Development Department

City of portland

Subject:	385 Congress Street (address subject to change) – Major Site Plan Review
Zone:	B3
Date of Review:	August 1, 2025
Reviewer(s):	Sean King (Urban Designer), Taylor Colbeth (Planner), Andrew Graminski (Planning & Development Review 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.I 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 entrances along Myrtle Street are well-articulated, featuring a prominent marquee at the corner of Cumberland Avenue and canopies suspended above each entrance. These elements are considered appropriate for enhancing the usability and appeal of the street-level pedestrian environment.

  The exterior design along Cumberland Avenue and Pearl Street incorporates street-facing display windows, evenly spaced vertical indentations with architectural lighting, and brick detailing to add visual variation. Storefront windows wrap the corner at Myrtle Street and Cumberland Avenue, allowing views into the facility, which Staff finds appropriate to minimize blank façade areas.

- *§(b)(1)c. 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 in grates within the public right-of-way.

- *§(b)(1).d. 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.

     Staff finds that the selected exterior façade materials—such as face brick, articulated brick detailing, recessed standing seam metal paneling at the upper levels, and frequent storefront windows with "mill-style" muntins—are consistent with the surrounding urban context and enhance the street-level pedestrian environment. The building also features a prominent main entrance, with an extended sidewalk covered by a marquee sign, further emphasizing the entry point.

  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 and that creates a strong and consistent street wall 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.

- *§(b)(1)d.2.v. Rooftop appurtenances:* **Rooftop appurtenances shall be fully screened and located away from building edges. The City requests additional information, such as cut sheets or rendered views, to illustrate the proposed materials that enclose the mechanical equipment AHU 1-1, 1-2, 1-3.**

- *§(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's scale and height will not result in significant adverse wind impacts. The building, proposed at under 65 feet, is well below the maximum permitted height and is consistent with the scale of the surrounding context.

- *§(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: Staff finds that the proposed building includes a separate structural wall that will not impact the structural integrity of the adjacent buildings on the property.

- *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: Staff finds that the proposed building does not substantially obstruct public views along Cumberland Avenue to visual landmarks. The building is proposed under 65 feet and does not block any significant viewsheds.

CITY OF PORTLAND, MAINE PLANNING BOARD

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

August 12, 2025

Todd Goldenfarb
Portland Music Holdings, LLC
325 N. Maple Drive
Beverly Hills, CA 90210

Chris Taylor
Sebago Technics
75 John Roberts Road, Unit 4A
South Portland, ME 04106

Project Address: 385 Congress Street
Applicant: Portland Music Holdings, LLC
Planner: Taylor Colbeth

Project ID: PL-003179-2024
CBL(s): 027 D003

Dear Applicant,

On August 12, 2025, the Planning Board approved a Major Site Plan application to facilitate the construction of a 65,340-square-foot, 3,310-seat music venue on Lot 3 of the 385 Congress Street Subdivision in the B-3 Downtown Business zone. The decision is based upon the application, documents and plans as submitted. The Planning Board reviewed the proposal for conformance with the standards of the Site Plan Ordinance, Chapter 13, Section 13.6.

Based on the information provided to the Board in the application, plans, and reports, through testimony and other information submitted by the applicant, as well as the findings, conclusions and recommendations contained in the Planning Board Report for the public hearing held on August 12, 2025, which is attached hereto and incorporated herein by reference, the Planning Board found the application met all relevant standards and voted [X-X] to approve the application with the following conditions as presented below.

A. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on August 12, 2025, for application PL-003179-2024 at 385 Congress Street relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan is in

conformance with the site plan standards of the land use code, subject to the following conditions of approval:

PIROR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall provide a public access easement to the City for the proposed public sidewalks that extend onto private property. The draft easement shall be reviewed and approved by the Planning Authority and Corporation Counsel, before being recorded at the Cumberland County Registry of Deeds.
2. The applicant shall provide a signage plan identifying the locations of temporary signs for ADA drop-off, non-rideshare drop-off, and taxi/rideshare drop-off areas. The plan shall be submitted for review and approval by the Planning Authority.
3. The applicant shall provide ability to serve confirmation from Portland Water District.
4. The applicant shall submit a finalized stormwater maintenance agreement to the Planning Authority.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

5. The applicant shall pay a fee-in-lieu of $400 per street tree into the City's Tree Fund for the remaining 10 street trees, for a total of $4,000 (10 x $400).
6. The hourly on-street parking regulations in Bayside within residential parking Zone 7 shall be adjusted from 5:00 PM to 9:00 PM EST.

GENERAL CONDITIONS OF APPROVAL

7. The applicant has proposed making a financial contribution to the city in order to minimize or abate any potential adverse impact on the city's broader objectives of promoting equitable access to arts and culture and reinforcing Portland's position as the region's art and entertainment hub. Pursuant to Section 13.9 of the Land Use Code, and as outlined in the applicant's submission, the applicant, its successors and assigns shall contribute to the City $1.00 per every ticket sold for all events held at the venue proposed as Portland Music Hall or any successor name as it may be amended from time to time. Up to one-half of this contribution is intended to be allocated by the City Council to support the performing arts in Portland. The City Council has the authority to amend this allocation formula as the needs of the city and the goals of the comprehensive plan evolve. This contribution obligation shall terminate on December 31, 2075. The funds collected shall be paid to the City in two annual payments, the first annual payment shall be made on June 30th and the second annual payment shall be made on December 31st following issuance of Certificate of Occupancy. Prompt payment under this condition shall be required prior to the renewal of any entertainment license.

The approval is based on the submitted plans and findings related to the site plan standards contained in the Planning Board report dated August 8, 2025 for application PL-003179-2024 which is attached.

Standard Procedures

Note: The following standard procedures and requirements apply to all approved site plans:

1. Site Plan Expiration

The site plan approval shall expire three (3) years from the date of approval unless development has been undertaken in accordance with the approved site plan and site work or building construction is ongoing. Any lapse in construction for a period in excess of 12 months shall result in an expiration of the site plan.

2. Separate Building Permits Are Required

This approval does not constitute approval of building plans, which must be reviewed and approved by the City of Portland's Permitting and Inspections Department.

3. Performance Guarantee and Inspection Fees

A performance guarantee covering the site improvements and an inspection fee payment of 2.0% of the guarantee amount and three (3) final sets of plans must be submitted to and approved by the Planning and Urban Development Department prior to the release of a building permit, street opening permit or certificate of occupancy for site plan.

4. Construction Management Plans

The applicant, contractor and subcontractors are required to conform to the approved Construction Management Plan, and all conditions contained within the project's approval, for the entire duration of the project. Any amendments to the approved Construction Management Plan shall be reviewed and approved by the Department of Public Works prior to the execution. The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan. The applicant shall coordinate the project's construction schedule with the timing of nearby construction activities to avoid cumulative impacts on a neighborhood and prevent unsafe vehicle and pedestrian movements. Accordingly, nearby construction activities could involve a delay in the commencement of construction.

5. Preconstruction Meeting

Prior to the release of a building permit and scheduling of a preconstruction meeting, a hard copy set of approved plans shall be submitted to the Development Review Coordinator. A pre-construction meeting shall be held at the project site with the contractor, Development Review Coordinator, Public Works representative, and owner to review the construction schedule and critical aspects of the site work. At that time, the Development Review Coordinator will confirm that the contractor is working from the approved site plan and the approved Construction Management Plan. The site/building contractor shall provide one (1) copy of a detailed construction schedule to the attending City representative. It shall be the contractor's responsibility to arrange a mutually agreeable time for the pre- construction meeting.

6. Department of Public Works Permits

If work or obstructions will occur within the public right- of-way, such as utilities, curb, sidewalk, driveway construction, site deliveries and equipment siting, a Street Opening and/or Occupancy Permits are required for your site. Please contact the Department of Public Works Permit Clerk at (207) 874-8300, ext. 8828. (Only excavators licensed by the City of Portland are eligible.)

7. Develop Site According to Plan

The site shall be developed and maintained as depicted on the site plan and in the written submission of the applicant. Any modifications of an approved site plan or alteration of a parcel, or of any approved exterior elevations, which were the subject of site plan approval after May 20, 1974, shall require the prior approval of an amended site plan by the Planning Board or Planning Authority pursuant to the terms of Chapter 14, Land Use, of the Portland City Code.

8. Stormwater Management

The owner/operator of an approved stormwater management system, and all assigns shall comply with the conditions of Chapter 32, Stormwater including Article Ill, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system, as attached, or in substantially the same form, shall be submitted for review by Corporation Counsel. Once approved, the document shall be signed and recorded at the Cumberland County Registry of Deeds prior to the issuance of a building permit. Final copies shall be submitted to both the Department of Planning and Urban Development and the Department of Public Works.

9. Third Party Inspections

For all sites with one acre or greater of disturbance, the applicant shall retain the services of a third-party inspector for the duration of construction until final site stabilization is in place. The inspection is required in order to ensure that all construction and stabilization activities comply with the approved drawings and specifications; that field decisions regarding erosion control implementation, stormwater system installation, and natural resource protection are based on sound engineering and environmental considerations; and that any changes to the development's erosion control plan, stormwater management plan, or final stabilization plan is communicated to the City of Portland for additional review and approval.

The inspector will submit weekly written reports to the Stormwater Coordinator(s) in the Water Resources Division of Public Works. Reports must include: project ID, project address, the date(s) and time(s) of inspection(s), site photographs of areas under construction, and the date(s) and approximate duration(s) of any rainfall events. The

report will identify and describe any erosion problems or discharge of pollutants and what actions will be taken to address these issues and repair any damage to other properties or natural resources, actions to eliminate the erosion source, and actions to prevent future sediment discharges from the area.

10. Defect Guarantee
A defect guarantee, consisting of 10% of the performance guarantee, must be posted before the performance guarantee will be released.

11. As-Built Final Plans
Final sets of as-built plans shall be submitted digitally to the Planning and Urban Development Department as a PDF. Once the PDF version has been reviewed and accepted, a mylar and a AutoCAD format will need to be submitted to the Department of Public Works Engineering Archive, located at 212 Canco Road, Portland, Maine 04102.

12. Mylar Copies
Mylar copies of the as-built drawings for public streets and other public infrastructure in the subdivision must be submitted to Public Works prior to the issuance of a certificate of occupancy.

13. Impact Fees
New development or changes of use that result in net new residential dwelling units, non- residential building square footage, or water meters, are subject to the City of Portland's impact fee ordinance (Chapter 14, Article XVII). Impact fees are calculated at the time of building permit and must be paid prior to the certificate of occupancy. For more information, visit https://www.portlandmaine.gov/2409/Impact-Fees.

The Development Review Coordinator must be notified five (5) working days prior to the date required for final site inspection. The Development Review Coordinator can be reached at the Planning and Urban Development Department at drc@portlandmaine.gov or (207)874-8901. All site plan requirements must be completed and approved by the Development Review Coordinator prior to issuance of a Certificate of Occupancy. Please schedule any property closing with these requirements in mind.

If there are any questions, please contact Taylor Colbeth by phone at 207-874-8721 or email at tcolbeth@portlandmaine.gov.

Sincerely,

Brandon Mazer, Planning Board Chair

Attachments:

1. Planning Board Report
2. Portland City Code: Chapter 32
3. Sample Stormwater Maintenance Agreement
4. Performance Guarantee Packet

Applicant:	Portland Music Holdings, LLC 325 N. Maple Drive Beverly Hills, CA 90210
Project Location:	244 Cumberland Avenue (385 Congress Street) Tax Map # 027 Lot #D003
Project:	Portland Music Hall
Identification #:	PL-003179-2024
Permit Category:	200+ PCE's
Traffic Engineer:	Derek Caldwell, Sebago Technics

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the MaineDOT's Regulations, the City of Portland through their Delegated Review Authority has considered the application of Major Site Plan (PL-003179-2024) 385 Congress Street with supportive data, city review and other related materials on file.

PROJECT DESCRIPTION

The application is for an approximately 65,340 square foot music venue with an approximate 1,976 seated capacity and an extended floor space capacity of 3,310. The development is projected to generate a total of 334 vehicular trips in the PM Peak Hour of the Adjacent Street (5-6PM) distributed to available parking locations in the Portland Downtown area and a total of 1,140 vehicular trips during the peak departure hour of a maximum capacity event. Construction of the development is currently scheduled to start in late 2025 with occupancy scheduled for spring 2027.

Findings

Based on a review of the files and related information, The City of Portland approves the Traffic Movement Permit Application of 244 Cumerland Avenue – Portland Music Hall subject to the following conditions:

MITIGATION

The mitigation is intended to describe that conceptually shown on the following plans provided by The Engineer.:

1. Site Plan, C-101, prepared by Sebago Technics.

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

On-Site Mitigation

1. The project is responsible for the implementation of details noted on the Site Plan, C-101.
2. The applicant has proposed an Event Management Plan dated August 6, 2025 and the applicant is responsible for implementation of the plan as detailed.
3. The applicant has proposed a Truck and Bus Traffic Control Plan dated August 5, 2025 and the applicant is responsible for implementation of the plan as detailed.
4. No on-site loading on Pearl Street may occur between the hours of 8:00 AM – 9:00 AM or 4:30 PM – 5:30 PM EST Monday – Friday.

General Requirements for All Entrances

A. N/A

Off-Site Mitigation

Intersection of Cumberland Avenue and Pearl Street
The applicant shall replace the existing traffic signal with mast arm supports and other equipment that meet City and MaineDOT requirements. Additionally, all corner ramps shall be upgraded to meet ADA and City requirements. Additionally, implementing a left-turn lane on westbound Cumberland Avenue shall be investigated and a feasibility analysis performed. If deemed acceptable by the city, the applicant shall implement the lane addition. Design plans shall be provided for approval by the city. The intersection improvements shall be complete prior to the Certificate of Occupancy.

Intersection of Congress Street and Pearl Street
The applicant shall upgrade all corner ramps to meet ADA and City requirements. Additionally, the applicant shall upgrade the traffic signal vehicle detection system. Design plans shall be provided for approval by the city. The intersection improvements shall be complete prior to the Certificate of Occupancy.

Intersection of Cumberland Avenue and Chestnut Street
The applicant shall implement geometric improvements that may include curb extensions, high intensity crosswalk pavement markings and enhanced warning signs that may include a Rectangular Rapid Flash Beacon system. Preliminary and Final Design plans shall be provided for review and approval by the city. The intersection improvements shall be complete prior to the Certificate of Occupancy.

Pedestrian Facility Improvements
The applicant shall upgrade non-compliant ramps at the following locations to meet ADA/City standards. The work may include reconstruction of the ramps to meet slope/alignment requirements or installing warning fields. Design plans shall be provided for review and approval by DPW.

- All ramps at the Cumberland Avenue/Myrtle Street intersection
- All ramps at the Congress Street/Pearl Street intersection
- All ramps at the Cumberland Avenue/Pearl Street intersection
- All ramps at the Pearl Street/Federal Street intersection

- All ramps at the Pearl Street/Newbury Street intersection
- All ramps at the Congress Avenue/Chestnut Street intersection
- All ramps at the Congress Avenue/Exchange Street intersection

Safety Improvements via Improved Lighting
The applicant shall conduct an evaluation of illumination conditions and compliance with MaineDOT standards at the following locations. Recommendations shall be reviewed and approved by the city. The applicant shall implement lighting improvements if substandard conditions are identified.

- Congress Avenue/Market Street
- Congress Avenue/Exchange Street
- Congress Avenue/Chestnut Street
- Pearl Street/Federal Street
- Pearl Street/Newbury Street
- Cumberland Avenue/Myrtle Street
- Cumberland Avenue/Chestnut Street

Overall Requirements

A. To minimize any potential adverse impact on traffic in the city, as part of its Transportation Demand Management (TDM) Plan, at least one-half of every $1.00 per ticket sold for events at the Portland Music Hall is intended to be allocated by the City Council to Greater Portland Metro, or a successor organization identified by the City Council, to support expanded public bus service. The City Council has the authority to amend this allocation formula as the needs of the city and the goals of the comprehensive plan evolve in the future. This contribution obligation shall terminate on December 31, 2075. The funds collected shall be paid to the City in two annual payments, the first annual payment shall be made on June 30th and the second annual payment shall be made on December 31st following issuance of Certificate of Occupancy. Prompt payment under this condition shall be required prior to the renewal of any entertainment license.

B. On nights when ticketed events occur simultaneously with events at Merrill Auditorium, the applicant shall ensure the presence of flaggers and uniformed police officers to manage traffic and pedestrian safety. Personnel shall be stationed at the intersections of Cumberland Avenue and Myrtle Street, Cumberland Avenue and Pearl Street, Congress Street and Pearl Street, and Congress Street and Myrtle Street to assist with traffic circulation, pedestrians crossing and ensure safe passage for patrons leaving the venues.

C. Prior to the issuance of a certificate of occupancy the developer shall contribute $50,000 toward the adjacent Merrill Auditorium loading dock project. These funds will support upgrades to truck and loading operations, improve access and circulation around both facilities, and help reduce the impact of loading and unloading activities on the surrounding street network.

D. As part of the Construction Management Plan, the applicant will be required to coordinate with the City and the operators of the adjacent Top of the Old Port parking lot to manage

any potential traffic impacts during construction and any potential street closures. The applicant will be responsible for implementing temporary traffic control measures, subject to review and approval by the City, including the use of traffic cones, signage (such as variable message signs), and other tools to redirect traffic and manage access to and from the parking lot.

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

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

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

H. The applicant must obtain approval of the design plans and coordinate work through the City of Portland Department of Public Works.

By:



Thomas A. Errico, PE
City of Portland Traffic Consultant
Date: August 8, 2025

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.

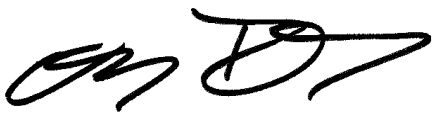
The proposed streetscape design along Cumberland Avenue incorporates street trees and perennial plantings in mulched beds parallel to the curb line. The proposed streetscape design along Pearl Street incorporates street trees, perennial plantings, and structural soils. Structural soils are proposed here 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.



Christopher P. Taylor, PE
Project Manager

CPT/RLG
Enc.

June 25, 2025
19371-05

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

Comment Response – City Comments No. 2 Dated May 23, 2025
PL-003179-2024, 385 Congress Street

Dear Taylor:

On behalf of Portland Music Holdings, LLC, we are pleased to submit the enclosed response to comments for the Site Plan and Subdivision Application for the proposed entertainment venue development at 385 Congress Street Lot 3.

The following items address those comments received from the City, dated May 23, 2025, which require a response or additional information. Items in the staff comments noted as complete or referencing other comments are omitted for clarity. The City's comments are presented in italics for reference, followed by our response.

General Comments

- *Construction Management Plan*
  - *The applicant has indicated that there will be minimal contractor parking on site during the project and on-street parking will not be available for construction workers. The coordination of, and transportation to, off-site parking areas will be the responsibility of Consigli and the subcontractors. Staff are requesting additional information on the coordination of contractor parking.*
    Response: Consigli will direct employees and subcontractors not to use on street parking. Consigli has been in contact with operators of nearby private parking garages and surface lots to reserve parking spaces for construction workers. No formal agreement has been made at this time, but off street parking for construction workers will be arranged prior to the start of construction.

  - *The applicant is proposing utilizing Myrtle Street which will have to be coordinated with DPW. Additional details on how long the closure is proposed and a cross-sectional view that includes dimensions would be helpful.*
    Response: The construction area on Myrtle Street will be limited to the sidewalk and the parking lane on the north side of the street. The travel lane and parking lane on the south side of the street will be open to traffic during construction. The exception to this

is when the sewer service connection is being installed. This work will be coordinated and scheduled with the city and Merrill Auditorium staff.

- *Staff have raised concerns on the proposed crane placement and duration. Staff are requesting additional specification about the proposed duration of this placement.*
  Response: A revised construction management plan has been uploaded to the project portal. A crane is no longer proposed on Cumberland Avenue. A crane will be placed within the site to erect the building, working from Myrtle Street towards Pearl Street. The crane will need to utilize Pearl Street to erect the portion of the building closest to Pearl Street. The revised construction management plan includes further details about the construction sequence and duration of road closures.

Site Plan Review Standards (Sec 13.6)
Transportation Standards (Sec 13.6.1)

Impact on Surrounding Street System

- *During the traffic scoping meeting, the applicant gave background on the previously approved TMP and an overview of the estimates for the new TMP application. Tom Errico, the City's third-party traffic engineer, has provided the applicant with post-meeting direction and a list of projects that have been approved and are under review for the applicant's consideration. Please see traffic scoping meeting notes for more information.*
  Response: Acknowledged. Section 7 of the TMP will include the information requested in the post-meeting direction.

- *The applicant has proposed an additional four on-street parking spaces along Cumberland Avenue. Has the applicant considered making two-three of these spaces loading spaces for ride share pick-up/drop-off? This would help to direct rideshare vehicles to Cumberland Avenue, keeping traffic away from Myrtle Street.*
  Response: In coordination with city staff, a taxi/rideshare drop-off is proposed on Congress Street in front of City Hall. Additionally, two parking spaces on Cumberland Avenue (closest to Myrtle Street) will be used for loading and unloading. See the On Street Parking Narrative and Event Management Plan for additional description of the pick-up and drop-off operations during an event.

Access and Circulation

- *The applicant was previously proposing to underground utilities along all property frontages. As part of the second submission, the applicant is now proposing to keep overhead utilities along Cumberland Avenue. Staff are concerned about the impact this will have on pedestrian activity and patron queuing along this corridor. Staff have since been in contact with CMP, who have indicated undergrounding is an option along this frontage. The applicant should continue to work with City staff and CMP to propose underground utilities along Cumberland Avenue.*
  Response: The Applicant's design team has been in communication with CMP, including an onsite meeting in January. At the meeting, CMP staff described the existing

infrastructure and the work required to relocate the overhead power underground. The existing infrastructure along Cumberland Avenue is a three-phase transmission corridor that services much of the downtown area. Relocating wires underground would be a significant expense and would include installing additional utility poles and reconstructing sidewalks on Cumberland Avenue north of Pearl Street and South of Myrtle Street. This would be a significant undertaking and would only provide underground utilities for one block of Cumberland Avenue.

The existing utility poles are in line with other sidewalk appurtenances, including fire hydrants, street trees, and bike racks. The sidewalk has been designed to provide 8-9 feet of sidewalk width between the utility poles and the face of the building.

Transportation Demand Management

- *The applicant is still in coordination with City staff 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.*
  Response: Acknowledged.

Environmental Quality Standards (Sec. 13.6.2)

Preservation of Significant Natural Features

- *The LID scoring tool claims points for using locally-sourced, native vegetation. However, one of the species listed on the landscape plan, only one proposed species is native to Maine and three are non-native. For these points to be claimed, all proposed landscape plants must be locally-sourced and native to Maine. Please revise the LID scoring tool or the landscape plan accordingly. If the applicant wishes to meet this standard by updating the landscape plasn, please also add a note to the landscape plan that all plants must be locally-sourced.*
  Response: The Landscape Plan has been revised to specify all native plant material, and a note has been added that plants will be locally sourced as requested. See the Landscape Plan.

Site Landscaping and Buffers

- *Per Section 4.1.3 of the City's Technical Manual, the application will be required to make a contribution to the City's tree fund for the nine trees they are unable to provide on-site, for a total of $3,600 ($400 per street tree).*
  Response: Acknowledged.

Water Quality, Stormwater Management and Erosion Control

- *This project requires a basic ESC plan in accordance with section 12 of the technical manual. A separated, dedicated ESC plan should be provided in accordance with the City's technical standards.*
  Response: Erosion and Sediment Control Plans are included in the revised plan set and have been uploaded to the project portal.

Public Infrastructure and Community Safety Standards (Sec. 13.6.3)

Public Utilities

- *Staff have requested additional coordination with CMP regarding the underground electric along Cumberland Avenue. The applicant shall provide staff an update on any additional coordination.*
  Response: An underground electrical service is proposed for the building. The electrical service comes from the recently installed underground three-phase electrical manhole in Pearl Street. CMP has indicated the manhole in Pearl Street is a viable location to provide service to the proposed building.

- *The City's GIS mapping indicates that the City CB (demarcated on the plans as #2393) located on Cumberland Avenue directly across the street from CB-5 currently connects to the existing CB that is being replaced by CB-5. See snip below. This will need to be field verified, but the applicant should plan to connect the storm drain lateral from CB 2393 to CB-5.*
  Response: The plans have been revised to incorporate the requested changes. See the Utility Plan.

- *DPW would like further rationale for the proposed installation of CB-2. The proposed connection point is an existing 10" sewer line. We would like to avoid this connection unless there is a compelling reason to install it. Is there a history of roadway ponding at this location?*
  Response: CB-2 has been eliminated in the current plan set. This section of Cumberland Avenue has shallow slopes but does not puddle. The project is proposing to match the existing bottom of curb grades for this section of Cumberland Avenue.

- *The applicant is proposing to demolish an existing City catch basin on Cumberland Avenue near the NE corner of the Myrtle/Cumberland intersection. Please verify doing this will not result in a drainage issue at this location.*

  Response: Proposed CB-5 is located at the low point in Cumberland Avenue. The catch basin to be removed is an inline catch basin. Paved portions of the parcel are currently tributary to the catch basins on Cumberland Avenue. These areas will be replaced by the proposed building. The building rooftop drainage will be directed to a subsurface detention system and drain towards Pearl Street, reducing the tributary area to CB-5.

Site Design Standards (Sec. 13.6.4)

Design Standards

- *The City is awaiting a formal resubmission of design materials.*
  Response: Revised building elevations have been uploaded to the project portal. The elevations were revised in response to the meeting with the project architect and the city's design reviewer.

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.

Christopher P. Taylor, PE
Project Manager

Att. B

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		Only if Applicable
Yes	N/A	
☑	☐	**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		Only if Applicable
Yes	N/A	
☑	☐	**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		
Yes	N/A	**Existing Conditions Plan**
☑	☐	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.
☐	☑	Axonometric 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

NOTICE OF PUBLIC MEETING CERTIFICATION

I, Chris Taylor, Project Manager, Sebago Technics, Inc. hereby certify that a notice of public meeting sign was posted from May 15, 2025 to May 27, 2025 prior to the (Planning Board Workshop held on May 27, 2025 for the proposed project Portland Music Hall, PL-003179-2024 located at 224 Cumberland Avenue.

Photo documentation of sign in situ:





Note that it is the applicant's responsibility to remove the notice of public meeting sign within three days following the date of the meeting. This project sign was removed on May 27, 2025

Sincerely,

SEBAGO TECHNICS, INC.

Chris Taylor, PE – Project Manager
May 28, 2025

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.

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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. Assigner, 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

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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: _____
A1ABED27665F4B5...
Name: Jordan Zachary
Title: Co-President, US Concerts

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Exhibit "A"

Purchase Agreement

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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").

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(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.

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(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)

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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

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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]

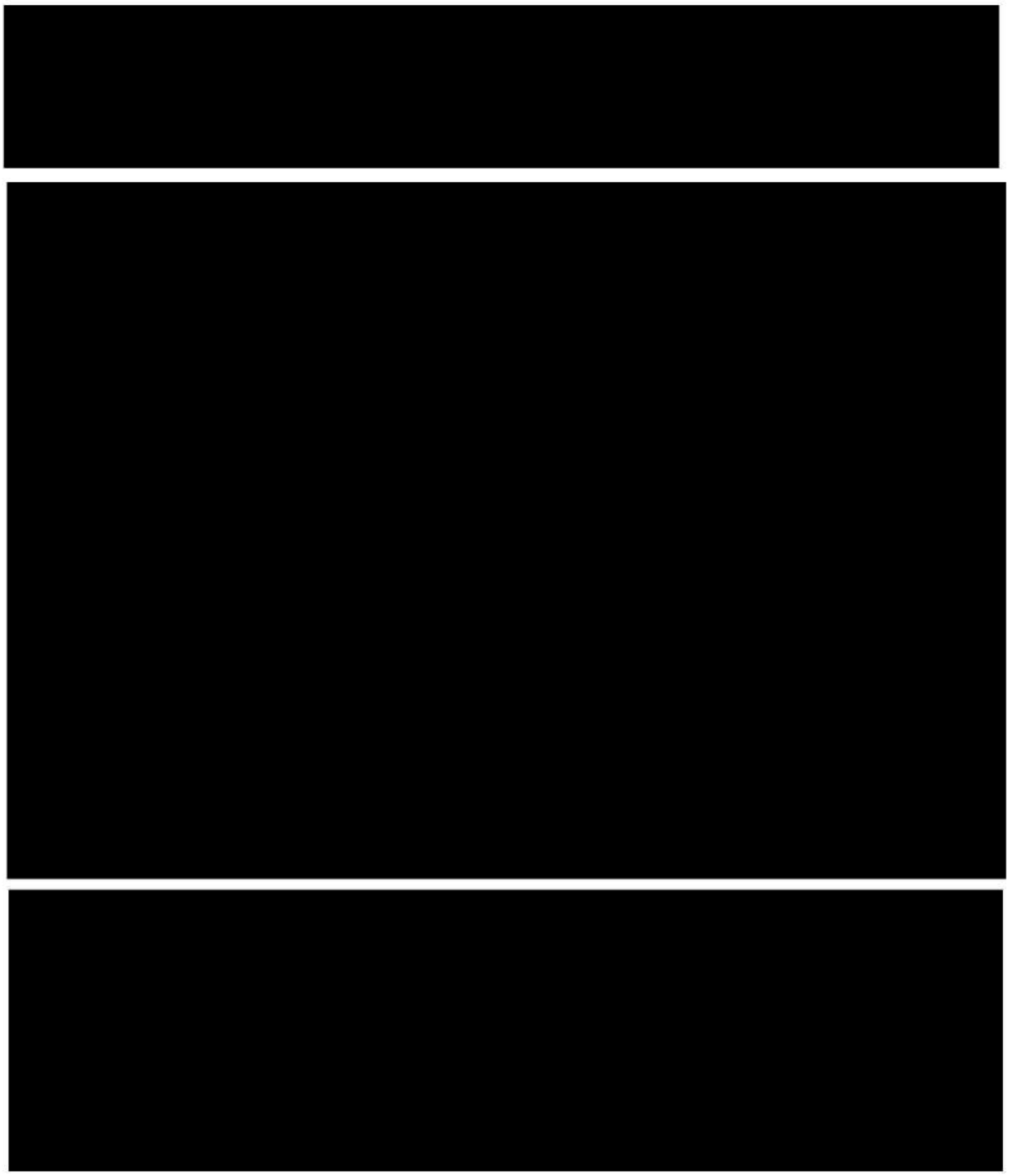
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[redacted] so long as such Approvals do not materially adversely interfere with the existing Master Development Plan and [redacted]

[redacted]

[redacted]

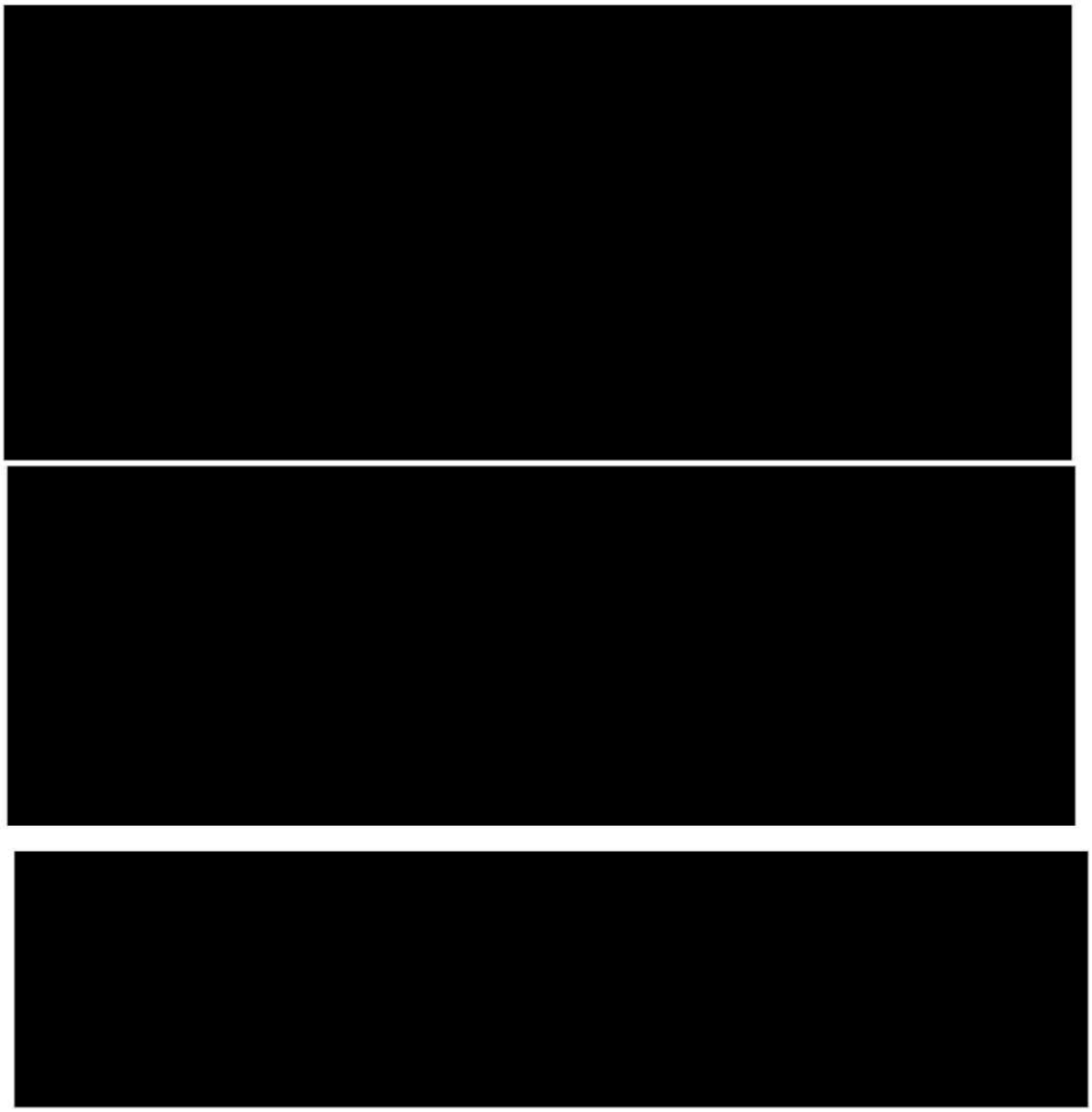
[redacted]



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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

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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

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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

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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;

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(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

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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.

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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;

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(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

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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;

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(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.

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(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.,

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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

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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

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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]

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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: _____ / 6/26/24
Name: Gordon Reget
Title: Manager
Date

BUYER:

MILE MARKER INVESTMENTS, LLC

_____
Name:

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

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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:

_____
Name:

SELLER:

385 CONGRESS LLC

By: _____ / _____
Name: Date
Title:

BUYER:

MILE MARKER INVESTMENTS, LLC

_____
Name:

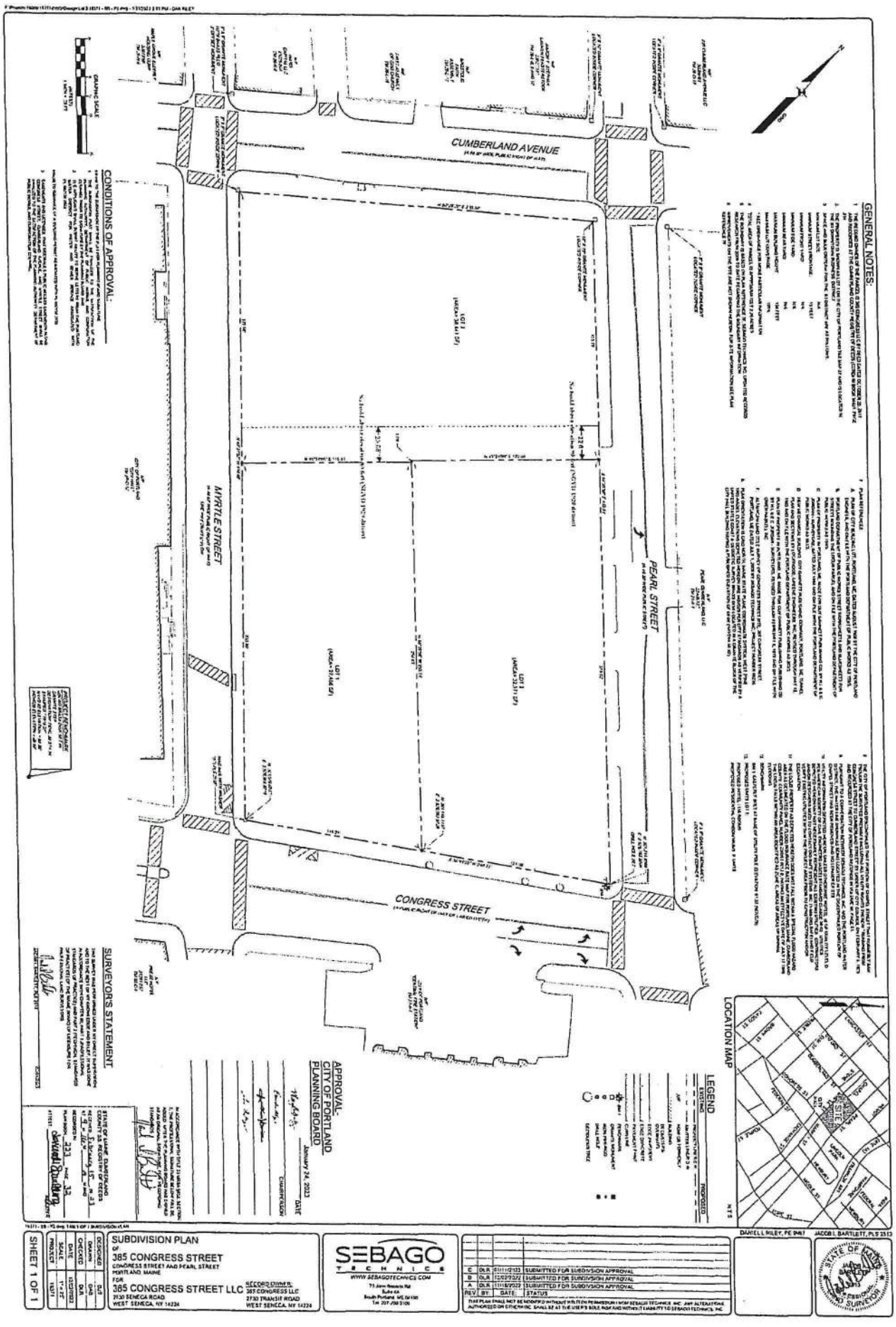
By: DocuSigned by: [signature] / 6/26/2024
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Howard A. Goldenfarb Date:
Its Manager

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EXHIBIT A

Annotated Subdivision Plan
(see attached)

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EXHIBIT B

Demolition Agreement
(see attached)

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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,

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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

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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-

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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.

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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.

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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

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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]

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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:

Carol Ann Pagano

Name: Carol Ann Pagano

385 CONGRESS LLC

By: _____

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

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

Demo Agmt

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FATHOM CONGRESS, LLC

By: _____
James Brady, President

_____
Name:

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. KGN CAN

#15768832v3

SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

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 MEETEING

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	mtonello@consigli.com
SALLY WILLIAMS	gardenlite@gmail.com
Justin Curtsinger	———
Tom BLACKBURN	TBLACKBURN1948@GMAIL.COM
Wendy Drexler	wdrexler@gmail.com
Jim Brady	jameshbrady@gmail.com
McCRAE HATHAWAY	McCrae@StateTheatrePortland.com
Dinah Minot	Creative Portland

SIGN IN SHEET

PORTLAND MUSIC HALL – 244 CUMBERLAND AVENUE

NEIGHBORHOOD MEETEING

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
IAN JACOB	59 STATE ST
Meg Shorette	836 Washington Ave
Josh Schlesinger	7 Carter Brook Dr. Scarborough
Thomas Sepulveres	43 MYRTLE ST PORTLAND
Carolyn Nihan (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 MEETEING

JANUARY 27, 2025; 6 PM AT PRESS HOTEL, 119 EXCHANGE ST, PORTLAND, ME

NAME	ORGANIZATION	ADDRESS
Robert Sylvain	Bayside Neighborhood Assoc	167 Falmouth St. Ptld
Julia May	Hampdens Point	27 Hampdens Point Road.
Tim Sweeney	State Theatre	35 Summit St Portland
Cecil Gardner	Maine Tourism / Local Promoter	166 Forest Street
Derek Lombardi	Maine Craft Distilling	51 Inverness St. Portland
Emily Isaacson	Classical Upris	
Anastasia Costos	Top of the Old Port	119 Pearl St Portland
Aimee M Petrin	Portland Ovations	120 Exchange St.
Emily Reed	One Longfellow Sq	181 State St
Maile Butler	OVATIONS	9 Brown St.

SIGN IN SHEET

PORTLAND MUSIC HALL – 244 CUMBERLAND AVENUE

NEIGHBORHOOD MEETEING

JANUARY 27, 2025; 6 PM AT PRESS HOTEL, 119 EXCHANGE ST, PORTLAND, ME

NAME	ORGANIZATION	ADDRESS
Annie Leahy	Mechanics' Hall	519 Congress Street.
Eric Thayer	Portland Ovations	120 Exchange St
Alice Kornhauser	PCMF	88 Bedford St
Corey Schmidtgall	neighbor	21 Chestnut St.
Jay York	neighbor	58 Wilmot St. & 146 Pearl St.

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 subdivsion approval by the Planning Board on January 24, 2023 (reference City of Portland Planning Departmetn Project Number PL-2332-2023).

COMMUNITY BENEFIT AGREEMENT

This COMMUNITY BENEFIT AGREEMENT (this "Agreement") is made this __ day of _____, 2025 by and between the City of Portland, Maine, a body corporate and politic in the State Maine with a mailing address of 389 Congress Street, Portland, Maine 04101 (the "City"), and Portland Music Holdings, LLC, a Delaware limited liability company with a mailing address of 325 North Maple Drive, Beverly Hills CA 90210 (hereinafter "PMH"). The City and PMH are referred to herein each as "Party" and collectively as the "Parties."

RECITALS

WHEREAS, PMH is seeking the requisite permits and approvals (collectively, the "Permits") to construct an approximately 3300-person capacity music venue on a parcel of land identified on the Portland tax maps as Map 27 Lot D003, with a street address of 244 Cumberland Avenue (the "Project"); and

WHEREAS, the Project will benefit the City by bringing a world-class, state-of-the-art music venue to add to the City's existing and vibrant live music scene; and

WHEREAS, as a result of the Project, the City will receive a significant amount of development impact fees and annual property taxes; and

WHEREAS, an economic impact study by Oxford Economics estimates additional positive impacts to the City to include the creation of 500 FTE jobs and $25.5 million in local spending on food, lodging, etc. by non-local patrons of the new music venue; and

WHEREAS, as part of the site plan review process, PMH has submitted a Transportation Demand Management ("TDM") plan which represents its plan to reduce single-occupancy trips to the venue and the TDM contemplates a financial contribution to Greater Portland Metro ("Metro") in order to support the expansion of the hours of bus service to downtown Portland; and

WHEREAS, PMH is a partnership between Portland Performance Ventures, LLC ("Portland Performance Ventures") and Live Nation Worldwide, Inc. ("Live Nation"); and

WHEREAS, Live Nation strongly believes in being a good community partner and has provided community benefits in other venue locations in various forms; and

WHEREAS, Portland Performance Ventures and PMH share Live Nation's commitment to being a good community partner and neighbor; and

WHEREAS, PMH has agreed to provide a contribution to the City in the amount of $1.00 per ticket publicly sold for events at the proposed PMH music venue, as more

particularly set forth below, and said funds will be used to fund the expansion of hours of Metro bus service and to support the performing arts in Portland; and

WHEREAS, the proposed PMH music venue will be located in close proximity to the City-owned Merrill Auditorium; and

WHEREAS, PMH has agreed to assist the Merrill Auditorium's plan to modify the loading dock with a contribution of $50,000.00 to pay for the required engineering services to design the modification, as more particularly set forth below; this project will help lessen the impact on the surrounding street system from truck loading and unloading at Merrill Auditorium; and

WHEREAS, the City has agreed that it will use the contribution for the uses described herein; and

WHEREAS, the Parties agree and acknowledge that the contributions contained herein shall not influence or have any bearing whatsoever on the City's review of any application of PMH for any permit or any other decision the City may have occasion to make relative to the Project;

NOW THEREFORE, in consideration of the mutual promises contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Community Benefit Contribution; Timing of Payments; Obligation

(a) Annual Contribution Payments: PMH shall collect one dollar ($1.00) per ticket publicly sold for all events at the proposed PMH music venue that are promoted by PMH (less any refunded paid tickets). The funds collected shall be paid to the City in two (2) annual payments ("Annual Contributions"). The first Annual Contribution payment shall be made on June 30th and the second Annual Contribution payment shall be made on December 31st. Notwithstanding anything to the contrary contained herein, PMH's obligations hereunder, including but not limited to the obligation to make the Annual Contributions, are conditioned on PMH closing on the purchase of the real property for the Project and receiving all necessary approvals to build and operate the Project, including, but not limited to a final occupancy permit.

(b) Obligation: Upon PMH's receipt of a certificate of occupancy for the music venue, PMH becomes automatically obligated to the City for the Annual Contributions as described herein.

(c) Merrill Auditorium Donation: Upon PMH's receipt of a building permit for the Project, PMH shall submit a payment to the City in the amount of fifty thousand dollars ($50,000.00) to fund engineering services for the proposed modification to the loading dock for Merrill Auditorium.

2. Use of Annual Contribution

(a) As a condition of the City's receipt of the Annual Contributions under this Agreement, the City agrees to use the Annual Contributions for the following purposes: (1) No less than one half of the Annual Contributions shall be paid to Metro to be used for expansion of hours of bus service to downtown Portland; and (2) the remainder of the Annual Contributions shall be used to support the performing arts in Portland as determined by the City (the "Approved Uses").

(b) In the event that any use of the Annual Contributions by the City, as described in subsection (a) above or otherwise, is declared by a court of competent jurisdiction to constitute an improper or unauthorized expenditure of City funds under the Maine Statute or otherwise, the full amount of the Annual Contributions shall be used by the City in accordance with such governmental order or applicable laws or regulations then in place.

3. Term; Assignments and Transfers

(a) This Agreement shall terminate on the earliest to occur of (i) December 31, 2075 or (ii) the date that the PMH venue ceases to hold live music events.

(b) Prior to any sale or transfer of the Project or of a controlling interest in the Project, PMH shall take all necessary steps to assure that its obligations under this Agreement are assumed by, binding upon and enforceable against any successors, assigns, transferees or purchasers of the Project.

4. PMH Representations and Warranties.

PMH makes the following representations and warranties as the basis for the undertakings on its part herein contained:

(a) PMH is a limited liability company organized under the laws of the State of Delaware.

(b) PMH has full power and authority to enter into this Agreement and to fully perform all of its duties and obligations hereunder. PMH is duly authorized to execute and deliver this Agreement and perform all of its duties and obligations contained herein, and, to the extent permitted by applicable law, this Agreement constitutes a valid and legally binding obligation of PMH, enforceable in accordance with its terms.

5. City Representations and Warranties.

The City makes the following representations and warranties as the basis for the undertakings on its part herein contained:

(a) The City validly exists as a political subdivision in good standing under the laws of the State of Maine.

(b) The City has full power and authority to enter into this Agreement and to fully perform all of its duties and obligations hereunder. The City is duly authorized to execute and deliver this Agreement and perform all of its duties and obligations contained herein, and, to the extent permitted by applicable law, this Agreement constitutes a valid and legally binding obligation of the City, enforceable in accordance with its terms.

(c) PMH's payments to the City under this Agreement shall not influence or have any bearing whatsoever upon the City's determination with respect to any application for any permit or other request for a decision from the City made by the PMH.

6. Entire Agreement

The entire agreement between the Parties with respect to the subject matter hereunder is contained in this Agreement. There are no other understandings, representations or agreements not incorporated herein. This Agreement constitutes a legal, valid and binding obligation enforceable in accordance with its terms except as such enforceability may be affected by applicable bankruptcy, insolvency, moratorium or similar laws affecting creditors' rights generally and the application of general principles of equity.

7. Modification

No waiver, alteration or modification of any of the provisions of this Agreement shall be enforced unless in writing and signed by both Parties to this Agreement.

8. Governing Law

This Agreement shall be governed by, and construed in accordance with, the laws of the State of Maine, without regard to the conflict of laws provisions in such state.

9. Notices

All notices, requests, demands and other communication hereunder shall be in writing and shall be deemed to have been duly given (i) when delivered by messenger or by reputable national overnight courier service, or (ii) three (3) business days after mailing when mailed by certified or registered mail (return receipt requested), with postage prepaid and addressed to the Parties at their respective addresses shown below or at such other address as any Party may specify by written notice to the other Party.

If to PMH:

Portland Music Holdings, LLC
325 North Maple Drive
Beverly Hills CA 90210
Attn: Chief Counsel

With a copy to:

Mile Marker Investments
200 US Route 1, Suite 200
Scarborough, Maine 04074

&

Bernstein, Shur, Sawyer & Nelson, P.A.
100 Middle Street
P.O. Box 9729
Portland, Maine 04104-5029
Attn: Mary Costigan, Esq.

If to the City:

City Manager
City of Portland
389 Congress Street
Portland, Maine 04101

Either Party may change the name(s) and or address(es) to which notice is to be addressed by giving the other Party notice in the manner herein set forth.

10. Miscellaneous

(a) *Exercise of Rights and Waiver*. The failure of any Party to exercise any right under this Agreement shall not, unless otherwise provided or agreed to in writing, be deemed a waiver thereof; nor shall a waiver by any Party of any provisions hereof be deemed a waiver of any future compliance therewith, and such provisions shall remain in full force and effect.

(b) *Severability*. In the event that any clause, provisions or remedy in this Agreement shall, for any reason, be deemed invalid or unenforceable, the remaining clauses and provisions shall not be affected, impaired or invalidated and shall remain in full force and effect.

(c) *Headings and Construction*. The section headings in this Agreement are inserted for convenience of reference only and shall in no way effect, modify, define, or be used in construing the text of this Agreement. Where the context requires, all singular words in this Agreement shall be construed to include their plural and all words of neuter gender shall be construed to include the masculine and feminine forms of such words. Notwithstanding the fact that this Agreement has been prepared by one of the Parties, all of the Parties confirm that they and their respective counsel have reviewed, negotiated and adopted this Agreement as the joint agreement and understanding of the Parties. This Agreement is to be construed as a whole and any presumption that ambiguities are to be resolved against the primary drafting party shall not apply.

(d) *Counterparts and Electronic Signatures*. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Agreement. Each Party agrees that this Agreement may be digitally or electronically signed, and that any digital or electronic signatures (including PDF) appearing on this Agreement are the same as handwritten signatures for the purposes of validity, enforceability and admissibility.

IN WITNESS WHEREOF, each party to this Agreement has caused it to be executed effective on the date indicated above.

Portland Music Holdings, LLC

By:_____
Name:
Its:

City of Portland

By:_____
Danielle West
City Manager

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	0' (Cumberland and Pearl), Exception on Myrtle*
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	N/A
Minimum Lot Coverage	none	N/A
Maximum Height	180'/250'	54 ft 1 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%	100%
Other 3		

* see exception table

AVERAGE GRADE OF
LOT 3 PARCEL: 50.6 +/-

LOT 3

LOT 2

LOT 1

STABILIED CONSTRUCTION ENTRANCE, SEE DETAIL

CATCH BASIN INLET
PROTECTION, TYP.

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'

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

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 TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

OVERALL GRADING PLAN
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
335 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-200

19371-05 OAG.dwg, TAB:C-200 OVERALL GRADING PLAN

F:\Projects\19000\19371-05\DWG\Design\19371-05 OAG.dwg - 4/2/2025 12:10 PM - DYLAN STUART

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 Ammended Subdivsion 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.

EXCEPTION TABLE

Item	Standard: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Exception Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Exception: Address specific exception 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'	**7.6.4 Setbacks B. Build-to zone exceptions 6.** *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 applicant requests to utilize this exception to the Build-to-zone distance that will allow for increased space between the building and street along Myrtle Street.	The proposed project has frontage on three streets. The two streets with the highest traffic are Cumberland Avenue and Pearl Street. The building is located within the Build-to Zone on Cumberland Ave. and Pearl St.

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.

Included in this section is a letter from Live Nation committing to fund the project.

Docusign Envelope ID: BBE9825C-2CD3-4CAB-B0C0-4A9F33093509

LIVE NATION®

Jordan Zachary
Global President, Venue Nation

JordanZachary@livenation.com
9348 Civic Center Drive, Beverly Hills CA 90210

April 10, 2025

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

Ms. Colbeth,

Reference is made to that certain proposed new live entertainment venue on a certain parcel of land comprising approximately 38,500 square feet located at 244 Cumberland Avenue in Portland, Maine (the "Venue") to be developed, owned, managed and operated by Portland Music Holdings, LLC ("PM Holdings"), an indirect controlled subsidiary of Live Nation Entertainment, Inc., a Delaware corporation ("LNE").

The financing for the Venue will be provided to PM Holdings by LNE. Live Nation Worldwide, Inc., a wholly owned U.S. operating subsidiary of LNE and controlling member of PM Holdings, provides business services to LNE and to PM Holdings and will distribute required funds to PM Holdings as set forth in the applicable development agreement and limited liability company agreement. LNE holds sufficient funds in its daily operation accounts to satisfy all required financing. Evidence of the liquidity and capital resources of LNE is available in LNE's Quarterly and Annual filings with the Securities and Exchange Commission, which filings include financial statements, and are available at https://investors.livenationentertainment.com/sec-filings.

If you have any questions or concerns regarding the above, please contact me at JordanZachary@livenation.com.

Sincerely,

Live Nation Entertainment, Inc.

DocuSigned by:
By: _____
A14BE0D2766E4B5...
Jordan Zachary
Its: Global President, Venue Nation

cc: Todd Goldenfarb
Ryan Vangel

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
Foreside 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



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

Mr. Sliwinski has over forty-two years of professional experience. Since joining D'AIQ 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 oversite of the project to implement it's 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.

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, Pittsburg, 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.

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
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 oversite. 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 a 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

SEBAGO TECHNICS

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)

SEBAGO TECHNICS

CONSIGLI
Est. 1905

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 Misic 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 Misic 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 Unitil'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 COMMUNICAITON

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.

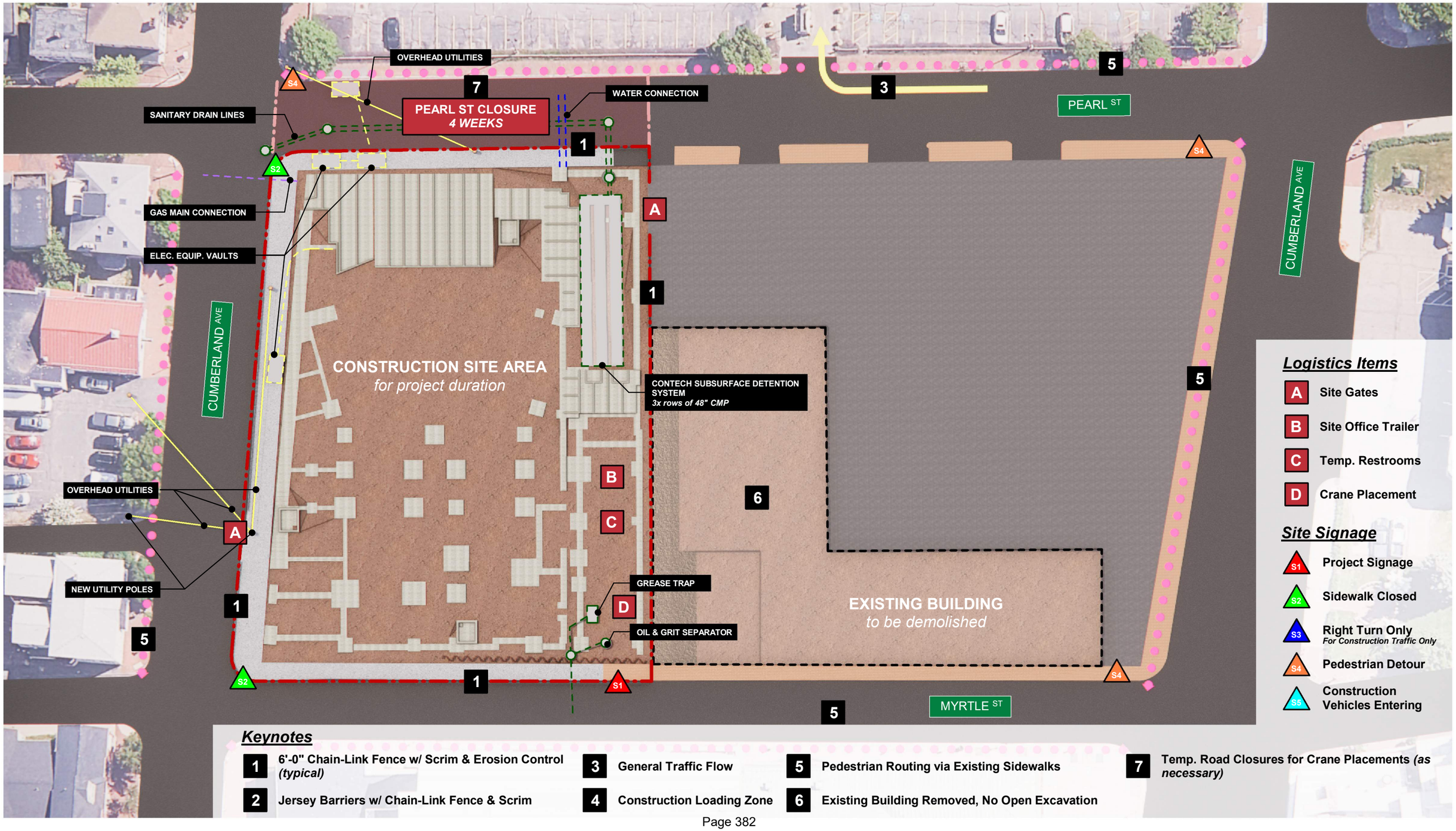
CONTRACTOR PARKING
Minimal parking will be available on site for parking during the project and on-street parking will not be available for construction workers. Coordination of, and transportation to, off-site parking areas will be the responsibility of Consigli and the subcontractors.

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.

Portland Music Hall

Construction Management Plan

CONSIGLI Est. 1905 | Phase 1 - Utilities



Logistics Items

- A — Site Gates
- B — Site Office Trailer
- C — Temp. Restrooms
- D — Crane Placement

Site Signage

- S1 — Project Signage
- S2 — Sidewalk Closed
- S3 — Right Turn Only *For Construction Traffic Only*
- S4 — Pedestrian Detour
- S5 — Construction Vehicles Entering

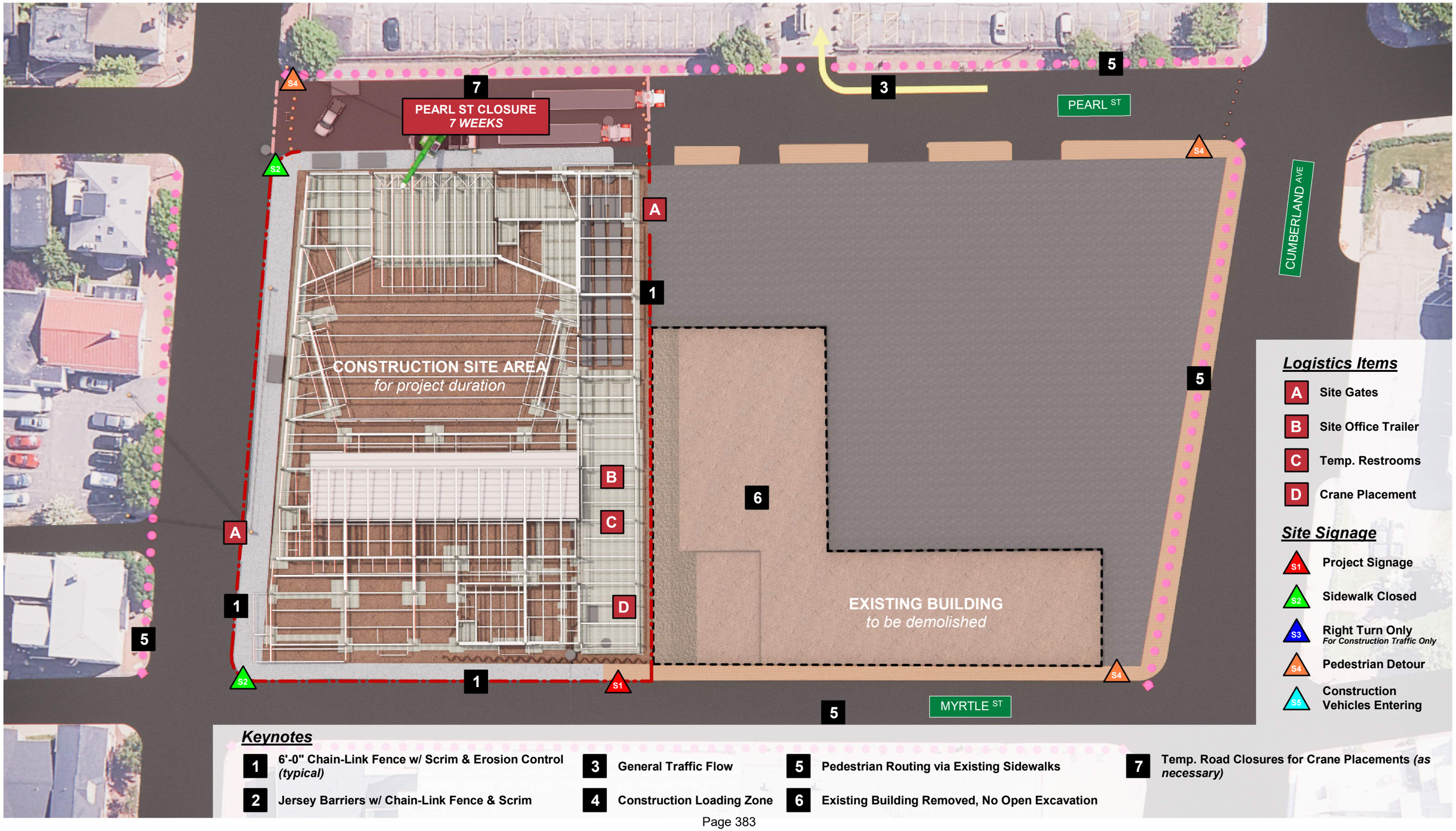
Keynotes

1. 6'-0" Chain-Link Fence w/ Scrim & Erosion Control *(typical)*
2. Jersey Barriers w/ Chain-Link Fence & Scrim
3. General Traffic Flow
4. Construction Loading Zone
5. Pedestrian Routing via Existing Sidewalks
6. Existing Building Removed, No Open Excavation
7. Temp. Road Closures for Crane Placements *(as necessary)*

Portland Music Hall

Construction Management Plan

CONSIGLI Est. 1905 | Phase 2 - Steel



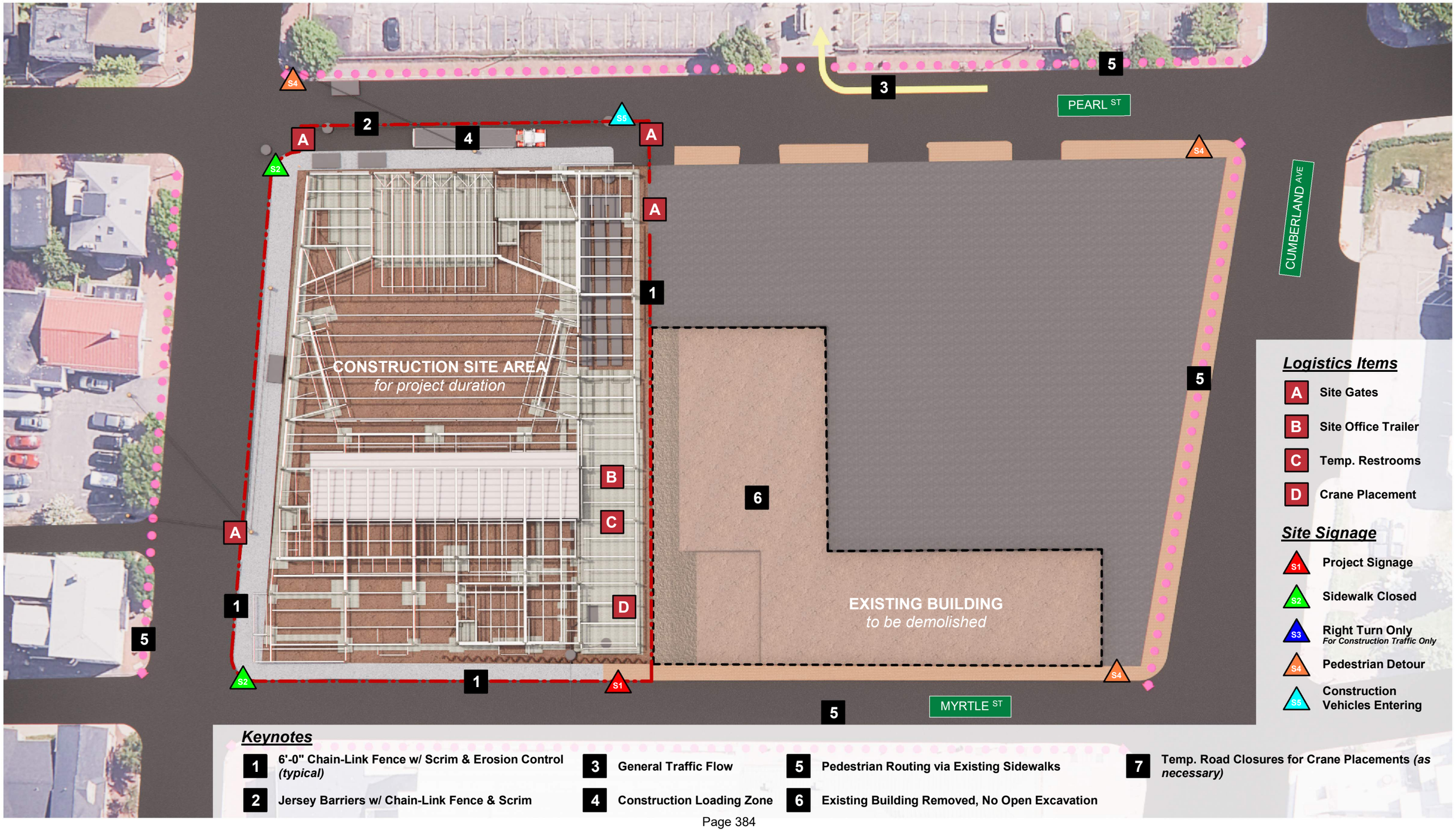
Keynotes

1. 6'-0" Chain-Link Fence w/ Scrim & Erosion Control *(typical)*
2. Jersey Barriers w/ Chain-Link Fence & Scrim
3. General Traffic Flow
4. Construction Loading Zone
5. Pedestrian Routing via Existing Sidewalks
6. Existing Building Removed, No Open Excavation
7. Temp. Road Closures for Crane Placements *(as necessary)*

Portland Music Hall

Construction Management Plan

CONSIGLI Est. 1905 | Phase 3



Transportation Demand Management Plan
Portland Music Hall
244 Cumberland Avenue; Lot 3, 385 Congress Street Subdivision
Portland, Maine
Revised August 6, 2025

Introduction

This Transportation Demand Management (TDM) plan is prepared for the proposed Portland Music Hall to be located at 244 Cumberland Avenue, also defined as Lot 3 of the 385 Congress Street Subdivision. The Portland Music Hall is proposed as 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 2.3 and other guidance provided on the City of Portland TDM & Parking Management website.

Transportation Narrative

Two limited-access driveways are provided for the site. A proposed drive on the easterly side of Myrtle Street 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 buses or trucks, off-site parking will be coordinated for any vehicle that does not fit inside the loading docks. No other vehicular parking is required by the Land Use Ordinance, and no on-site 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 businesses catering 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, with on-street parking in the surrounding area. Six of the closest public parking facilities to the facility provide approximately 3,269 spaces.

Parking Facility	*# of Spaces*	*Hour of Operation*	*Walking Distance from Site*
Top of the Old Port Surface Lot	540	Open 24hrs	0.1 Miles
Temple Street Parking Garage*	620	Closes 12 AM	0.2 Miles
Chestnut Street	150	Open 24 Hours	0.1 Miles
Cumberland County Parking Garage	328	Open 24hrs	0.3 Miles
Custom House Parking Garage*	761	Closes 12 AM	0.4 Miles
One City Center Parking Garage	600	Open 24hrs	0.4 Miles
Arts District Garage	270	Open 24hrs	0.3 Miles
Total	3,269		

**Garages with parking agreements between event operator and parking facility.*

Table 1. Proximate Parking Facilities

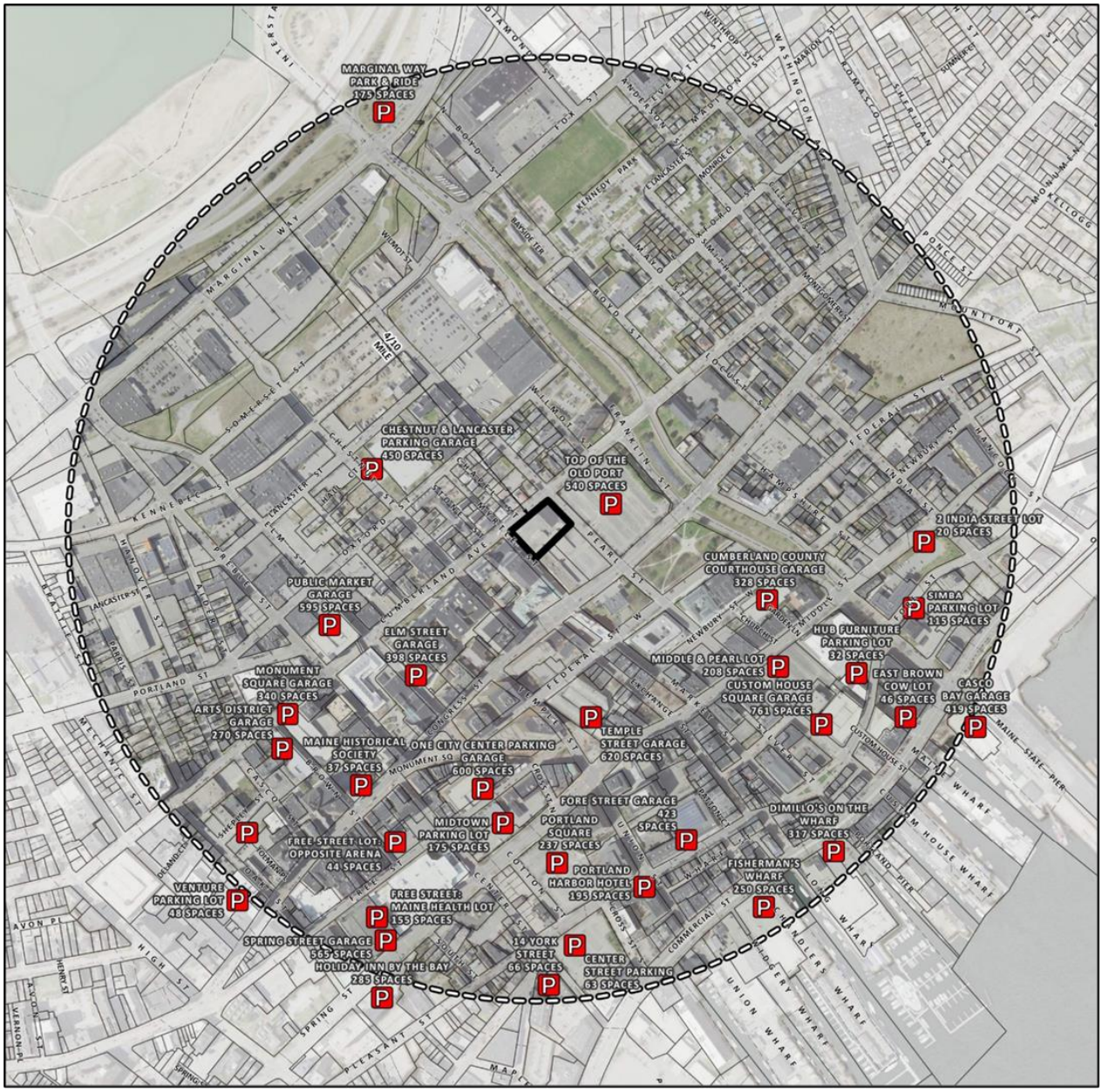


Figure 1. Parking Facilities within 4/10 Mile of the Portland Music Hall Site

With no vehicular parking provided on-site, attendees and venue staff who 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 applicant has negotiated agreements with the owner of the Custom House Garage and Temple Street Garage. This operator has agreed to extend operating hours to encompass performances and is offering discounted event parking for patrons of the Music Hall as well as other venues, including the Merrill Auditorium and other venues in the city. Designated parking, advertised by the venue, is expected to promote carpooling and reduce vehicle activity associated with guests searching the area for parking.

The use and management of existing parking capacity in Portland's downtown, without expanding that capacity, promotes the use of alternative transportation methods.

The subject block and immediate area are well-served by public transit.

A Portland Bikeshare station is located on Congress Street in front of City Hall, approximately 600 feet walking distance from the Music Hall

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 at Congress Street and Elm Street, two blocks southwest of the site.

In May 2025, the applicant met METRO to discuss METRO's plans to improve service in Portland's downtown, including improvements related to extending service hours and frequency on routes serving the venue, to allow increased ridership by venue staff and patrons.

The applicant's TDM strategies will support METRO's efforts by providing survey data from staff and guests identifying transportation modes and distances traveled.

The applicant has presented a Community Benefit Agreement to the City Council (Attachment 1), which includes a proposed financial contribution to the City for the benefit of METRO to provide a funding mechanism to improve service in Portland's downtown.

This effort is expected to provide METRO with concrete data to support its planning and ongoing funding for the implementation of improvements.

METRO has stated that the City's implementation of parking maximums, and the venue's choice to utilize existing parking facilities rather than creating new parking advances METRO's goals toward increasing ridership and helps facilitate potential transit improvements in the downtown and Old Port. Any requirement or proposal to add parking supply works against these goals.

METRO's letters of May 28, 2025, and July 14, 2025, identifying opportunities and initiatives, are attached.

TDM Coordinator

The music hall will designate a full-time employee as its 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 of employees prior to implementation and on an annual basis for the employees of the music hall. The survey will consist of questions to gain an understanding of employee commuting means and the effectiveness of the TDM strategies. The survey

will include the City of Portland's April 2023 Employee/Student Survey Form questionnaire (example attached)

This survey will include questions such as:

- Mode of transportation (car, bus, walking, taxi/rideshare, bicycle, etc.) for commuters
- 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.

Music Hall Guest Surveys & TDM Data

Live Nation, the venue operator engages with fans after events, using surveys to understand fan behavior and preferences, to incorporate and improve procedures over time. As a Traffic Demand Management Strategy. The venue will survey guests and compile results on an annual basis. Example questions include:



Which primary method of transportation did you use to arrive at the venue today?

- Personal Vehicle—I drove myself or with a friend
- Personal Vehicle—I carpooled with 3 or more people
- Taxi/Ride Share Service (e.g., Uber, Lyft)
- Walk/Bike/Electric Scooter
- Train
- Bus
- Motorbike/Moped

How far did you travel using this method?

- 0-10 mi
- 11-20 mi
- 21-50 mi
- 51-100 mi
- 101-200 mi
- 201+ mi

What prevented you from using alternative transportation such as transit, bus or train

- Cost
- Schedule/Convience
- Other

Venue Communication of Transportation Options

As part of its ongoing operations at all its venues, Live Nation's "Fan Journey" program engages ticket holders with a cadence of messages at intervals leading up to showtimes.

Know Before You Go. For all events, we communicate with ticket-buyers in the days leading up to their event with email and social media messaging directing ticket buyers to:

- Routes and schedules for public transit via Metro and other traffic-reducing options for patrons to get to the venue.
- Location of Bikeshare stations
- Event parking in the area at public and private parking garages near the venue
    - The Portland Musical Hall will execute an agreement with the owner-operator of the Temple Street Garage and Custom House Garage, offering extended hours and discounted rates for all area business patrons.
    - These agreements will reduce vehicle traffic at the venue site.
- Additional information on Uber/Lyft drop-off/pick-up locations.

Examples of a typical message are presented below; these are customized to be venue-specific, addressing transportation options specific to each venue.





TDM Targets

Because of the 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.

The initial modal split and target reductions are summarized as follows.

Table 2 – Music Hall Estimated Mode of Travel One-Way Person Trips

Mode	*Initial TDM Assumed Mode Share*	*TDM Target Reduction*	*TDM Plan t Mode Share Target*
Vehicle	82%	(-10%)	72%
Transit	2%	+2%	4%
Walk/Bike	16%	+8%	24%
Total	**100%**		**100%**

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 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 in the surrounding City block, including locations that presently lack accessible accommodation.

- Crosswalks within the study area defined by the Traffic Movement Permit (TMP) application, including the routes to the venue's designated parking garages, will be evaluated for pedestrian accessibility. Improvements required by the TMP will be implemented.

- The project's TMP mitigation measures include installing new pedestrian signal equipment at the intersection of Pearl Street and Cumberland Avenue to improve pedestrian accessibility.

- Bicycle parking will be provided at the site in the numbers required by the Site Plan Ordinance. The project's Event Management Plan includes, at the recommendation of City Staff, the location of event-based "bicycle corrals" in street loading areas adjacent to the site, to facilitate pedestrian use of the site walks and effective queue management. The bike corrals are flexible and can be expanded as needed. Initial size will provide at a minimum the number of bicycle spaces required by the site plan ordinance and will be expanded and needed based on the results of the TDM Plan mode split monitoring and usage observations of PMH Staff.

- For event attendees, the venue's "Fan Journey" program will provide information on options for transportation to the area. This includes locations of dedicated parking facilities and preferred parking facilities, location and information related to Portland's Bike Share Program, information on Transit Routes, and options for traveling from transportation facilities such as the Portland Transportation Center and Portland International Jetport.

- The venue operator will conduct surveys of fan behavior as outlined above, identifying transportation modes and barriers. This data will be published to the City and conveyed to METRO to support METRO planning and implementation.

- The TDM Coordinator will actively promote and coordinate ridesharing among employees. This can be done through employee area bulletin boards and employee email lists, and social media posts. Employees who actively ride-share/carpool will be recognized for their efforts with announcements and/or bulletin board postings in the employee areas.

- The venue operator's "Green Nation Team" is an employee-led team focused on a variety of sustainability initiatives. This team will be the primary group promoting and advertising ride-sharing opportunities and initiatives with employees.

- The music hall operator will inform and encourage employees to utilize the GOMAINE program and its full complement of benefits, promoting carpooling and alternative modes of transportation. Visit: GO MAINE – Statewide commuter program and Employers – GO MAINE.

    - The GOMAINE program for employers includes support encouraging employee ride-sharing initiatives that encourage alternative transportation modes and provide employer-specific metrics for users.

    - It is anticipated that the GOMAINE reporting, and ride-matching app will be the mechanism for tracking progress toward carpooling goals.

- 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.

- PMH will negotiate reduced METRO monthly bus pass fares and subsidize the full cost of bus passes for its full-time employees.

-

- It is noted that several METRO routes end service potentially after the conclusion of an event. The applicant has presented a Community Benefit Agreement to the City Council (Attachment 1),

which includes a proposed financial contribution to the City for the benefit of METRO to provide a funding mechanism to improve service in Portland's downtown.

In its current form, and subject to acceptance by the City Council, the Community Benefit Agreement contemplates:

- Donating $1.00 per ticket publicly sold for events at the PMH Music Hall to the City, with the understanding that a percentage of the annual contributions, determined by the City Council shall be paid by the City to METRO to be used for the expansion of hours of bus service to downtown Portland.
- The term of this agreement is to run until December 31, 2075, or until the date that the PMH venue ceases to hold live music events.

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, at intervals required to meet the City's ordinance requirements.

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 and attendees (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
- Reported barriers to the use of non-driving modes reported in the TDM surveys

COMMUNITY BENEFIT AGREEMENT

This COMMUNITY BENEFIT AGREEMENT (this "Agreement") is made this __ day of _____, 2025 by and between the City of Portland, Maine, a body corporate and politic in the State Maine with a mailing address of 389 Congress Street, Portland, Maine 04101 (the "City"), and Portland Music Holdings, LLC, a Delaware limited liability company with a mailing address of 325 North Maple Drive, Beverly Hills CA 90210 (hereinafter "PMH"). The City and PMH are referred to herein each as "Party" and collectively as the "Parties."

RECITALS

WHEREAS, PMH is seeking the requisite permits and approvals (collectively, the "Permits") to construct an approximately 3300-person capacity music venue on a parcel of land identified on the Portland tax maps as Map 27 Lot D003, with a street address of 244 Cumberland Avenue (the "Project"); and

WHEREAS, the Project will benefit the City by bringing a world-class, state-of-the-art music venue to add to the City's existing and vibrant live music scene; and

WHEREAS, as a result of the Project, the City will receive a significant amount of development impact fees and annual property taxes; and

WHEREAS, an economic impact study by Oxford Economics estimates additional positive impacts to the City to include the creation of 500 FTE jobs and $25.5 million in local spending on food, lodging, etc. by non-local patrons of the new music venue; and

WHEREAS, as part of the site plan review process, PMH has submitted a Transportation Demand Management ("TDM") plan which represents its plan to reduce single-occupancy trips to the venue and the TDM contemplates a financial contribution to Greater Portland Metro ("Metro") in order to support the expansion of the hours of bus service to downtown Portland; and

WHEREAS, PMH is a partnership between Portland Performance Ventures, LLC ("Portland Performance Ventures") and Live Nation Worldwide, Inc. ("Live Nation"); and

WHEREAS, Live Nation strongly believes in being a good community partner and has provided community benefits in other venue locations in various forms; and

WHEREAS, Portland Performance Ventures and PMH share Live Nation's commitment to being a good community partner and neighbor; and

WHEREAS, PMH has agreed to provide a contribution to the City in the amount of $1.00 per ticket publicly sold for events at the proposed PMH music venue, as more

particularly set forth below, and said funds will be used to fund the expansion of hours of Metro bus service and to support the performing arts in Portland; and

WHEREAS, the proposed PMH music venue will be located in close proximity to the City-owned Merrill Auditorium; and

WHEREAS, PMH has agreed to assist the Merrill Auditorium's plan to modify the loading dock with a contribution of $50,000.00 to pay for the required engineering services to design the modification, as more particularly set forth below; this project will help lessen the impact on the surrounding street system from truck loading and unloading at Merrill Auditorium; and

WHEREAS, the City has agreed that it will use the contribution for the uses described herein; and

WHEREAS, the Parties agree and acknowledge that the contributions contained herein shall not influence or have any bearing whatsoever on the City's review of any application of PMH for any permit or any other decision the City may have occasion to make relative to the Project;

NOW THEREFORE, in consideration of the mutual promises contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Community Benefit Contribution; Timing of Payments; Obligation

(a) Annual Contribution Payments: PMH shall collect one dollar ($1.00) per ticket publicly sold for all events at the proposed PMH music venue that are promoted by PMH (less any refunded paid tickets). The funds collected shall be paid to the City in two (2) annual payments ("Annual Contributions"). The first Annual Contribution payment shall be made on June 30th and the second Annual Contribution payment shall be made on December 31st. Notwithstanding anything to the contrary contained herein, PMH's obligations hereunder, including but not limited to the obligation to make the Annual Contributions, are conditioned on PMH closing on the purchase of the real property for the Project and receiving all necessary approvals to build and operate the Project, including, but not limited to a final occupancy permit.

(b) Obligation: Upon PMH's receipt of a certificate of occupancy for the music venue, PMH becomes automatically obligated to the City for the Annual Contributions as described herein.

(c) Merrill Auditorium Donation: Upon PMH's receipt of a building permit for the Project, PMH shall submit a payment to the City in the amount of fifty thousand dollars ($50,000.00) to fund engineering services for the proposed modification to the loading dock for Merrill Auditorium.

2. Use of Annual Contribution

(a) As a condition of the City's receipt of the Annual Contributions under this Agreement, the City agrees to use the Annual Contributions for the following purposes: (1) One half of the Annual Contributions shall be paid to Metro to be used for expansion of hours of bus service to downtown Portland; and (2) one half of the Annual Contributions shall be used to support the performing arts in Portland as determined by the City (the "Approved Uses").

(b) In the event that any use of the Annual Contributions by the City, as described in subsection (a) above or otherwise, is declared by a court of competent jurisdiction to constitute an improper or unauthorized expenditure of City funds under the Maine Statute or otherwise, the full amount of the Annual Contributions shall be used by the City in accordance with such governmental order or applicable laws or regulations then in place.

3. Term; Assignments and Transfers

(a) This Agreement shall terminate on the earliest to occur of (i) December 31, 2075 or (ii) the date that the PMH venue ceases to hold live music events.

(b) Prior to any sale or transfer of the Project or of a controlling interest in the Project, PMH shall take all necessary steps to assure that its obligations under this Agreement are assumed by, binding upon and enforceable against any successors, assigns, transferees or purchasers of the Project.

4. PMH Representations and Warranties.

PMH makes the following representations and warranties as the basis for the undertakings on its part herein contained:

(a) PMH is a limited liability company organized under the laws of the State of Delaware.

(b) PMH has full power and authority to enter into this Agreement and to fully perform all of its duties and obligations hereunder. PMH is duly authorized to execute and deliver this Agreement and perform all of its duties and obligations contained herein, and, to the extent permitted by applicable law, this Agreement constitutes a valid and legally binding obligation of PMH, enforceable in accordance with its terms.

5. City Representations and Warranties.

The City makes the following representations and warranties as the basis for the undertakings on its part herein contained:

(a) The City validly exists as a political subdivision in good standing under the laws of the State of Maine.

(b) The City has full power and authority to enter into this Agreement and to fully perform all of its duties and obligations hereunder. The City is duly authorized to execute and deliver this Agreement and perform all of its duties and obligations contained herein, and, to the extent permitted by applicable law, this Agreement constitutes a valid and legally binding obligation of the City, enforceable in accordance with its terms.

(c) PMH's payments to the City under this Agreement shall not influence or have any bearing whatsoever upon the City's determination with respect to any application for any permit or other request for a decision from the City made by the PMH.

6. Entire Agreement

The entire agreement between the Parties with respect to the subject matter hereunder is contained in this Agreement. There are no other understandings, representations or agreements not incorporated herein. This Agreement constitutes a legal, valid and binding obligation enforceable in accordance with its terms except as such enforceability may be affected by applicable bankruptcy, insolvency, moratorium or similar laws affecting creditors' rights generally and the application of general principles of equity.

7. Modification

No waiver, alteration or modification of any of the provisions of this Agreement shall be enforced unless in writing and signed by both Parties to this Agreement.

8. Governing Law

This Agreement shall be governed by, and construed in accordance with, the laws of the State of Maine, without regard to the conflict of laws provisions in such state.

9. Notices

All notices, requests, demands and other communication hereunder shall be in writing and shall be deemed to have been duly given (i) when delivered by messenger or by reputable national overnight courier service, or (ii) three (3) business days after mailing when mailed by certified or registered mail (return receipt requested), with postage prepaid and addressed to the Parties at their respective addresses shown below or at such other address as any Party may specify by written notice to the other Party.

If to PMH:

Portland Music Holdings, LLC
325 North Maple Drive
Beverly Hills CA 90210
Attn: Chief Counsel

With a copy to:

Mile Marker Investments
200 US Route 1, Suite 200
Scarborough, Maine 04074

&

Bernstein, Shur, Sawyer & Nelson, P.A.
100 Middle Street
P.O. Box 9729
Portland, Maine 04104-5029
Attn: Mary Costigan, Esq.

If to the City:

City Manager
City of Portland
389 Congress Street
Portland, Maine 04101

Either Party may change the name(s) and or address(es) to which notice is to be addressed by giving the other Party notice in the manner herein set forth.

10. Miscellaneous

(a) *Exercise of Rights and Waiver*. The failure of any Party to exercise any right under this Agreement shall not, unless otherwise provided or agreed to in writing, be deemed a waiver thereof; nor shall a waiver by any Party of any provisions hereof be deemed a waiver of any future compliance therewith, and such provisions shall remain in full force and effect.

(b) *Severability*. In the event that any clause, provisions or remedy in this Agreement shall, for any reason, be deemed invalid or unenforceable, the remaining clauses and provisions shall not be affected, impaired or invalidated and shall remain in full force and effect.

(c) *Headings and Construction*. The section headings in this Agreement are inserted for convenience of reference only and shall in no way effect, modify, define, or be used in construing the text of this Agreement. Where the context requires, all singular words in this Agreement shall be construed to include their plural and all words of neuter gender shall be construed to include the masculine and feminine forms of such words. Notwithstanding the fact that this Agreement has been prepared by one of the Parties, all of the Parties confirm that they and their respective counsel have reviewed, negotiated and adopted this Agreement as the joint agreement and understanding of the Parties. This Agreement is to be construed as a whole and any presumption that ambiguities are to be resolved against the primary drafting party shall not apply.

(d) *Counterparts and Electronic Signatures*. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Agreement. Each Party agrees that this Agreement may be digitally or electronically signed, and that any digital or electronic signatures (including PDF) appearing on this Agreement are the same as handwritten signatures for the purposes of validity, enforceability and admissibility.

IN WITNESS WHEREOF, each party to this Agreement has caused it to be executed effective on the date indicated above.

Portland Music Holdings, LLC

By:_____
Name:
Its:

City of Portland

By:_____
Danielle West
City Manager

To: Kevin Kraft, Director of Planning, City of Portland Maine

From: Mike Tremblay, Director of Transit Development, Greater Portland Metro

Date: July 14, 2025

Subject: **Enhanced Off-peak Transit Service Cost Estimates**

Dear Kevin,

In order to estimate the costs of certain off-peak transit improvements to support downtown activity, including events at a proposed concert venue, Metro has prepared several scenarios for consideration. These scenarios are not meant to be exhaustive, but an example of various levels of investment required to meet certain goals.

Existing Conditions

Currently, Metro operates about 137,000 service hours per year. These service hours are a good proxy for changes to our variable costs (operator salary, fuel, parts, etc.) associated with increasing service.

Metro applies federal operating assistance grants, state funding, funding from partnerships, advertising, and other miscellaneous funding, to arrive at the local share to operate service on a given route. For routes that span more than one municipality, the local share is split proportionally based on the number of route miles operating in each community. For example, local costs for Route 4, which has roughly the same number of miles in Westbrook than in Portland, are split close to evenly between the two municipalities. On the other hand, local costs associated with Route 9B, which runs almost exclusively in Portland but with a small deviation into Falmouth, are allocated nearly entirely to Portland. This methodology helps to insulate municipalities from service changes in other communities.

While Metro strives to normalize service levels throughout our service area, service frequency and span has changed at different times over the years. Typically, service operates beginning between 5am-6am, running until about 11pm, Monday through Saturday. Sunday span can be significantly shorter. Service frequency is typically every 30 minutes during peak periods and 60 minutes off-peak, though this can vary as well.

Service Enhancement Scenarios

In order to estimate costs for service improvements, Metro explored the level of additional service required to extend service at continuous headways (typically 30 minutes) through about 11:15pm or later, assuming a “last bus” pickup around City Hall at about 10:30pm. This proposed service span would ensure that concertgoers have time to leave a show ending at 10pm and walk to their bus stop before the last bus leaves, plus the actual travel time on the bus. Continuous headways help ensure that buses are available for those who leave shows early and help make these improvements benefit not only the concert venue, but all of downtown.

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Metro focused on our routes that primarily serve Congress Street – Routes 1, 7, and 9 – plus Route 2, which runs between downtown Portland and Riverton – and BREEZ, which runs to Brunswick via Yarmouth and Freeport, and includes several park-and-rides. The full scope of proposed improvements is outlined below. Note that Route 7 and BREEZ service affects communities aside from Portland.

- Route 1 (Munjoy Hill – Thompson's Point via Congress Street)
  - Extend 30-minute headways from 8:45pm to 11:15pm, Monday through Friday.
  - Double Saturday headway from 60 minutes to 30 minutes from start to end of service.
  - Extend Sunday span from 6:15pm to 11:15pm, and double Sunday headway from 60 minutes to 30 minutes from start to end of service.
- Route 2 (Downtown Portland to Riverton via Forest Avenue)
  - Extend 30 minute headway from 7:45pm to 11:15pm, Monday through Friday
  - Extend Saturday span from 10:20pm to 11:15pm, and double headway from 60 minutes to 30 minutes from start to end of service.
  - Extend Sunday span from 4:15pm to 11:15pm, and double Sunday headway from 60 minutes to 30 minutes from start to end of service.
- Route 7 (Jetport to Falmouth Shaws via Route 1 and Congress Street)
  - Extend 40-minute headway from 7:10pm to 11:15pm; extend last Jetport-bound trip from Maine Medical Center to outer Congress, Monday through Friday
  - Improve Saturday headway to 40 minutes and expand through end of service. Extend last Jetport-bound trip from Maine Medical Center to outer Congress.
  - Extend Sunday span from 7:40pm to 11:00pm, and improve headway from 60 minutes to 40 minutes.
- Route 9 (North Deering to downtown Portland via Washington Avenue and Stevens Street)
  - Extend weekday span of service from 10:00pm to 11:15pm, and extend 30 minute peak headway from 6:30pm to end of service.
  - Extend Saturday span of service from 10:30pm to 11:15pm, and extend 30-minute peak headway from 5pm to end of service.
  - Extend Sunday span of service from 5:00pm to 11:15pm, and double headways from 60 minutes to 30 minutes from start to end of service.
- BREEZ (Express Route from Thompson's Point to Yarmouth, Freeport, and Brunswick via Congress Street)
  - Provide one additional northbound trip leaving downtown Portland at about 10:30pm, Monday through Saturday.
  - Provide Saturday-level service on Sunday, including the additional 10:30pm trip above.

These improvements would significantly improve the viability of transit to access, and especially egress, for all downtown uses, including shows at a downtown concert venue.

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Metro estimates the cost of additional service based on the additional revenue hours (in-service hours per vehicle) required. The additional revenue hours and gross costs are outlined in **Table 1** below.

Table 1. Additional Service Required

Route	Route Description	Net Additional Annual Revenue Hours	% of additional service
Route 1	Thompsons Point-Munjoy Hill via Congress	2,800	18.4%
Route 2	Downtown – Riverton via Forest	3,000	19.7%
Route 7	Falmouth – Jetport via Route 1 and Congress	3,000	19.7%
Route 9	North Deering – Downtown via Stevens + Washington	5,400	35.5%
BREEZ	Portland-Yarmouth-Freeport-Brunswick Express Service	1,000	6.7%
Total		**15,200**	**100%**

Based on **15,200** additional service hours per year, Metro estimates the net costs to our member communities after accounting for fare revenue, state/federal funding, and other revenue sources. Metro's costs increase each year, and fare revenue typically starts off modest before maturing after a few years. **Tables 2 through 6** show a 5-year projection for Portland's net costs for each service improvement, assuming a launch year of 2027. **Table 7** summarizes costs for all service improvements.

Table 2. Annual cost for additional Route 1 service, based on 2,800 additional revenue hours

Year	2027	2028	2029	2030	2031	Notes
Net Cost per Hour	$88	$90	$92	$94	$96	
Total Gross Cost	$248,000	$253,000	$258,000	$263,000	$269,000	
Federal Funding (25%)	$0	$63,250	$64,500	$65,750	$67,250	1
State Funding (3%)	$0	$7,590	$7,740	$7,890	$8,070	1
Fare Recovery %	*5%*	*6%*	*7.5%*	*9%*	*10%*	2
Fare Recovery	$12,400	$15,180	$19,350	$23,670	$26,900	
Estimated Ridership	9,200	11,200	14,300	17,500	19,900	
Total Unmet Obligation	$235,600	$166,980	$166,410	$165,690	$166,780	
Unmet Obligation – Portland share (100%)	$235,600	$166,980	$166,410	$165,690	$166,780	

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Table 3. Annual cost for additional Route 2 service, based on 3,000 additional revenue hours

Year	2027	2028	2029	2030	2031	Notes
Net Cost per Hour	$88	$90	$92	$94	$96	
Total Gross Cost	$266,000	$271,000	$277,000	$282,000	$288,000	
Federal Funding (25%)	$0	$67,750	$69,250	$70,500	$72,000	1
State Funding (3%)	$0	$8,130	$8,310	$8,460	$8,640	1
Fare Recovery %	*5%*	*6%*	*7.5%*	*9%*	*10%*	2
Fare Recovery	$13,300	$16,260	$20,775	$25,380	$28,800	
Estimated Ridership	9,900	12,000	15,400	18,800	21,300	
Total Unmet Obligation	$252,700	$178,860	$178,665	$177,660	$178,560	
Unmet Obligation – Portland share (100%)	$252,700	$178,860	$178,665	$177,660	$178,560	

Table 4. Annual cost for additional Route 7 service, based on 3,000 additional revenue hours

Year	2027	2028	2029	2030	2031	Notes
Net Cost per Hour	$88	$90	$92	$94	$96	
Total Gross Cost	$266,000	$271,000	$277,000	$282,000	$288,000	
Federal Funding (25%)	$0	$67,750	$69,250	$70,500	$72,000	1
State Funding (3%)	$0	$8,130	$8,310	$8,460	$8,640	1
Fare Recovery %	*5%*	*6%*	*7.5%*	*9%*	*10%*	2
Fare Recovery	$13,300	$16,260	$20,775	$25,380	$28,800	
Estimated Ridership	9,900	12,000	15,400	18,800	21,300	
Total Unmet Obligation	$252,700	$178,860	$178,665	$177,660	$178,560	
Unmet Obligation – Portland share (76%)	$187,000	$132,400	$132,300	$131,500	$132,200	3

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Table 5. Annual cost for additional Route 9 service, based on 3,000 additional revenue hours

Year	2027	2028	2029	2030	2031	Notes
Net Cost per Hour	$88	$90	$92	$94	$96	
Total Gross Cost	$478,000	$488,000	$497,000	$507,000	$517,000	
Federal Funding (25%)	$0	$122,00	$124,250	$126,750	$129,250	1
State Funding (3%)	$0	$14,640	$14,910	$15,210	$15,510	1
Fare Recovery %	*5%*	*6%*	*7.5%*	*9%*	*10%*	2
Fare Recovery	$23,900	$29,280	$37,275	$45,630	$51,700	
Estimated Ridership	17,700	21,700	27,600	33,800	38,300	
Total Unmet Obligation	$454,100	$322,080	$320,565	$319,410	$320,540	
Unmet Obligation – Portland share (100%)	$454,100	$322,080	$320,565	$319,410	$320,540	

Table 6. Annual cost for additional BREEZ service, based on 1,000 additional revenue hours

Year	2027	2028	2029	2030	2031	Notes
Net Cost per Hour	$88	$90	$92	$94	$96	
Total Gross Cost	$89,000	$91,000	$93,000	$94,000	$96,000	
Federal Funding (25%)	$0	$22,750	$23,250	$23,500	$24,000	1
State Funding (3%)	$0	$2,730	$2,790	$2,820	$2,880	1
Fare Recovery %	*5%*	*6%*	*7.5%*	*9%*	*10%*	2
Fare Recovery	$4,450	$5,460	$6,975	$8,460	$9,600	
Estimated Ridership	1,400	1,700	2,100	2,600	3,000	
Total Unmet Obligation	84,550	$60,060	$59,985	$59,220	$59,520	
Unmet Obligation – Portland share (25%)	$21,138	$15,015	$14,996	$14,805	$14,880	3

Table 7. Annual cost for all proposed additional service, based on 15,200 additional revenue hours

Year	2027	2028	2029	2030	2031	Notes
Net Cost per Hour	$88	$90	$92	$94	$96	
Total Gross Cost	$1,347,000	$1,374,000	$1,402,000	$1,428,000	$1,458,000	
Federal Funding (25%)	$0	$343,500	$350,500	$357,000	$364,500	1
State Funding (3%)	$0	$41,220	$42,060	$42,840	$43,740	1
Fare Recovery %	*5%*	*6%*	*7.5%*	*9%*	*10%*	2
Fare Recovery	$67,350	$82,440	$105,150	$128,520	$145,800	
Estimated Ridership	48,100	58,600	74,800	91,500	103,800	
Total Unmet Obligation	$1,279,650	$906,840	$904,290	$899,640	$903,960	
Unmet Obligation – Portland share	$1,150,538	$815,335	$812,936	$809,065	$812,960	3

Notes:

1. State and federal funding are not typically applied until Year 2. State and/or Federal funding may be available in Year 1 via discretionary grants or other funding sources.
2. Fare recovery on Metro is typically higher than shown here; however, as improvements are focused around lower-ridership periods (late nights and Sundays), fare recovery assumptions are lower.
3. Additional service in other communities outside of Portland needs in-kind local match from those communities. These costs may be offset by other dedicated nonfederal funding.

Prioritization

While comprehensive improvements to service span, evening headways, and weekend service would be greatly beneficial to Portland, the Greater Portland region, and specifically to mitigate event-related traffic and parking impacts, a focus on specific routes and improvements may provide most of the benefits at a reduced cost to operate. These include:

- Transit service on Route 1, Route 2, and, Route 7 is largely sufficient to accommodate concertgoers leaving events in downtown Portland on weekdays, albeit with unfavorable wait times in some cases. Weekday service on these routes could be left mostly unchanged, perhaps with some minor adjustments to the schedule, and still accommodate concertgoers. However, there would be no positive benefit to the parking and traffic generation for other downtown uses in this scenario.
- Saturday headways on Routes 1, 2, and 7 are 60 minutes. If Saturday headways remain, with span adjustments as needed, Metro's service could accommodate concertgoers leaving events in downtown Portland on Saturdays, albeit with unfavorable wait times in some cases. This could be mitigated with minor schedule adjustments to accommodate concertgoers. However, there would be no positive benefit to the parking and traffic generation for other downtown uses in this scenario. Hourly service also makes

- For transit to be a viable option for concertgoers on Sundays, significant Sunday service span expansion is required on all routes. This could be done with hourly headways, albeit with drawbacks; see above.
- BREEZ service does not run on Sundays. Metro would not consider running at less than a Saturday schedule if service is introduced on Sundays.

Considerations

Employee Pass Programs

Employees of an event venue can be scheduled and incentivized to arrive using alternative means of transportation, including transit. Metro has had success encouraging ridership for regular commuters via our institutional pass programs. Through these programs, employees get unlimited rides on Metro and BSOOB Transit buses at no cost to them. Rides are paid for, at a 25% discount, by their employer.

It should be noted that the service improvements discussed herein are based on service extending just beyond 10pm, when concerts are expected to end. Employees who need to stay later than these times may not be accommodated by the expanded service. If a pass program is being considered, later bus service may also need to be considered in order to accommodate these employees.

Bus Stop/Site Amenities

In order to encourage transit use both to and from concerts, the City should consider requiring the following elements in the applicant's site plan:

- Improvements to the bus stops on each side of Congress Street serving the concert venue, including, but not necessarily limited to, bus shelters (connected to grid power), electronic real-time arrival signs, ample waiting space, seating, trash, bike parking, and accessibility measures.
- Consider relocating the City Hall bus stop to the intersection of Congress and Myrtle streets. Metro has already had conversations with City staff about this potential shift. This will bring the stop closer to the proposed concert venue and to Merrill Auditorium, and improve the overall spacing of westbound bus stops along Congress Street. An alternative location for the bus stop opposite City Hall (currently at Press Hotel) is likely needed as well.
- Given the proposed venue's distance from Congress Street and the existing (and possible relocated) bus stops, creative wayfinding should be included in the site plan, in accordance with City signage standards.
- An accessible bus stop area (40-80 feet long, depending on location, with 8 feet of sidewalk clear of obstructions and a 6'x10' space for a shelter) should be identified along the site's frontage of Cumberland Avenue for a future bus stop once Route 8 is made bidirectional. The city should consider requiring a concrete pad to be constructed for a future shelter at this location. Metro is happy to work with the City and the developer during the site plan process, as always.

To: Kevin Kraft, City of Portland Planning Director

From: Mike Tremblay, PE, Greater Portland Metro Director of Transit Development

Date: May 26, 2025

Subject: **LiveNation proposal and Metro's long-term plans for improved service in downtown Portland**

Dear Kevin,

Thank you for including Metro in discussions with LiveNation in regards to their proposed venue on Cumberland Avenue. Greater Portland Metro supports the City's efforts to encourage development to develop sites consistent with a vibrant urban environment, without excessive on-site parking. While a concert venue poses different challenges than a residential or office building would, Metro believes we can be a key piece of the puzzle to solving such a site's transportation questions, particularly if Metro's evening service can be made more frequent, with more routes running later into the evening.

Metro's understanding of the travel demands for a concert venue on Cumberland Ave at Pearl Street are as follows:

- Shows predominately will be in the evening, with shows ending at or after 10pm
- Shows are likely to occur on any of the 7 days of the week – no specific concentration on specific week days
- Attendees may have a local and regional draw – some attendees may be traveling long distances to the venue

Metro also understands that our system, as currently comprised, lacks the frequency and span of service to be useful for most late-night downtown workers. As such, improvements to Metro service on evenings will be mutually beneficial to existing land uses as well as new ones. In other words, improved transit service would help reduce the traffic and parking strain in downtown Portland for all.

Metro has numerous plans for improved service in the downtown area, summarized here.

Service Span and Frequency Improvements

Metro's current service ends around 11:00pm on weekdays, with some routes ending service earlier. Service frequency, which is typically every 30 minutes on weekdays, drops to 60 minutes on most routes after 7:00pm. On weekends, particularly Sundays, service frequency and span are more limited. This service frequency and span may be acceptable for people who are able to plan their trips around the bus schedule, but this is not workable for many downtown workers, patrons of Old Port restaurants, and attendees of events such as ones at the proposed venue. Metro has a long-term goal of providing 15-minute peak service on all routes, more frequency during evenings, and longer service hours. In the short term, longer

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service span, extension of peak service headway later into the evenings, and improved weekend service could be implemented without additional fleet needs. **Extension of 30-minute headways to 11pm would make transit a more viable option for concert attendees and downtown workers alike**.

Route 8 Bidirectionality

Metro's Route 8 service is the only route to serve Cumberland Avenue and the heart of the Old Port directly. The Route 8 is a peninsula circulator, running in a counterclockwise loop that includes the Back Cove Hannaford, Maine Medical Center, the Old Port, Casco Bay Lines, and Franklin Towers. The closest bus stops to the proposed venue on Cumberland Avenue are Route 8 stops. However, Route 8 service span is extremely limited, with service ending around 6pm. Additionally, the single-direction operation of the route means that some trips require long travel times to cover relatively short distances.

Metro has been planning a bi-directional operation of Route 8, which was identified as part of the regional Transit Together plan. This plan would create a twin for Route 8 running in the clockwise direction. This would also expand service span later into the evening. **A bi-directional Route 8 alongside service span improvements would provide near-direct transit service to the proposed venue**, and significantly improve mobility within the peninsula throughout the service day. Obstacles to implementation include funding, fleet needs, and the need to construct bus stops.

Bus Rapid Transit

Metro, in partnership with the City of Portland, City of Westbrook, and Town of Gorham, are advancing a design concept that aims to create a Bus Rapid Transit corridor in these communities, including along Congress Street between Deering Avenue and Franklin Street. This BRT corridor would operate every 10-15 minutes, which is around the threshold where passengers no longer need to consult a schedule – a bus will be along in a relatively short amount of time.

The BRT project is expected to be complete in 2030, pending future design phases, funding, and construction. When complete, the level of service between downtown Portland, the Old Portl, the West End, Brighton Avenue, Westbrook, and Gorham will be enhanced significantly, significantly benefiting those living, working, and visiting destinations along this corridor. BRT station locations, one of which will likely be located near on Congress Street near City Hall or Franklin Street, will be prime development locations, attractive to land uses and building programs that are not dependent on private automobiles.

New Bus Facility

Metro is planning to expand our Valley Street facility, which is at capacity, by 2030. The new bus facility will support Metro's expansion plans for the next 40+ years. Until this facility is constructed, Metro's ability to significantly expand our fleet are limited. This means significant improvements to service frequency, new routes, and significant route expansions will require creative solutions for bus maintenance and storage until the new facility is constructed.

Downtown Mobility Hub

As Metro continues to expand, and routes travel through downtown Portland along Congress Street rather than turning around there, our existing customer service office on Elm Street has become less used. Metro now operates 13 bus routes that pass through the Monument Square area, where many passengers transfer to different routes. Looking to the future, Metro desires a downtown transit facility where passengers can get information, take shelter, and transfer routes seamlessly. While no site has been identified, Metro has considered an area near the proposed concert venue – in the vicinity of Congress Street, Franklin Street, and Cumberland Avenue – would be ideal. If constructed, the Mobility Hub would support the proposed concert venue by creating a central location for concertgoers to board buses in a safe, comfortable, and centralized location.

Metro understands that our opportunities for improvement are many, and are not limited to those listed above. Given the demands of the proposed venue, we recommend that the following outcomes result from the development review process, as appropriate:

- To the appropriate extent, utilizing impact fees or other appropriate means, provide operating funding support to Metro to allow us to expand the 30-minute peak service frequency from about 7pm to about 12am (or one hour after the expected end time of concerts) on as many routes serving downtown as possible, in order to improve the viability of transit to everyone in downtown Portland in the evenings, including concertgoers.
- To the appropriate extent, utilizing impact fees or other appropriate means, providing operating funding support to Metro to allow us to operate an additional round trip on the BREEZ express service, to leave Thompson's Point around the end time of concerts, in order to take advantage of the Park and Ride locations located along the route in Yarmouth, Freeport, and Brunswick.
- Require the developer to provide a bus stop along the project frontage, to be used by a possible future Route 8 bidirectional service. This bus stop would include a pad for a shelter, clear zones for buses to load and unload, and 40-80 feet of curb space once bus service is present.
- Require the developer to provide concertgoers with information on how to arrive to the venue using transit.

Please let me know if you have any questions. I am happy to discuss these recommendations or other possible outcomes.

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City of Portland Transportation Demand Management Program
April 2023
Employee / Student Survey Form

planning & urban development

1. Commute Modes Used Last 5 Work-School Days						
How many days did you use these modes to commute for your last 5 work or school days?	0 days	1 day	2 days	3 days	4 days	5 days
Drive alone	☐	☐	☐	☐	☐	☐
Carpool/Vanpool	☐	☐	☐	☐	☐	☐
Transit (Bus/Train)	☐	☐	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐	☐
Taxi/Uber/Lyft	☐	☐	☐	☐	☐	☐
Work-School from Home/Remote	☐	☐	☐	☐	☐	☐
Other (_____)	☐	☐	☐	☐	☐	☐

For each day, please indicate only one primary mode of travel to-from work or school for the longest portion of your trip that day.

2. Variation in Travel by Season or Day		
Does your mode of travel to work or school vary by season?	☐ Yes	☐ No
Does your mode of travel to work or school vary by day of the week?	☐ Yes	☐ No

3. Use of Other Modes During Work or School Day				
Thinking about all of your travel during an entire work or school day, how often do you use the following modes of transportation?	Daily	A few days a week	A few times a month	Never/ Rarely
Drive alone	☐	☐	☐	☐
Carpool/Vanpool	☐	☐	☐	☐
Transit (Bus/Train)	☐	☐	☐	☐
Bicycle	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Taxi/Uber/Lyft	☐	☐	☐	☐
Work-School from Home/Remote	☐	☐	☐	☐
Other (_____)	☐	☐	☐	☐

4. Vehicle Ownership Available for Commuting		
Does your household own a car(s) or other vehicles available to commute?	☐ Yes	☐ No
If yes, how many?	_____	

5. Parking Cost		
Do you pay for parking at work?	☐ Yes	☐ No
If yes, how much per month (optional)?	$_____/month	

6. Drive Alone Alternatives			
If you usually commute by Drive Alone, would you like to carpool, walk, bike, use the bus or other more often than you do now?	☐ Yes	☐ No	☐ N/A

7. Bus Commute Barriers	
Are there barriers for you from using the bus more often to commute to work or school? *Check all that apply.*	
Too expensive	☐
Takes too long	☐
I don't know the bus schedule	☐
Not enough flexibility in my travel times/family responsibilities	☐
Bus service is not offered where I need to go	☐
Safety Concerns	☐
Weather	☐
Other (_____)	☐

8. Bicycling – Walking Barriers	
Are there barriers for you from bicycling or walking to commute to work? *Check all that apply.*	
Distance is too far	☐
Too many things to carry	☐
I don't know a good biking or walking route	☐
Not enough flexibility in my travel times/family responsibilities	☐
Bus service is not offered where I need to go	☐
Safety Concerns	☐
Weather	☐
Other (_____)	☐

9. Carpool – Vanpool Barriers	
Are there barriers for you from carpooling or vanpooling to commute to work? *Check all that apply.*	
I don't know where to find others to carpool with or to find a vanpool	☐
Takes too long	☐
Safety concerns	☐
Not enough flexibility in my travel times/family responsibilities	☐
Other (_____)	☐

10. Incentives			
If you usually Drive Alone to work or school, are there incentives that could encourage you to travel by other means such as biking, walking or taking the bus?			
	Yes	No	Not sure
A free ride home in an emergency	☐	☐	☐
Reduced bus fares	☐	☐	☐
Free to you bus fares	☐	☐	☐
More frequent/convenient bus service	☐	☐	☐
Free parking for carpooling	☐	☐	☐
Free assistance to find a carpool partner or vanpool	☐	☐	☐
Help selecting a walking or biking route to work or school	☐	☐	☐
Secure and convenient bike parking	☐	☐	☐
Other (_____)	☐	☐	☐
Other (_____)	☐	☐	☐

Company Name & Location:

Would you like to receive information on your site's TDM program or commute options?

Yes ☐ No ☐

If Yes, what is your email address:

planning & urban development

City of Portland
Transportation Demand Management (TDM) Reporting Form

Welcome to Year #4 of standardized reporting for the City of Portland's Transportation Demand Management Program. Please complete and submit this form by May 15, 2025.

If you have questions on this form, please contact Bruce Hyman at bhyman@portlandmaine.gov.

Site Information

1. Site background	
Name of Your TDM Site:	
TDM Site Address:	
Property/Site Owner:	
Site Uses (check all that apply):	
Residential	☐
Office	☐
Retail	☐
Institutional	☐
Other (name)	

2. TDM Plan information	
TDM Coordinator Name:	
TDM Coordinator Phone Number:	
TDM Coordinator Email Address:	
Year of Latest TDM Plan:	

3. TDM survey information		
Did you perform a TDM survey as the basis for your reporting this year?	☐ Yes	☐ No

If yes, please attach your survey form and tabulated results when submitting this report.

What was the approximate survey response rate to your survey in percent?	_____ %

TDM Strategies

Below is a list of TDM strategies which may be included in your TDM plan and you may have implemented during the last year. For those strategies that were implemented, please indicate how effective you feel the strategy was in helping to meet your TDM plan goals.

For a more comprehensive menu of potential TDM strategies or for more information about a strategy, please consult the TDM Reporting resource guide at www.portlandmaine.gov/721/TDM-Parking.

4. Multi-modal infrastructure and operations investment strategies

	Highly effective	Moderately effective	Less/Not effective	N/A – not this year
Provided access to nearby transit stops	☐	☐	☐	☐
Contributed financially to local transit operator	☐	☐	☐	☐
Provided on-site bicycle parking	☐	☐	☐	☐
Operated remote parking & shuttle	☐	☐	☐	☐
Financially supported a bike share program	☐	☐	☐	☐
Financially supported/hosted a car share program	☐	☐	☐	☐
Financially supported a carpool/vanpool program	☐	☐	☐	☐

Are there other infrastructure or operations investments you've made during the last year to achieve your TDM goals?

5. TDM incentives and subsidies

	Highly effective	Moderately effective	Less/Not effective	N/A – not this year
Provided free (to the rider) transit passes	☐	☐	☐	☐
Provided reduced fare transit passes	☐	☐	☐	☐
Provided preferential parking for vanpool/carpool	☐	☐	☐	☐
Provided emergency ride home (Taxi/Uber/GO Maine)	☐	☐	☐	☐
Allowed flexible work schedules (start or end work times)	☐	☐	☐	☐
Allowed remote work/remote school	☐	☐	☐	☐
Provided parking cash-out (i.e. paying those who don't use parking spaces)	☐	☐	☐	☐

Are there other incentives or subsidies you've tried during the last year to achieve your TDM goals?

6. TDM information and education strategies	Highly effective	Moderately effective	Less/Not effective	N/A – not this year
TDM program bulletin board (e.g., with bus schedules, bike routes, carpool information)	☐	☐	☐	☐
TDM/Transportation webpage highlighting multi-modal ways to get to your site	☐	☐	☐	☐
Real-time electronic display of bus arrival/departure time and/or TDM information.	☐	☐	☐	☐
TDM program newsletters/e-mails	☐	☐	☐	☐
Coordinated TDM marketing (e.g., employee recognition, competitions, etc.)	☐	☐	☐	☐

Are there other information-sharing strategies you've tried during the last year to achieve your TDM goals?

Mode Share Data

Based upon your survey results and/or other TDM tracking efforts, please enter your mode share targets and actual mode share data in the table below. If individual mode shares for carpool, transit, etc. are unknown, enter a 'Drive Alone' mode share and an 'Other' mode share for all other modes. The 'Totals' row will automatically calculate column entries and each column that is used is to add up to 100%.

For a site that doesn't yet have a mode share target, you will use this year's survey results entered into the 'Actual Mode Share' column as the baseline to establish a target for your 2025 reporting. For instance, if this year's Actual Drive Alone mode share from your survey is 85%, you might choose to make 80% your Drive Alone Target to achieve in 3-5 years in next year's report.

7. Mode share data	TDM Plan Mode Share Target (%)	Actual Mode Share (%)
Drive Alone		
Carpool/Vanpool		
Transit (Bus/Train)		
Bicycle		
Walk		
Taxi/Uber/Lyft		
Work-School From Home/Remote		
Other (_____)		
Total	0	0

Note: Round all figures to the nearest 0.1%.

Successes & Barriers

8. TDM progress

	Great progress	Good progress	Little progress	No progress
How would you describe your site's progress toward achieving your TDM program's goals this past year?	☐	☐	☐	☐

9. Describe what factors have contributed to your TDM program successes this year.

10. Describe what factors have contributed to your TDM program challenges this year.

11. What changes, if any, are you considering this next year to make your TDM program more successful?

12. What support during the next year would be most beneficial to you and your TDM program this year?

You're almost done!

- Please save this form with the filename "PortlandTDMProgram_[YourSiteName]_May2025.PDF"
- Please tabulate and save your site's survey results to a PDF.

** Please attach and email both of the above to Bruce Hyman at bhyman@portlandmaine.gov with "TDM 2025 Reporting: [YourSiteName]" in the email's SUBJECT line.

THANK YOU! TDM is one of the City of Portland's key strategies to meet sustainability and quality of life goals for its residents, businesses, and visitors. We thank you for your contribution to the city's effort! For more information, please contact Bruce Hyman at bhyman@portlandmaine.gov.

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 GOMAINE 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

SEBAGO TECHNICS

CIVIL ENGINEERING ▪ SURVEYING ▪ LANDSCAPE ARCHITECTURE

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

Use	*Land Use Code*	*Independent Variable*	*Setting/Location*
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

Time Period	*Average Rate per Dwelling Unit*	*Trips*	*Entering**	*Exiting**
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.*

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

Time Period	*Average Rate per Room*	*Trips*	*Entering*	*Exiting*
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

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	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

Time Period	*LUC 222*	*LUC 310*	*LUC 932*	*Total*
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.

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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.

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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

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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

Attendee Trips	*Employee Trips*	*Total Vehicles*
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.

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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 in 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.

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Table 14 – Total Revised Trip Generation

Time Period	Previous	Proposed					Change +/-
	Permitted	LUC 310	LUC 222	LUC 932	Music Venue	Total	
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.

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Temporary Traffic Control Plan

for

Portland Music Hall

Purpose: The purpose of this plan is to detail temporary traffic control procedures for truck and bus arrival before an event.

Truck Procedures (Pear Street): Equipment and accessories will arrive before the event and are anticipated to arrive in one or several large trucks/tractor trailers. These trucks will utilize loading bay doors on the northeast side of the building with access on Pearl Street.

Prior to Truck Arrival: Venue staff to notify the parking lot attendant at the "Top of the Old Port" parking lot prior to truck arrival to allow for proper notice to their customers.

Upon Truck Arrival: Upon truck arrival, at least 4 venue staff members shall meet the truck as it arrives onto Pearl Street.

For a truck utilizing the north side loading bay, 3 certified flaggers will need to be positioned as follows and as shown in Temporary Traffic Control Exhibit 1:

- At the intersection of Cumberland Avenue and Pearl Street
- At the entrance to the "Top of the Old Port" parking lot.
- At the intersection of Congress Street and Pearl Street.

The remaining available staff members shall help with truck maneuvering and re-positioning/collection of cones placed prior to truck arrival. Flaggers shall hold traffic from utilizing Pearl Street. for the duration of the movement and until the arriving truck has safely executed the movement into the loading dock and is parked.

For a truck utilizing the south side loading bay, 2 certified flaggers will need to be positioned as follows and as shown in Temporary Traffic Control Exhibit 2:

- At the intersection of Cumberland Avenue and Pearl Street
- Halfway down Pearl Street. between the "Top of the Old Port" parking lot entrance and the loading bays

The remaining available staff members shall help with truck maneuvering and re-positioning/collection of cones placed prior to truck arrival. Flaggers shall hold traffic from utilizing Pearl Street. for the duration of the movement and until the arriving truck has safely executed the movement into the loading dock and is parked.

Upon Truck Departure: Upon truck departure, at least 4 venue staff members shall help the truck exit the facility. Trucks will typically exit towards Cumberland Avenue.

2 certified flaggers will need to be positioned as follows and as shown in Truck Turning Exhibit 2:

- At the intersection of Cumberland Avenue and Pearl Street
- Halfway down Pearl Street. between the “Top of the Old Port” parking lot entrance and the loading bays.

These flaggers shall hold traffic from utilizing Pearl Street. for the duration of the movement. Upon truck departure, all temporary signs and cones shall be collected and stored inside the venue for the next use, leaving Pearl Street. in its existing condition.

Bus Procedures (Myrtle Street): Performers will arrive via tour bus or passenger vehicle. These vehicles will utilize the driveway on the southwest side of the building with access on Myrtle Street.

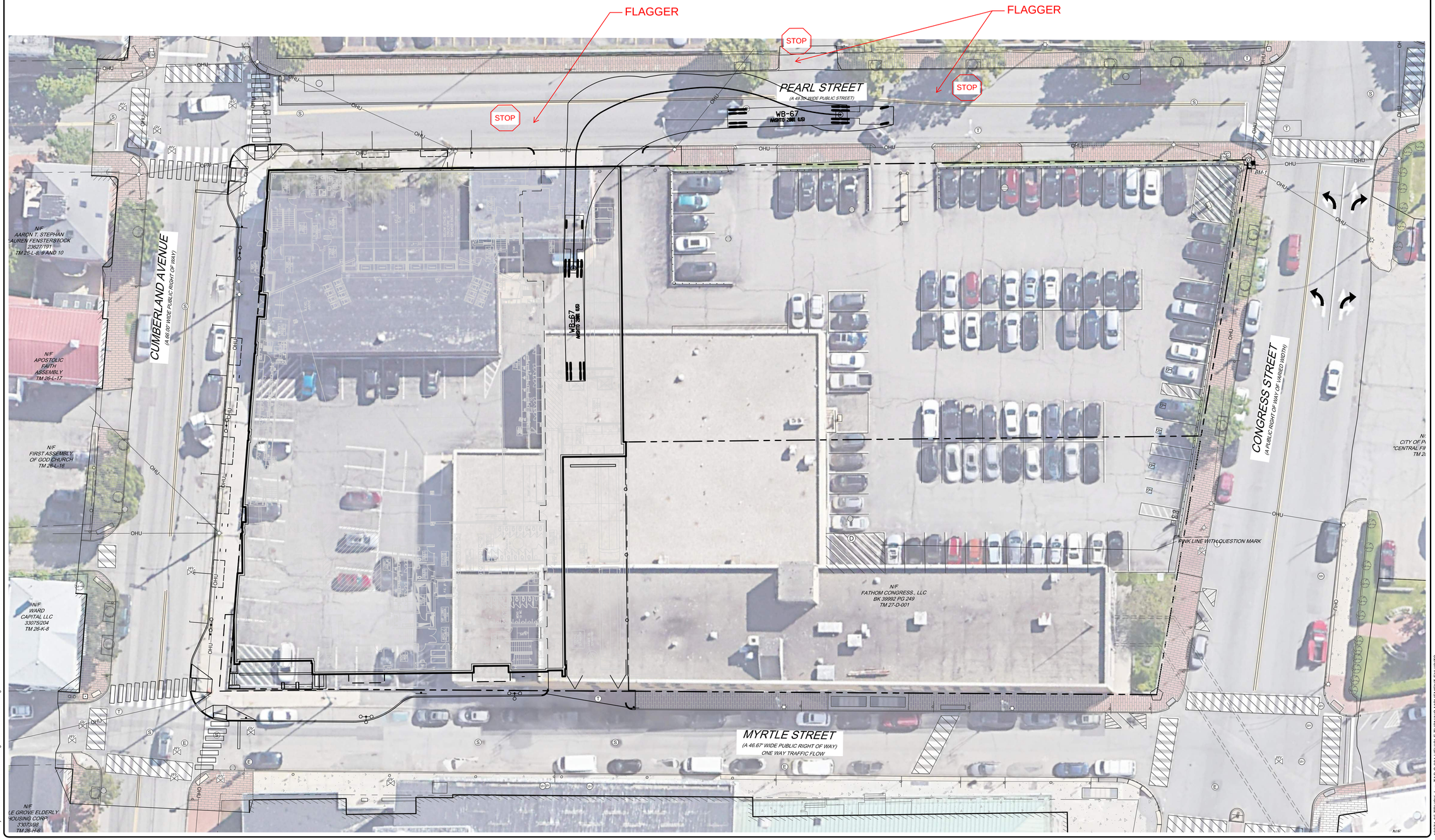
Prior to Bus Arrival: Venue staff will ensure that the load zone on Myrtle Street is clear of vehicles.

Upon Bus Arrival: The bus will temporarily pull into the loading zone to allow traffic to pass on Myrtle Street. Upon bus arrival, at least 2 venue staff members shall meet the bus as it arrives onto Myrtle Street. A certified flagger will need to be positioned on Myrtle Street and as shown in Temporary Traffic Control Exhibit 3:

The flagger shall hold traffic on Mrytle Street for the duration of the turning movement and until the bus has safely executed the turning movement and is parked. The other staff member shall help with bus maneuvering and direct pedestrians.

Upon Bus Departure: Upon bus departure, 1 venue staff member shall help the bus exit the facility. The staff member will check for vehicles in the loading zone, stop pedestrian traffic, and direct the bus driver when there is a break in the traffic.

TEMPORARY TRAFFIC CONTROL
TRUCK UTILIZING NORTH LOADING DOCK



F:\Projects\19000\19371-05\DWG\Design\19371-05 TRUCK.dwg, 5/12/2025 11:39 AM, AARON BADZIUCZ

19371-05 TRUCK.dwg, TAB:C-601 VEHICLE TURNING MOVEMENT EXHIBITS

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY:	DATE:	STATUS
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS PROVIDED BY OTHERS, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

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South Portland, ME 04106
Tel. 207-200-2100

TEMPORARY TRAFFIC CONTROL EXHIBIT 1

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

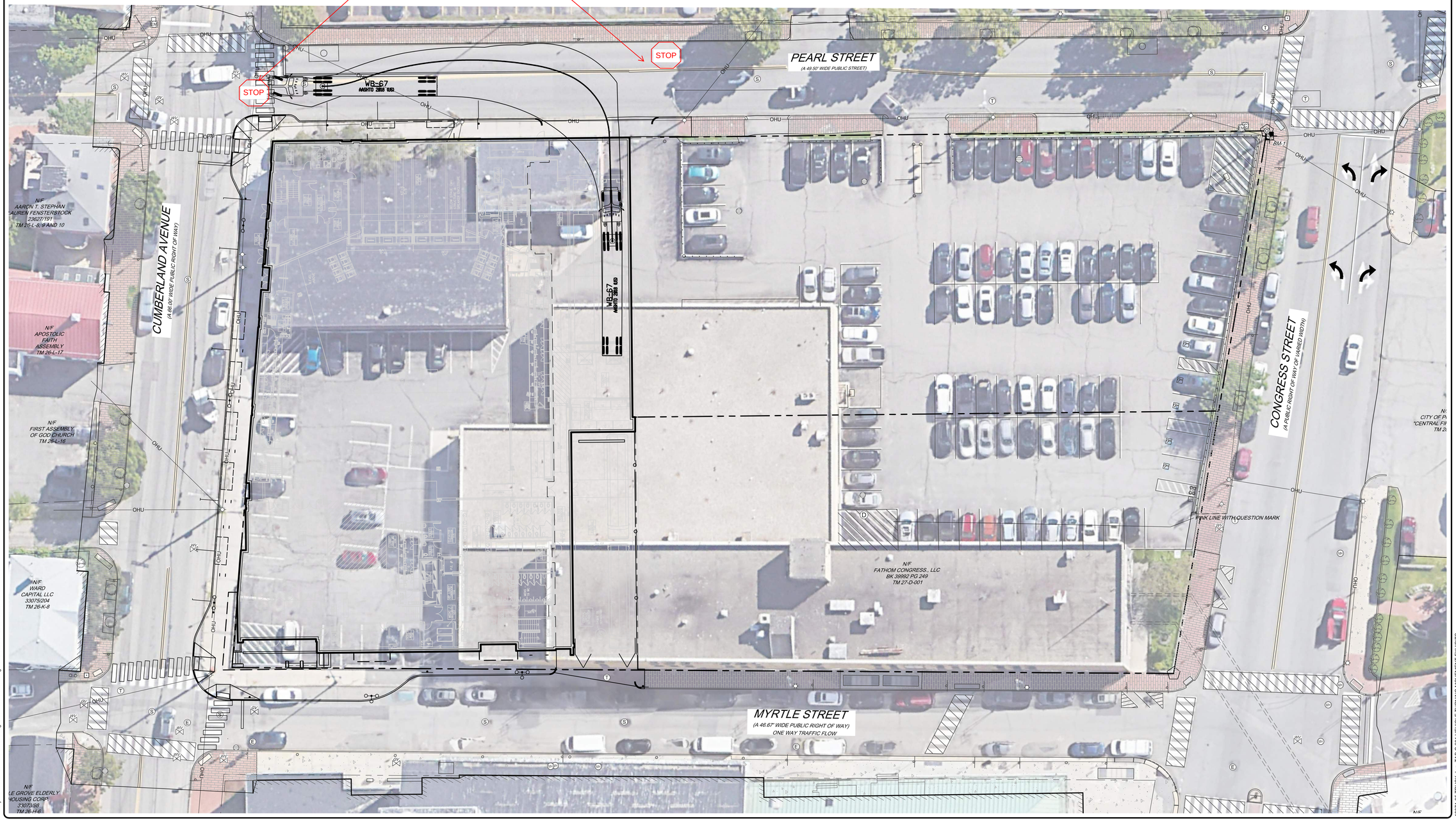
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
385 CONGRESS, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-601

TEMPORARY TRAFFIC CONTROL
TRUCK UTILIZING SOUTH LOADING DOCK



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY:	DATE:	STATUS:
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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South Portland, ME 04106
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TEMPORARY TRAFFIC CONTROL EXHIBIT 2
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC

RECORD OWNER:
335 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-601

19371-05 TRUCK.dwg, TAB:C-601 VEHICLE TURNING MOVEMENT EXHIBITS

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TEMPORARY TRAFFIC CONTROL
BUS PARKING

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY	DATE	STATUS
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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TEMPORARY TRAFFIC CONTROL EXHIBIT 3

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
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-601

F:\Projects\19000\19371-05\SIV\DWG\Design\19371-05 TRUCK.dwg - 5/20/2025 2:43 PM - CHRIS TAYLOR

19371-05 TRUCK.dwg - TAB:C-601 VEHICLE TURNING MOVEMENT EXHIBITS

Truck and Bus Traffic Control Plan

Portland Music Hall
Portland, Maine
Revision 3 August 5, 2025

Purpose: The purpose of this plan is to detail temporary traffic control procedures for truck and bus arrivals and departures at the Portland Music Hall.

General

Live Nation, the operator of the Portland Music Hall, operates venues across the country in urban settings with restricted access for trucks and buses. All Live Nation owned and operated venues are required to comply with rigorous policies to ensure the safety and security of our employees and guests. Live Nation has been awarded Safety Act Certification by the US Department of Homeland Security. This designation requires compliance with strict standards prescribed by Homeland Security. The Portland Music Hall will be included in, and abide by the requirements of, the federal Safety Act Certification.

The venue, as currently planned, provides in-house staging and lighting equipment, and in-house storage for portable ballroom floor seating, minimizing the number of trucks required to stage shows compared to venues that do not provide this equipment or venues staging theatrical productions.

Prior to show dates, Live Nation staff communicate with trucking companies for incoming acts to coordinate the arrival of trucks and buses. When multiple trucks are necessary for an event, the trucking company provides a lead driver who coordinates with the venue staff to confirm arrival time, directions, and instructions for scheduling, staging, and coordinating truck operations into the venue. The lead driver communicates with the following drivers on the ground, by radio, to assist in backing into the facility.

The venue provides qualified individuals to assist the drivers and to perform temporary traffic control necessary to manage vehicle and pedestrian traffic during bus and truck access and exit from the facility.

Qualifications, Apparel, and Devices: The Portland Music Hall shall provide qualified individuals and traffic control devices to manage traffic and safely maneuver large vehicles entering and exiting the venue.

“Flaggers” referenced within this Temporary Traffic Control Plan shall meet the minimum requirements, shall be equipped with safety apparel, and employ safety devices as described in the Maine Department of Transportation’s Maine Local Roads Center Qualifications for Flaggers dated March 2010 (or latest edition). (Copy Attached).

This document identifies:

- Minimum Qualifications for Flaggers
- High visibility safety apparel
- Hand signaling devices
- Flagger positions and stations

Tractor Trailer Truck Procedures (Pearl Street):

Equipment for an event is anticipated to arrive in one or more large trucks/tractor trailers. These trucks will utilize loading bay doors on the north side of the building with access on Pearl Street.

Prior to Truck Arrival: Venue staff will notify the onsite parking lot attendant (if present) at the "Top of the Old Port" parking lot entrance kiosk prior to truck arrival to notify the attendant that trucks are arriving, and event staff will be using flaggers to stop traffic temporarily.

PMH staff will place traffic cones on the sidewalks, located on the Music Hall side of Pearl Street to alert pedestrians of the backing trucks.

Upon Truck Arrival: Upon truck arrival, staff members will meet the truck as it arrives on Pearl Street. Instructions for sequencing and truck movements will be conveyed by the lead driver for the multi-truck arrivals.

For a truck utilizing the west side loading bay, 3 flaggers will be positioned as follows and as shown in Temporary Traffic Control Exhibit 1:

- Flagger 1 located at the intersection of Cumberland Avenue and Pearl Street will stop eastbound vehicles on Pearl Street and eastbound pedestrians on the PMH sidewalk.
- Flagger 2 at the entrance to the "Top of the Old Port" parking lot will stop exiting traffic from the Top of the Old Port Parking.
- Flagger 3 Located on Pearl Street, between the Top of the Old Port parking lot entrance and Congress Street, will stop westbound vehicles and westbound pedestrians on PMH side of the street.

The remaining staff will assist the lead driver with truck maneuvering and re-positioning, observing approaching vehicles and pedestrian traffic, and the collection of cones or traffic control devices placed for truck arrival. Flaggers will hold traffic from utilizing Pearl Street for the duration of the movement and until the arriving truck has safely executed the movement off the traveled way and into the internal truck bay.

Flaggers will direct traffic to clear before any subsequent vehicle is parked.

For a truck utilizing the east side loading bay, 2 flaggers will be positioned as follows and as shown in Temporary Traffic Control Exhibit 2:

- Flagger 1 At the intersection of Cumberland Avenue and Pearl Street will stop eastbound vehicles on Pearl Street and eastbound pedestrians on the PMH sidewalk
- Flagger 2 located on Pearl Street, between the "Top of the Old Port" parking lot entrance and the loading bays will stop westbound vehicles and westbound pedestrians on PMH side of the street.

The remaining staff will assist the lead driver with truck maneuvering and re-positioning, observing approaching vehicles and pedestrian traffic, and the collection of cones or traffic control devices placed for truck arrival. Flaggers shall hold traffic from utilizing Pearl Street for the duration of the movement and until the arriving truck has safely executed the movement into the loading dock and is parked.

Flaggers will allow traffic to clear before any subsequent vehicle is parked.

Truck Departure: For truck departure, venue staff members will assist the truck exiting the facility. Trucks will typically exit towards Cumberland Avenue, traveling down Pearl Street to Somerset Street where curb widening has been constructed to facilitate large truck access to Franklin Arterial and I-295.

Flaggers will be positioned as follows and as shown in Truck Turning Exhibit 2:

- Flagger 1 At the intersection of Cumberland Avenue and Pearl Street will stop eastbound vehicles on Pearl Street and eastbound pedestrians on the PMH sidewalk
- Flagger 2 located on Pearl Street, between the "Top of the Old Port" parking lot entrance and the loading bays will stop westbound vehicles and westbound pedestrians on PMH side of the street

These flaggers will hold traffic from utilizing Pearl Street for the duration of the movement. Upon departure, all temporary signs and cones shall be collected and stored inside the venue for the next use, leaving Pearl Street. in its existing condition.

Flaggers will direct traffic to clear before any subsequent vehicle is parked.

Bus Procedures (Myrtle Street):

Performers will arrive via tour bus or passenger vehicle. These vehicles will utilize the driveway on the southwest side of the building with access on Myrtle Street.

Prior to Bus Arrival: Venue staff will ensure that the load zone on Myrtle Street is clear of vehicles. Venue staff will communicate with Merrill Auditorium Staff to coordinate operations when both venues are active. Venue staff will place cones on the PMH side sidewalk.

Upon Bus Arrival: The bus will temporarily stand in the loading zone to allow traffic to pass on Myrtle Street. Upon bus arrival, at least 2 venue staff members will meet the bus as it arrives on Myrtle Street. A flagger will need to be positioned on Myrtle Street as shown in Temporary Traffic Control Exhibit 3:

The flagger will hold traffic on Myrtle Street for the duration of the turning movement and until the bus has safely executed the turning movement and is parked. The other staff member will help with bus maneuvering and direct pedestrians.

Upon Bus Departure: Upon bus departure, 1 venue staff member will help the bus exit the facility. The staff members will check for vehicles in the loading zone, stop pedestrian traffic, and direct the bus driver when there is a break in the traffic.

Temporary Truck Traffic Control Plan for West Side Loading Bay



NOT FOR CONSTRUCTION

PRELIMINARY

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY:	DATE:	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
C.	DLR	08/06/2025	ISSUED FOR RESPONSE TO COMMENTS

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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

VEHICLE TURNING MOVEMENT EXHIBITS

OF:

PORTLAND MUSIC HALL

244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:

PORTLAND MUSIC HOLDINGS, LLC

RECORD OWNER:
385 CONGRESS, LLC
2750 TRANSIT ROAD
WEST SENECA, NY 14224

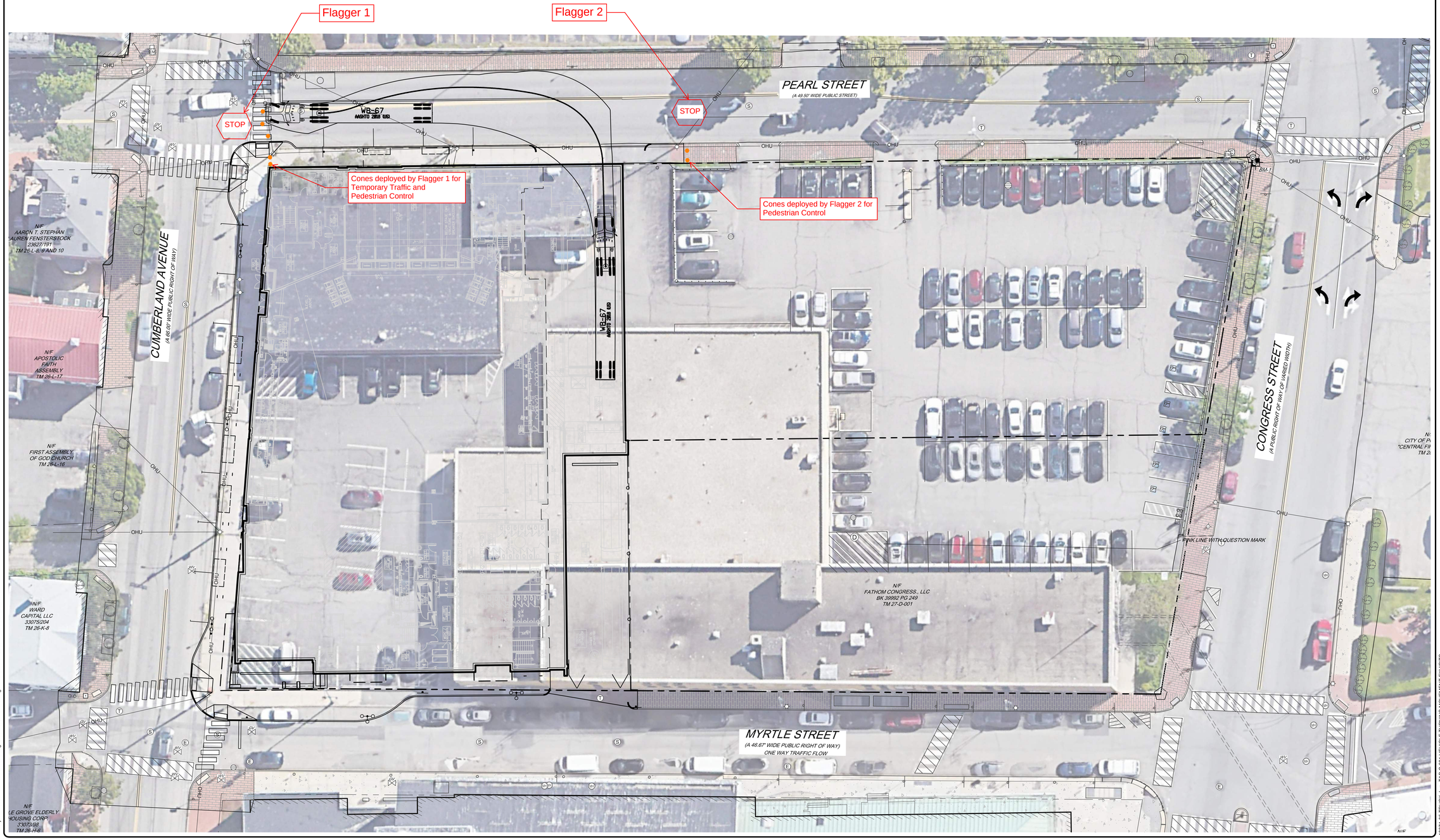
DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-601

19371-05 TRUCK.dwg, TAB:C-601 VEHICLE TURNING MOVEMENT EXHIBITS

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Temporary Truck Traffic Control Plan for East Side Loading Bay and Exit Movements



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PRELIMINARY

CHRISTOPHER P. TAYLOR, PE 16877

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C	DLR	08/06/2025	ISSUED FOR RESPONSE TO COMMENTS
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South Portland, ME 04106
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VEHICLE TURNING MOVEMENT EXHIBITS

OF:

PORTLAND MUSIC HALL

244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:

PORTLAND MUSIC HOLDINGS, LLC

RECORD OWNER:
385 CONGRESS, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

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SCALE	1" = 20'
PROJECT	19371-05

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19371-05 TRUCK.dwg, TAB:C-601 VEHICLE TURNING MOVEMENT EXHIBITS

Temporary Truck Traffic Control Plan for Bus Parking



NOT FOR CONSTRUCTION

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South Portland, ME 04106
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TEMPORARY TRAFFIC CONTROL EXHIBIT 3

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
2770 TRANSIT ROAD
WEST SENECA, NY 14224

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DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

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19371-05 TRUCK.dwg - TAB:C-601 VEHICLE TURNING MOVEMENT EXHIBITS

Event Management Plan

Portland Music Hall
Portland, Maine
August 6, 2025

Getting guests to and from events safely is a core value of Live Nation, which will operate Portland Music Hall (PMH). The operation of the building will follow best practices to support a safe environment for fans as they arrive and leave the building.

This Event Management Plan lays out how Live Nation operations policies will be applied in the Portland Music Hall, in an urban setting where guests will arrive at the building from dispersed points of origin.

A few notes about Live Nation and PMH practices:

- All Live Nation owned and operated venues are required to comply with rigorous policies to ensure the safety and security of our employees and guests. Live Nation has been awarded Safety Act Certification by the US Department of Homeland Security. This designation requires compliance with strict standards prescribed by Homeland Security. The Portland Music Hall will be included in, and abide by the requirements of, the federal Safety Act Certification.
- Our company also works with local law enforcement in every community where we operate a venue to ensure seamless coordination with first responders, and we will do so in Portland.
- We will work with the staff of the Merrill Auditorium on a permanent, ongoing basis to coordinate operations for all event days at PMH that coincide with Merrill Auditorium programming. We have already begun meeting with Merrill staff.
- We will specifically consult and engage the police department and other appropriate Merrill Auditorium and City Staff prior to the venue's opening date and during the first month of operation, to review and assess this event management plan and adapt it as needed to the actual conditions observed.

TICKET-BUYER GUIDANCE

Event management begins with informing patrons about the venue, location of nearby parking, parking restrictions, and other relevant information to make their experience traveling to and from the venue, safe and convenient.

As part of its ongoing operations at all of its venues, Live Nation's "Fan Journey" program engages ticket holders with a cadence of messages at intervals leading up to showtimes.

Know Before You Go. For all events, we communicate with ticket-buyers in the days leading up to their event with email and social media messaging directing ticket buyers to:

1. Event parking in the area at public and private parking garages, including thousands of spaces within 0.4 miles of the venue
    a. The Portland Musical Hall has come to an agreement with the owner-operator of the Temple Street Garage and Custom House Garage, offering extended hours and discounted rates for all area business patrons.
    b. These agreements will reduce vehicle traffic at the venue site
2. Additional information on Uber/Lyft drop off/pick up locations

3. Routes and schedules for public transit via Metro and other traffic-reducing options for patrons to get to the venue

Examples of a typical message are presented below; these are customized to be venue specific.





TYPICAL SCHEDULE

For a typical event, the venue doors open at 7 PM, with opening acts taking the stage at 8 PM, the headliner at 9 PM with performances concluding around 11 PM.

- The door opening is well after the afternoon rush hour.
- The opening act start time is an hour after the typical showtimes at the Merril Auditorium, staggering the peak arrival of patrons on nights when the two venues are both operating.

The venue schedule staggers the arrival of patrons and limits pedestrian and vehicle traffic congestion outside of the venue. Some patrons arrive early before the door opening, some arrive ahead of the opening act and others arrive before the main act.

PEDESTRIAN SAFETY & CROWD MANAGEMENT

Live Nation takes robust, proactive action to ensure guests are able to enter and exit our venues safely. Portland Music Hall event policy will include:

1. **Dedicated Staff for Crowd Management.** Indoors and outdoors, Portland Music Hall staff will direct fans into and out of the venue, whether they arrive on foot or through a vehicle drop-off.
    a. This will include guides as well as security personnel operating the magnetometers for security screenings.

2. **Queuing of Patrons.** Patron queuing typically only occurs directly prior to doors opening for events. Queuing will take place along the sides of the building along Cumberland Avenue to Pearl Street primarily, and along Myrtle Street on a limited basis, leaving space for other pedestrians to pass along the sidewalk.

   A plan identifying queue locations is attached. The proposed queue area along the project frontage includes the 4' closest to the building along Cumberland and Pearl Street Using the 4' space adjacent to the building leaves 4'-5' clear space from the queue area to equipment along the Cumberland Avenue curb line including required light poles, street trees, and existing utility poles to remain, meeting ADA requirements for accessible routes along the sidewalks.
3. **Security Check and Ticket Scan**: The venue will have an efficient entrance process using magnetometer screening and global security policies. The venue will have a clear bag policy and size restriction on bags to reduce screening time while maintaining safety standards.
4. **Physical Barriers.** On event dates, if a high volume of pedestrians is observed crossing Myrtle Street, or Cumberland Avenue outside of the designated crosswalks causing traffic congestion, event staff will erect temporary barriers along the curb line in front of the main entrance to direct pedestrian traffic to crosswalks and block access to the road except at designated crossing areas. Temporary barriers could consist of rope lines or branded bicycle racks.
5. **Staggered Egress.** The multistory venue layout will create a natural, staggered flow of guests out of the venue. Staff will additionally be available to direct guests to lower-traffic exits. Exits are located on Myrtle Street and Cumberland Avenue. Event staff will monitor the site exterior until all patrons have left the venue.
6. **Traffic Control Personnel.** On certain high-demand show dates (e.g. 80% or greater of capacity sold at PMH and 80% or greater of capacity sold at Merrill Auditorium on the same night), PMH will provide 1-to-2 traffic control personnel at nearby high traffic intersection(s).

   This will include the intersection of Myrtle Street and Cumberland Avenue and the intersection of Myrtle Street and Congress Street. Traffic control will include "crossing guards" at Myrtle Street and Congress Street to group and 'platoon' pedestrians to cross in groups at this location to minimize traffic interruptions in accordance with the project Traffic Movement Permit (TMP) conditions of approval.
7. **Law Enforcement Support**. When event staff determine event safety is a concern, due to crowd activity or traffic conditions, uniformed police officers will be employed to direct traffic and manage pedestrian crossings.

TRAFFIC SAFETY AND MANAGEMENT

The Portland Music Hall operator will provide accommodations for vehicles and pedestrians coming to attend an event. To accomplish this, the applicant proposes the following event management measures:

1. **Traffic Control Measures.** The project will be replacing and upgrading the existing traffic signal equipment at Cumberland Avenue and Pearl Street. This will modernize the signal equipment, allow for event timing for signal operation, and add pedestrian crossing signals where they do not currently exist at this otherwise signalized intersection. The project will be making traffic camera improvements to the signal at the intersection of Pearl and Congress Street to improve function and safety of this exisitign signal.

   With the approval of the City Staff and police department, we will use signage devices such as traffic cones, directional signs, and barricades to regulate pedestrian access to the front of the venue and along the perimeter. If necessary, PMH will deploy cones and signage in the street along the project frontage for traffic calming and control.

   With the approval of the City Staff and police department, we will use devices such as traffic cones, and traffic control staff to manage pedestrian crossings at Myrtle Street and Congress Street during rush hours.

   Cones and signage will be deployed to identify designated drop-off areas. Specific plans for such additional controls will be determined and reviewed with the City traffic division and police prior to the venue opening and approximately one month after the venue opening to address any concerns.

   Clear signage directing drivers to area parking lots will be utilized.

2. **Traffic Control Personnel.** On certain high-demand show dates (e.g. 80% or greater of capacity sold at PMH and 80% or greater of capacity sold at Merrill Auditorium on the same night), PMH will provide 1-to-2 traffic control personnel, in addition to typical event safety staff, at nearby high traffic intersection(s), including crossings at Congress Street along the route to designated garage parking, specifically the crossing at Congress and Myrtle Street, as outlined in the projects Traffic Movement Permit's conditions of approval.

3. **Designated Rideshare Dropoff Location.** A taxi/rideshare drop-off location is proposed on Congress Street in front of City Hall. This location has been coordinated with city staff. Live Nation has worked with rideshare companies in many cities to establish designated pickup and drop-off locations for their venues and will do so for this venue. The pickup and drop-off location in front of city hall can be shared with Merrill Auditorium.

4. **Non-Rideshare Drop-off.** Two parking spaces on Cumberland Avenue closest to Myrtle Street will be marked as a 30-minute loading zone. These spaces will be available on event nights for spectators dropping off other party members prior to parking. Event staff will place A-frame signs on the sidewalk adjacent to these spaces stating "drop-off only". The proposed loading zone on Myrtle Street used for bus parking and maneuvering will be available during events for ADA pickup and drop-off. Event staff will place A-frame signs designating this area as accessible loading only.

5. **Bicycle Parking.** The venue will encourage patrons to use bicycles as an alternate means of transportation. Bicycle parking, meeting the Land Use Ordinance requirements, is being provided along the building's frontage. At the City's option, these bicycle facilities can be installed along Cumberland Avenue, across Myrtle Street from the venue to serve both PMH and Merrill Auditorium, which currently lacks significant bicycle parking. As part of this Event Management Plan, PMH, with City approval, may create "bike corrals" in the project loading areas when needed for additional bike capacity.

6. **Truck and Bus Parking.** The venue footprint includes dedicated, permanent parking bays for event trucks and buses. Trucks and buses will not be parked on the streets abutting the venue. Refer to the Truck and Bus Traffic Control Plan for additional details regarding traffic control when trucks and buses arrive and depart the venue.

When anticipated combined attendance at the PMH and neighboring venues necessitates it, we will work with city agencies on the following options:

7. **Law Enforcement Support.** During peak times (drop off, pick up), the venue operator will consult with the police department and employ uniformed police officers to direct vehicle and pedestrian traffic at signalized intersections, or other locations of concern where venue staff are not permitted to direct traffic. Law enforcement support will be employed during the first month of operation to assess the need for and timing for future support based on the police department's recommendation.

8. **Street Closure.** For evenings with simultaneous shows at the Portland Music Hall and Merrill Auditorium, the venue operator will coordinate with the city and Merrill Auditorium staff and if directed, will close Myrtle Street to through traffic.

POST-EVENT SURVEY

Live Nation engages with fans after events, using surveys to understand fan behavior and preferences, to incorporate and improve procedures over time. The Project's Traffic Demand Management Plan identifies proposed survey questions.

NOTES:
1.) QUEUE AREA IS SHOWN AS 4' CLOSEST TO THE BUILING. APPROXIMATELY 400 SPECTATORS CAN BE ACCOMODATED IN A QUEUE LINE ALONG CUMBERLAND AVE. AND PEARL ST. ALONG THE BUILDING FRONTAGE.

2.) PREMIUM TICKET HOLDERS (300 SEATS) HAVE A DEDICATED ENTRANCE AND ASSIGNED SEAT. PREMIUM TICKET HOLDS DONT TYPICALLY ARRIVE BEFORE DOORS OPEN OR WAIT OUTSIDE THE VENUE.

3.) VENUE STAFF WILL DIRECT SPECTATORS WHERE TO QUEUE AND MONITOR THE QUEUE TO ENSURE THE SIDEWALK PASSABILITY.

4.) VENUE DOORS MAY OPEN EARLY FOR SOLD OUT SHOWS IF THE QUEUE EXTENDS ANS SOUND CHECKS HAVE BEEN COMPLTED

5.) LIVE NATION'S FAN JOURNEY COMMUNICATIONS IDENTIFY TIMES WHEN LINES ARE ALLOWED AND DIRECTS TICKET HOLDERS TO NOT PRIOR TO A DEFINED TIME.

SPECTATOR QUEUING LINE FOR MAIN ENTRANCE PRIOR TO DOORS OPENING

LINE STARTS HERE

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

217'-6 1/2"

MAIN ENTRANCE

SECURITY AND TICKET SCAN AREA ONCE DOORS ARE OPEN

21.7'

21.3'

BOX OFFICE

5'

4'-0"

SPECTATOR QUEUING LINE FOR PREMIUM ENTRANCE

29'-11 1/2"

LINE STARTS HERE

PREMIUM ENTRANCE

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

(SEE STRUCTURAL DRAWINGS)

BUS PARKING

QUEUE TO CONTINUE UP PEARL STREET IF NEEDED

BELOW STAGE CMU DUCT ENCLOSURE

BELOW STAGE CMU STRUCTURE & SPEAKER ENCLOSURE

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY	DATE:	STATUS
C.	CPT	06/19/2025	ISSUED FOR RESPONSE TO COMMENT
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Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

SPECTATOR QUEUING EXHIBIT
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS LLC
2720 J TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

SHEET -

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ONSTREET PARKING MODIFICATIONS
Portland Music Hall

Introduction

This narrative and attached exhibit summarize the revisions to on-street parking associated with the construction of the Portland Music Hall. The applicant has met with the City of Portland planning staff and the Parking Division Director to review changes to on-street parking, responding to the project's streetscape design, the loading requirements of the proposed music hall, and the adjacent Merril Auditorium and City Hall.

This narrative is also submitted to inform the project's Traffic Movement Permit by identifying drop-off locations for music hall patrons and rideshare services aimed and dispersing traffic and reducing vehicle trips and concentration at the venue site.

Based on input from City Staff, dedicated drop-off locations that can support both venues have been identified, along with recommended usage of other on-street spaces.

These designations will be incorporated by reference into the Music Hall's event Management Plan, implemented at the venue's opening, and reviewed with City and Merrill Auditorium staff after a month of operations, so that appropriate adjustments, approved by the City Parking Director, to best serve the operations of both venues and the public.

Parking Replacement Summary

The streetscape design includes curb extensions at the corners of Cumberland Avenue at Myrtle Street and Pearl Street to enhance pedestrian access and safety, replace and upgrade traffic signals at Pearl Street, and create an improved pedestrian experience for all users on Myrtle Street. The project includes a loading zone on Myrtle Street to service the building and for bus turning and backing.

These improvements, along with the project's bus bay driveway on Myrtle Street, displace seven (7) 30 minute parking spaces on Myrtle Street (eliminating four spaces for the curb extensions and converting three spaces to a loading zone).

To compensate, the development will close curb cuts on Cumberland Avenue, adding four (4) on-street spaces that do not exist today; adding three (3) spaces along the project frontage on Pearl Street and re-striping Pearl Street approaching Congress Street to create an additional five (5)new on-street spaces.

These revisions result in a net increase of five (5) on-street parking spaces available to the public.

Proposed On-Street Parking Management Summary

The attached On-Street Parking Exhibit summarizes the proposed management of the street parking and loading areas vetted with Staff to best address public use of the street, create dedicated loading zones to manage drop-off and rideshare traffic for both PMH the Merrill Auditorium, include a dedicated ADA accessible drop off location on Myrtle Street for use by Merrill Auditorium and PMH patrons.

The parking and proposed management are summarized as follows and as presented in the attached exhibit.

1. Item 1 NO CHANGES
   Item 1 identifies areas of no change to the existing on-street parking locations or parking restrictions.
   - No changes are proposed for the south side of Myrtle Street along the City Hall/Merrill Auditorium.
   - No changes are proposed on the north side of Myrtle Street, east of the project's driveway.
   - There are no impacts to the existing ADA spaces on Myrtle Street.
   - There are no changes to Congress Street between Myrtle and Pearl Street, and no changes on the West side of Cumberland Avenue, opposite the project site. Changes on Cumberland are limited to the project frontage, where parking supply is increased compared to existing conditions.

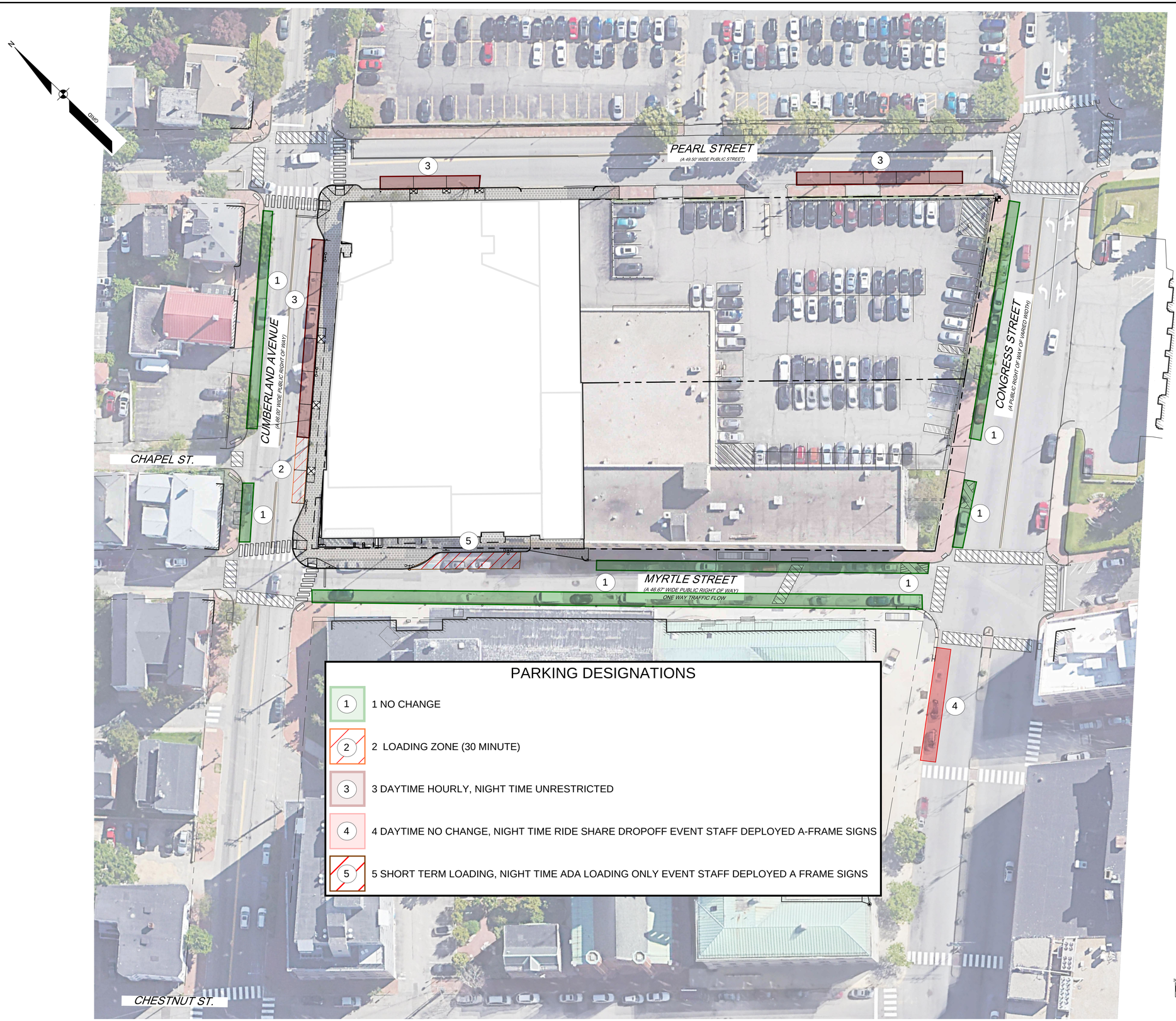
2. Item 2 LOADING ZONE, CUMBERLAND AVENUE
   Two (2) spaces on Cumberland Avenue, closest to Myrtle Street, will be signed as a loading zone (loading time to be determined by the Parking Division).
   - Loading will be available for public use during daytime hours.
   - The loading designation allows the Parking Division flexibility in the use of these spaces during events at either the PMH or Merrill Auditorium.
   - With applicable Parking Division approvals, event staff may deploy event controls, including A-frame signage, and temporary traffic guidance to manage drop-off activity for private vehicles.
   - These spaces may also be used as bicycle corrals during events as a traffic demand management strategy.
   - Rideshare services will be directed to a separate dedicated remote location (see Item 4).

3. Item 3 DAYTIME HOURLY PARKING
   Fourteen (14) spaces on Cumberland Avenue and Pearl Street will be signed as two hour parking until 9 pm. This designation allows public use of the spaces, including unlimited resident parking permit use, and unrestricted use in the evenings.
   - These spaces replace the displaced parking on Myrtle Street and increase the parking supply on the project block.

4. Item 4 RIDESHARE DROPOFF/PICKUP AND EVENT BASED LOADING ZONE
   City staff have identified a location on Congress Street in front of City Hall as a dedicated, night hour/event-based location to direct both patrons and rideshare vehicles to a loading zone for use by both PMH and Merril Auditorium.

   - The designation of these spaces will be event-based. Staff from PMH and the Merrill Auditorium will deploy A-Frame signs identifying the area as a drop-off/loading area, similar to the existing Merrill Operations on Myrtle Street.
   - There are no changes to the parking designation of this area during daytime hours (until 6 pm)
   - Live Nation, the PMH venue operator's typical operations include coordinating with Uber/Lyft and other rideshare services to address their pickup and drop-off locations at appropriate remote locations near the venue.
     - This is done to minimize activity in the more pedestrian-oriented spaces at the venue entrance, dispersing traffic and reducing vehicle congestion.
     - This is managed with the rideshare services so that the venue is entered into the Rideshare app, and the address/location pin for the venue is the pickup/drop-off location.
   - Live Nation actively manages this activity with rideshare services as a safety and convenience policy.

5. Item 5 SHORT-TERM LOADING- EVENT-BASED ADA LOADING
   The loading zone on Myrtle Street will be a full-time, short-term loading zone with capacity for buses, commercial loading, and dedicated ADA loading during events.
   - The site plans and striping of this area have been revised to create an ADA accessible route from the loading zone to the abutting sidewalk.
   - This space will be permanently signed as a short-term loading zone.
   - During events at either PMH or Merrill Auditorium, Event Staff may deploy A-frame signs identifying the area as ADA accessible loading only to improve access to both venues, while minimizing non-ADA loading activity.



NOT FOR CONSTRUCTION

[CHRISTOPHER.LOSEPH-LARKIN, PRO-15867]

REV.	BY:	DATE:	STATUS:
A	CPT	6/19/2025	ISSUED FOR MAJOR SITE PLAN APPLICATION

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ON STREET PARKING EXHIBIT
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
325 CONGRESS, LLC
2220 TRANSIT ROAD
WEST SENECA, NY 14224

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CHECKED	DLR
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PROJECT	19371-05

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CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

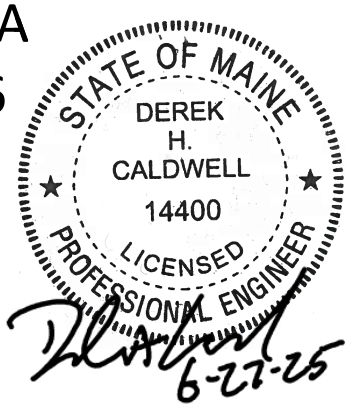
City of Portland
Traffic Movement Permit Application
Sections 1-7

Portland Music Hall
Portland, Maine

Applicant:
Portland Music Holdings, LLC
325 N. Maple Drive
Beverly Hills, CA 90210

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine 04106

June 27, 2025



City of Portland Traffic Movement Permit Application
Sections 1-7
Portland Music Hall
Portland, Maine

Table of Contents

Traffic Movement Permit Application

Notice of Intent to File

Location Map

Abutters List and Map

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Section 2 – Traffic Accidents

Section 3 – Development Entrances and Exits

Section 4 – Title, Right, or Interest

Section 5 – Public or Private Rights-of-Way

Section 6 – Construction Schedule

Section 7 – Traffic Study

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Appendix B. Traffic Count Data

Appendix C. Previous Traffic Movement Permit

Appendix D. Parking Facilities Map

Appendix E. Queueing System Model Spreadsheet Output

Appendix F. MGM Boston Music Hall

Appendix G. SimTraffic Reports

Appendix H. Existing Conditions and Site Plan

Traffic Movement Permit Application

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-624-3600

FOR MDOT USE
ID #

Total Fees:

Date: Received

****

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

Please type or print:

This application is for:

Traffic 100-200 PCE's	____
Traffic 100-200 PCE's (Expedited)	____
Traffic 200+ PCE's	X

Name of Applicant: Portland Music Holdings, LLC

Address: 325 N. Maple Drive, Beverly Hills, CA 90210 Telephone: 207.885.4200

Name of local contact or agent: Derek Caldwell, PE, PTOE, Sebago Technics

Address: 75 John Roberts Rd - Suite 4A, South Portland, ME 04106 Telephone: 207.200.2100

Name and type of development: Portland Music Hall - Venue

Location of development including road, street, or nearest route number: _____

244 Cumberland Avenue

City/Town/Plantation: Portland, County: Cumberland, Tax Map # 27, Lot # D003

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

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

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

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

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

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

Name(s) of DOT staff person(s) contacted concerning this application: _____

N/A - City Delegated Review

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____
N/A - City Delegated Review

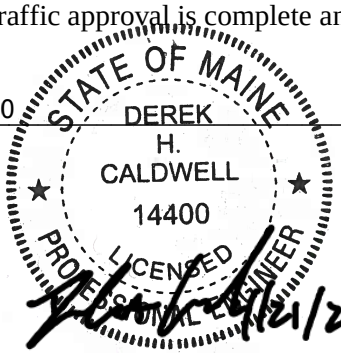
CERTIFICATION

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

Signature: _____ Re/Cert/Lic No.: 14400

Name (print): Derek Caldwell, PE, PTOE

Date: 4/21/2025



4/21/25

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

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

Christopher Taylor, PE
Applicant's Agent _____ 04/21/2025

Signature of applicant Date

AGENT AUTHORIZATION

APPLICANT/ OWNER	**Name**	Portland Music Holdings, LLC			
PROPERTY DESCRIPTION	**Physical Address**	244 Cumberland Ave Portland, ME		**Map**	27
				Lot	D003
APPLICANT'S AGENT INFORMATION	**Name**	Christopher Taylor, P.E.			
	Phone	207-200-2092	**Business Name & Mailing Address**	75 John Roberts Road Suite 4A South Portland, Maine 04106	
	Fax				
	Email	ctaylor@sebagotechnics.com			

Todd Goldenfarb (Apr 19, 2025 16:15 EDT)
APPLICANT SIGNATURE

19/04/2025
DATE

Todd Goldenfarb
PLEASE TYPE OR PRINT NAME HERE

CO APPLICANT SIGNATURE (If applicable)

DATE

PLEASE TYPE OR PRINT NAME HERE

APPLICANT'S AGENT SIGNATURE

04/17/2025
DATE

Christopher Taylor, PE
PLEASE TYPE OR PRINT NAME HERE

Notice of Intent to File

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

Portland Music Holdings, LLC
325 N. Maple Drive
Beverly Hills, California 90210

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

April 21, 2025

The application is for a 63,390 square foot music venue with an approximate 1,976 seated capacity and an extended floor space capacity of 3,310. The development is projected to generate a total of 334 vehicular trips in the PM Peak Hour of the Adjacent Street (5-6PM) distributed to available parking locations in the Portland Downtown area and a total of 1,140 vehicular trips during the peak departure hour of a maximum capacity event. Construction of the development is currently scheduled to start in late 2025 with occupancy scheduled for spring 2027.

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Written public comments concerning congestion or safety only, may be sent to the City of Portland, Planning and Urban Development Department, 389 Congress Street, Portland, ME 04101.

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PEARL CUMBERLAND LLC
ONE CITY CENTER 4TH FLOOR
PORTLAND, ME 04101

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SCARBOROUGH ME APR 22 2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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COUILLARD BRUCE R JR & LAURA T
WITHERS JTS
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PORTLAND, ME 04101

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AVESTA UNITY VILLAGE LP
307 CUMBERLAND AVE
PORTLAND, ME 04101

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167 YORK ST # 2
PORTLAND, ME 04101

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WARDS CAPITAL LLC
973 FOREST AVE STE 2
PORTLAND, ME 04103

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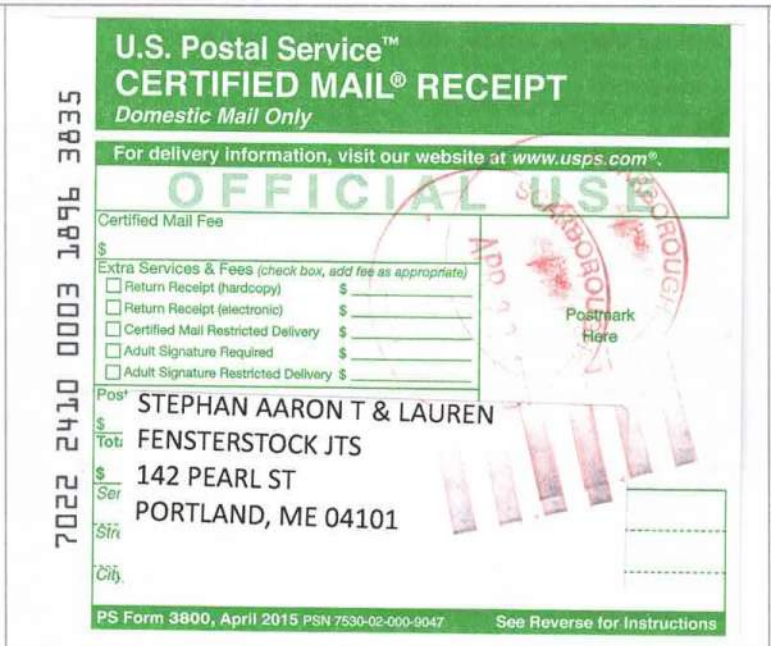
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HENRY ANGELA F & LOUIS A CHRISTEN
239 CUMBERLAND AVE
PORTLAND, ME 04101

Postmark Here

SCARBOROUGH ME APR 22 2025

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions











Certified Abutter Notification – Receipts
19371-05
Page ___1_ of ___2__
April 22, 2025

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385 CONGRESS LLC
2730 TRANSIT RD
WEST SENECA, NY 14224

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HTLV PORTLAND LLC
101 CALIFORNIA ST STE 980
SAN FRANCISCO, CA 94111

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions



Certified Abutter Notification – Receipts
19371-05
Page ___2_ of ___2__
April 22, 2025

Portland Press Herald
Maine Sunday Telegram
pressherald.com

Classified Advertising Proof

Mark Adams
Sebago Technics Inc
75 John Roberts Rd
Suite 4A
South Portland
ME
04106
+1 (207) 856-0277
apinvoices@sebagotechnics.com

Thank you for placing your advertisement with us.

Your order information and a preview of your advertisement are attached below for your review. If there are changes or questions, please contact the classified department at (207) 791-6100

Thank you

(207) 791-6100 jjensen@mainetoday.com Monday – Friday 8:00 am – 5pm

Order Number	**0551158**	Order Price	**$415.37**
Sales Rep.	**Joan Jensen**	PO No.	**19371-05 Notice of Intent to File / Leslie Dupuis**
Account	**7065**	Payment Type	**Invoice**

Publication	**Portland Press Herald**	Number of dates	**1**
First Run Date	**04/24/2025**	Last Run Date	**04/24/2025**

Publication	**Online Upsell PPH**	Number of dates	**1**
First Run Date	**04/24/2025**	Last Run Date	**04/24/2025**



Public Notice

NOTICE OF INTENT TO FILE
Traffic Movement Permit
Please take notice that
Portland Music Holdings, LLC
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Beverly Hills, California 90210
is intending to file a Traffic Movement Permit application with

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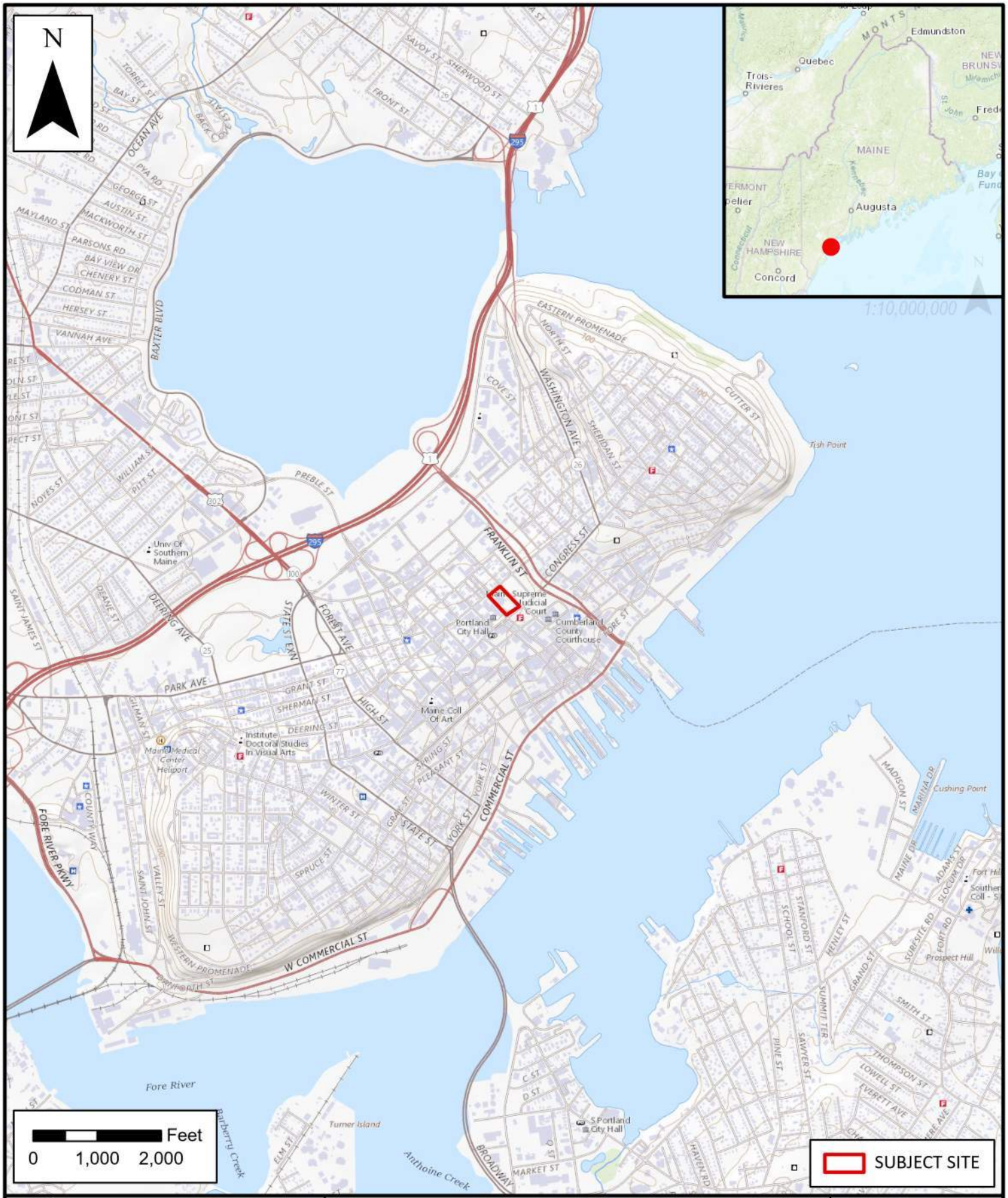
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Location Map



SEBAGO TECHNICS

WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

LOCATION MAP

SCALE: 1:24,000

DATE: 9/16/2022

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, ME

INFORMATION:
MAINE GEOLIBRARY
USGS QUADRANGLE

Abutters List and Map

19371-05
385 Congress Street Portland
Abutters List

Map-Lot	Grantee	Mailing 1	City	State	Zip
021 A001001	PEARL CUMBERLAND LLC	ONE CITY CENTER 4TH FLOOR	PORTLAND	ME	04101
026 H006001	AVESTA UNITY VILLAGE LP	307 CUMBERLAND AVE	PORTLAND	ME	04101
026 K008001	WARDS CAPITAL LLC	973 FOREST AVE STE 2	PORTLAND	ME	04103
026 L008001	COUILLARD BRUCE R JR & LAURA T WITHERS JTS	110 MARGINAL WAY # 241	PORTLAND	ME	04101
026 L008002	BURKE LEAH FRANCES	167 YORK ST # 2	PORTLAND	ME	04101
026 L008003	HENRY ANGELA F & LOUIS A CHRISTEN	239 CUMBERLAND AVE	PORTLAND	ME	04101
026 L008004	STEPHAN AARON T & LAUREN FENSTERSTOCK JTS	142 PEARL ST	PORTLAND	ME	04101
026 L016001	FIRST ASSEMBLY OF GOD CHURCH	243 CUMBERLAND AVE	PORTLAND	ME	04101
026 L017001	APOSTOLIC FAITH ASSEMBLY	331 CONGRESS ST	PORTLAND	ME	04101
026 O017001	235 CUMBERLAND AVENUE LLC	225 CUMBERLAND AVE	PORTLAND	ME	04101
027 C012001	CITY OF PORTLAND	389 CONGRESS ST	PORTLAND	ME	04101
027 D001001	FATHOM CONGRESS LLC	80 EXCHANGE ST STE 400	PORTLAND	ME	04101
027 D002001	385 CONGRESS LLC	2730 TRANSIT RD	WEST SENECA	NY	14224
028 A001001	CITY OF PORTLAND	389 CONGRESS ST	PORTLAND	ME	04101
028 B001001	CITY OF PORTLAND	389 CONGRESS ST	PORTLAND	ME	04101
032 C001001	HTLV PORTLAND LLC	101 CALIFORNIA ST STE 980	SAN FRANCISCO	CA	94111

City of Portland

27

Tax Map

1' = 50 feet

PREBLE ST

ELM ST

CEDAR ST

CUMBERLAND AVE

STONE ST

CHAPEL ST

CHESTNUT ST

MYRTLE ST

CONGRESS ST

MONUMENT SQ

LANCASTER LN

CENTER ST

MONUMENT WAY

TEMPLE ST

FEDERAL ST

EXCHANGE ST

FEDERAL ST W

PEARL ST

FREE ST

CITY CENTER

CROSS ST N

MARKET ST

Section 1 – Site and Traffic Information

A. Site Plan

Portland Music Holdings, LLC proposes redeveloping the approximately 0.45-acre parcel known as Map 27 Lot D003 in Portland, Maine. The parcel was recently subdivided from a greater lot into three (3) separate lots as part of the 385 Congress Street master plan development. The overall site is bounded by Congress Street to the south, Myrtle Street to the west, Cumberland Avenue to the north and Pearl Street to the east. The site is presently developed consisting of two buildings and a large area of paved surface parking. The site follows the natural topography of the surrounding roadways, sloping in a general northerly direction downward from Congress Street to Cumberland Avenue.

The previous 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. A new TMP is being pursued as part of the Site Plan review for the Portland Music Hall, given the change in land use on Lot 3. A copy of the previous TMP is included in Appendix C.

The former site currently has a total of six curb cuts: one (1) on Congress Street, two (2) on Cumberland Avenue and three (3) on Pearl Street.

Existing sidewalk is present adjacent to the site along all four roadway frontages which will be reconstructed along the entirety of the site frontage in conjunction with the proposed development and development on the adjacent lots. On-street parking is present along the majority of Congress Street and Myrtle Street frontages and partially along the Cumberland Street frontage. There is no on-street parking on Pearl Street.

An existing conditions and site plan are included with this application.

B. Existing and Proposed Uses

Existing

The site is currently developed consisting of two buildings formerly used by the Portland Press Herald printing operations. The remaining areas of the site are paved parking areas currently operated as paid private parking.

Proposed

The proposed development was originally granted a 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

The project now proposes to develop Lot 3 as a 63,390 SF music hall with an approximate fixed 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.

Table 1 outlines the revised plan for the overall 385 Congress Street Development. The City has requested this Application to include only the revised Lot 3 development, whereas Lots 1 and 2 will remain under the existing TMP.

Table 1 – Revised 385 Congress Street Development Program Summary

Building	*Multifamily Units*	*Hotel Rooms*	*Commercial Square Footage*	*Music Venue Square Footage*
Myrtle Street Tower (Lot 1)	9	156	660 SF	-
Pearl Street Tower (Lot 2)	110	-	4,000 SF	-
Music Hall (Lot 3)	-	-	-	63,390 SF
TOTAL	**119**	**156**	**4,660 SF**	**63,390 SF**

No on-site parking is proposed for the music hall, with the exception of an off-street area for bus and truck loading on the southerly side of the lot. This area will have two accesses, one on Pearl Street and another on Myrtle Street. This loading area is designed to completely contain vehicles with no blockage of the adjacent streets once parked. Temporary traffic control (TTC) to stop traffic on these streets will be utilized when a bus or truck is actively entering or exiting the loading area. Detailed TTC plans are included with the application Site Plan Application materials.

C. Regional Mapping

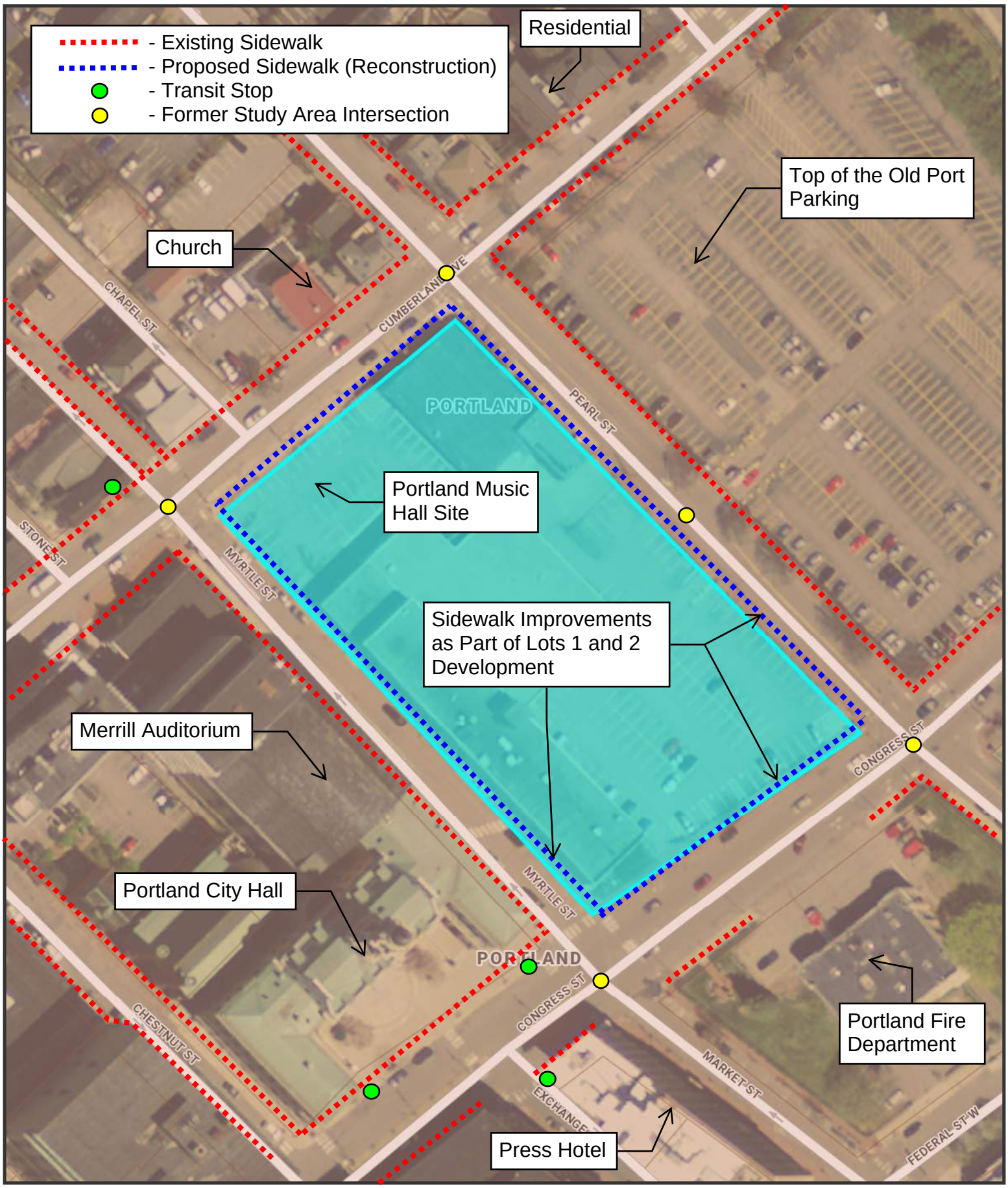
Lot 3 is bounded by Lots 1 and 2 as well as Congress Street to the south, Myrtle Street to the west, Cumberland Avenue to the north and Pearl Street to the east. In the immediate vicinity of the site there are several notable existing uses. Portland City Hall and Merrill Auditorium are adjacent to the site across Myrtle Street. Adjacent to the site across Cumberland Avenue are several multi-family residences as well as a church. Finally, adjacent to the site across Pearl Street is a large private parking operation, known as “Top of the Old Port Parking."

The site is bordered by four existing intersections:

1. Myrtle Street at Cumberland Avenue (unsignalized)
2. Pearl Street at Cumberland Avenue (signalized)
3. Congress Street at Pearl Street (signalized)
4. Congress Street at Myrtle Street (unsignalized)

A map of existing pedestrian, bicycle, and transit generators and facilities within vicinity of the site is included within this Application.

REGIONAL MAP



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.02 Miles

1 inch = 0.02 miles

Date: 4/16/2025
Time: 10:43:22 AM

D. Proposed Uses in the Vicinity of the Development

Following the project scoping meeting, City staff provided a list of proposed but unbuilt developments in the project vicinity of which should be considered for inclusion as background traffic volumes for the traffic study. The listed project application materials were reviewed from the City's Citizen Self Service Poral for applicable information and relevancy to the study area. The list below summarizes the projects identified by the City, with a statement on their relevance to this TMP Application and if they are included in the background volumes presented in this study, indicated by projects listed in bold.

- 25 Casco Street/48 Brown Street - Major Site Plan - Approved - PL-002468-2023
  - Application material states a decline in traffic - Excluded
- 165 Washington Ave - Major Site Plan - Approved - PL-003143-2024
  - No significant trips in vicinity of project site according to obtained Application materials
- **465 Congress Street - Minor Site Plan - Approved - PL-003084-2024**
  - **Trips from Application material to be included as part of background volumes**
- 197 Oxford Street - Phased Major Site Plan - Approved - PL-002885-2024
  - No significant trips in vicinity of project site according to obtained Application materials
- 9 Boyd Street - Major Site Plan - Approved - PL-002845-2024
  - No trip generation reported - Excluded
- 482 Congress Street - Major Site Plan - Approved - PL-002949-2024
  - Application material states a decline in traffic - Excluded
- 331 Cumberland Ave - Major Site Plan - Approved - PL-002938-2024
  - No trip generation reported - Excluded
- 70 Thames Street - Major Site Plan - Approved - PL-002437-2023
  - Part of Eastern Waterfront TMP - Reg. 01-000270-A-N – No significant trips in vicinity of project site according to Application materials
- 58 Fore Street - Major Site Plan - Approved - PL-002202-2022
  - No significant trips in vicinity of project site according to obtained Application materials
- 477 Congress Street - Minor Site Plan - Approved - PL-003040-2024
  - No trip generation reported - Excluded
- **89 Elm Street - Major Site Plan - Approved - PL-002403-2023**
  - **Part of Bayside TMP - Trips from Section 7 Application material to be included as part of background volumes**
- **315 Cumberland Ave - MDP - Approved - PL-002315-2022**
  - **Part of Bayside TMP - Trips from Section 7 Application material to be included as part of background volumes**
- 76 Congress Street - Major Site Plan - Approved - PL-002341-2023
  - Modification of previous TMP.
- **315 Cumberland Ave - West Bayside MDP Amendment - Under Review - PL-003223-2025**
  - **Part of Bayside TMP - Trips from Section 7 Application material to be included as part of background volumes**

- **61 Preble Street - Major Site Plan - Under Review - PL-003222-2025**
    - **Part of Bayside TMP - Trips from Section 7 Application material to be included as part of background volumes**
- 203 Fore Street - Major Site Plan - Under Review - PL-002892-2024
    - No significant trips in vicinity of project site according to obtained Application materials
- 9 Boyd Street - Major Site Plan - Under Review - PL-003283-2025
    - No significant trips in vicinity of project site according to obtained Application materials

Since this Application no longer include the other approved development on Lots 1 and 2, they will also be considered part of other development background traffic.

E. Trip Generation

Typically, trip generation is completed utilizing the 11th Edition of the Institute of Transportation Engineers (ITE), *Trip Generation Manual.* As part of the original TMP approvals, the master plan development was estimated to generate a total of 286 vehicular trips and 287 vehicular trips in the AM and PM peak hours of the generator, respectively.

Trip generation for the proposed music hall was calculated using projected operational data as no ITE land use code was deemed applicable. The following steps were taken to estimate the Peak Hour Vehicular trip generation to be used for the Section 7 Traffic Study.

- *Person Trips* – Attendance of Events – Employees and Attendees
- *Modal Split* – Transportation mode – Vehicle, walk/bike, transit
- *Vehicular Trips* – Total vehicular trips based on modal split and average vehicle occupancy
- *Arrival/Departure Distribution* – Expected arrival patterns for attendees and employees

Each step in this process with the data and assumptions used to estimate the expected values for the development are defined in the following sections.

Person Trips

The 63,390 SF Portland Music Hall will have a maximum capacity of 3,310 people between the ground, Mezzanine, and the second level, hosting a variety of events on a year-round basis. This capacity includes standing room only space beyond the approximate seated capacity of 1,976. No parking is proposed on-site as part of the project. Approximately 125 events will be held per year.

The venue operators expect that a total of 250 employees will work when an at capacity event occurs. For evaluating traffic impact, the anticipated operations of a peak (maximum capacity) would therefore be a total of 3,560 person trips.

Modal Split

To establish the estimated modal splits, the 2018 City of Portland *Impact Fee Study*[1] was referenced. The study, which provided methodology for the calculation of the now active development impact fees (including transportation), used data from the National Household Travel Survey (NHTS) to approximate the percentage split of total person trips by transportation modes in the City of Portland. The survey data, conducted in 2017, was filtered to consider results only from New England metropolitan statistical areas with less than 1 million residents. The Greater Portland metropolitan area had a population of 566,329 according to the 2023 American Community Survey data. The data from NHTS was further split into trips for residential and nonresidential purposes. Based on the filtered NHTS data the impact fee study utilized the modal split of 82% vehicle, 2% transit, and 16% non-motorized (bike/pedestrian) one-way trips for nonresidential purpose person trips by mode and were utilized for this Section 7 Study.

Additionally, Live Nation had a study prepared in April 2025 by Tourism Economics – An Oxford Economics Company titled *Economic and Fiscal Contributions of Proposed Concert Venue in Portland, ME*. This economic study estimated the share of venue patrons by origin, categorized by local, non-local day trip, and non-local overnight, based on comprehensive IMPLAN input-output model for the Portland-South Portland Metropolitan Statistical area which quantifies the impacts from patron spending on-site and off-site establishments. The study estimated that 40% of the venue patrons would be local, 25% non-local day trip and 35% non-local overnight. With these estimated figures it could be assumed that a large portion of the 35% of venue patrons who are non-local staying overnight would seek accommodation in the Portland Downtown area and walk to the venue. Additionally, a percentage of local patrons would also be assumed to walk/bike to the venue. These datapoints would indicate a higher split of walk/bike share than the assumed 16%, however due to the difficulty in quantifying the true demand on an event-to-event basis this estimated value was selected as reasonable to use for this study's evaluation.

These mode share rates were then applied to the event capacity of 3,310 attendees and 250 employees, to estimate the development person trips by mode, summarized in Table 2.

Table 2 – Music Hall Estimated 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**

[1]TischlerBise. (2018). *2018 Impact Fee Study - City of Portland, Maine.*

As seen in Table 2, a 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.

Vehicular Trips

To determine the number of vehicular trips to the site, an average occupancy rate of 2.2 persons per vehicle was assumed for attendee trips. Logically from anecdotal experience it would be assumed that many attendees would arrive in groups of two or more, which would correlate to an average occupancy rate of greater than 2 people per vehicle. It is common to make efforts to carpool to special events such as concerts, sporting events, parades and other organized gatherings to minimize the effort and/or expense of locating parking. Traveling to an event at an urban music venue, one would have the expectation to encounter potential congestion in the area and plan accordingly to determine alternative routes or allow additional time for variations in traffic conditions.

This assumed occupancy rate is further supported by guidance in The Federal Highway Administration (FHWA) publication *Managing Travel for Planned Special Events*[2]. *Chapter 5 - Event Operations Planning* provides average vehicle occupancy rates for several past studied discrete/recurring events at a permanent venue, with occupancy rates ranging from 2.3 to 3.1 persons per vehicle. The report states "*A vehicle occupancy factor of 2.5 persons per vehicle represents a common assumption, however for forecasting purposes, practitioners should consider a range of factors from 2.2 to 2.8 depending on local conditions."* Thus, the low of the range of this stated assumed occupancy, 2.2 persons per vehicle was utilized for this study, resulting in a total of (2,714 attendee trips /2.2 attendees per vehicle) = 1,234 attendee vehicular trips.

For illustrative purposes an approximate distribution of vehicle occupancy occurrences assuming a truncated binomial distribution is shown in Figure 1. This graph plots the occurrence of each possible occupancy of 1, 2, 3, 4 or 5 passengers for the assumed average occupancy of 2.2, as well as the distribution curves of assumed average vehicle occupancies of 2.0, 2.5 & 2.8 per/vehicle. The mean, or expected value, of a binomial distribution can be calculated by the equation $\mu = np$ where μ is the mean (2.2), n is the number of trials (5), and p is the probability of success in a single trial. Therefore, p can be expressed as $p=n/\mu$, or 5/2.2=.44. This value is used to calculate the Binomial Distribution of occurrence of each occupancy value from 1 person to 5 persons. This demonstrates that using an average 2.2

[2]U.S. Department of Transportation Federal Highway Administration. (2007). *Managing Travel for Planned Special Events Handbook.*

per/vehicle would correlate to approximately 23% of single occupied vehicles and would therefore be a reasonable assumption for this study based on expected travel trends to an urban concert venue.

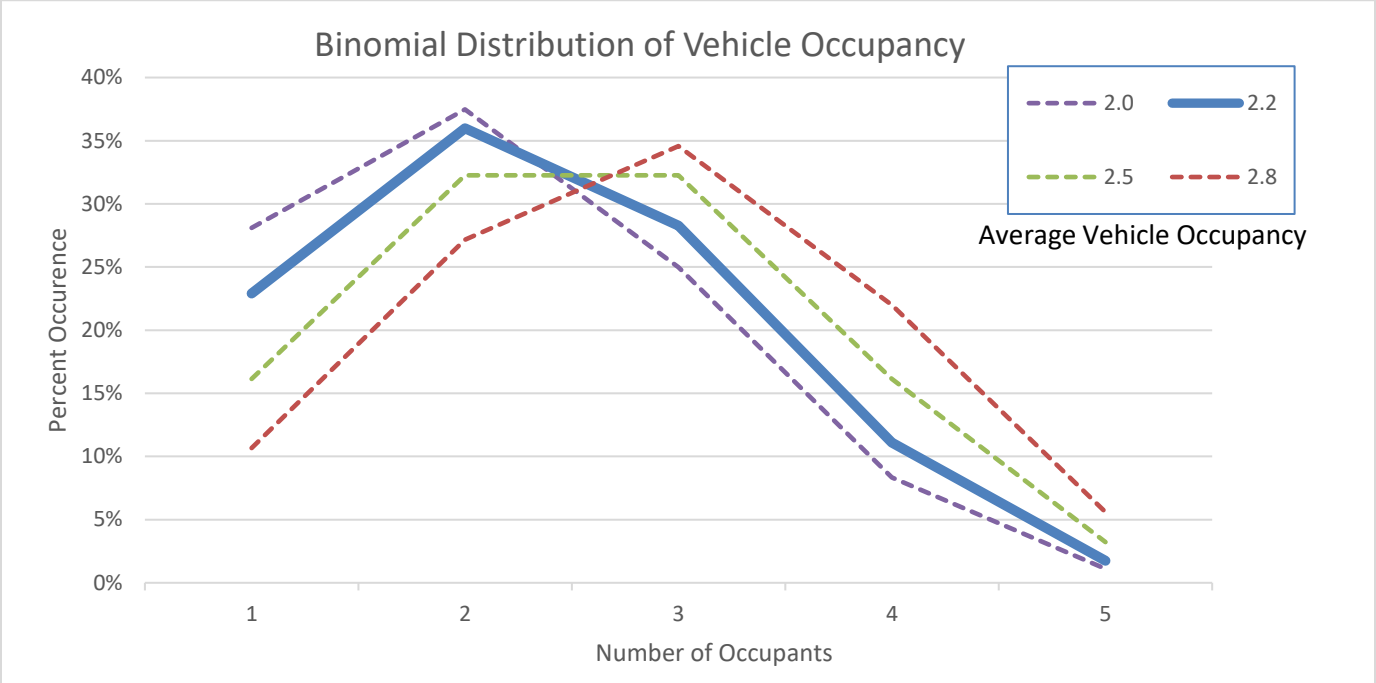


Figure 1: Binomial Distribution – Number of Occupants

A rate of 1.0 persons per vehicle was utilized per employee trip. Table 3 summarizes the estimated number of one-way vehicular trips generated by, but not necessarily traveling directly to and from, the venue.

Table 3 – Music Hall Total Estimated One-Way Vehicular Trips

Attendee Trips	*Employee Trips*	*Total Vehicles*
1,234	205	1,439

As seen in Table 3, there are an estimated 1,439 vehicle one-way trips generated by the music hall for a peak (maximum capacity) event.

Arrival & Departure Distribution

The nature of arrivals and departures of an event would result in no overlap in entering & exiting trips generated by the development, with all entering trips prior or at the beginning of the event, and all exiting trips occurring at or after the conclusion of the event.

It is understood that the majority of shows would have an 8:00 PM start time for the opening artist, with doors opening one (1) hour prior to 7:00 PM, and would be anticipated to have the following generalized schedule of staff and attendee arrival/departure patterns:

- Production staff and stagehands (approximately 15% of the total employees) arrive in the morning for an approximate shift 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. Opening acts typically start at 8:00 PM with headliners at approximately 9:00 PM. Events are assumed to conclude at approximately 11:00 PM.
- It was estimated that 20% of guest traffic would travel to the area two hours before door opening, 60% of traffic would arrive during the hour before door opening, and the remaining 20% would arrive after doors had opened.
    - A traffic study done for the MGM Music Hall in Boston, Massachusetts, adjacent to Fenway Park and the House of Blues, estimated based on guest surveys that 10% of guest traffic would travel to the area more than 1 hour prior to the doors opening for a selected event.
    - The rate of 20% was selected for this study to put greater weight on event traffic entering the network during a typical PM Peak Hour of the Adjacent Street, 5-6 PM. This distribution conservatively assumes that no attendee vehicular trips would occur prior to 5 PM.
- 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. The assumption of 10% leaving after midnight assumed guests would return to their cars in the respective parking location after visiting other destinations in the surrounding area. 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 assumptions, the hourly vehicular trip generation and entering/exiting distribution for an at-capacity event is shown in Table 4.

Table 4 – Music Hall Hourly Vehicular 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**	**20%**	**247**	**0%**	**0**	**334**
6:00 PM	7:00 PM	42.5%	87	0%	0	60%	740	0%	0	827
7:00 PM	8:00 PM	0%	0	0%	0	20%	247	0%	0	247
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%	123	123
11:00 PM	**12:00 AM**	**0%**	**0**	**75%**	**153**	**0%**	**0**	**80%**	**987**	**1140**
12:00 AM	1:00 AM	0%	0	10%	21	0%	0	10%	124	145
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%**	**1234**	**100%**	**1234**	**2878**

Based on the previous table, the estimated peak hour vehicular trip generation is summarized in Table 5.

Table 5 – Music Hall 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 (5– 6 PM)	334	334	N/A*
PM Peak Hour of Generator (11 PM – 12 AM)	1,140	N/A*	1,140

**Negligible trip generation*

As seen in Table 5, the Music Hall is estimated to generate 31 trips in the AM peak hour of the generator, and 1,140 trips during the PM peak hour of the Generator during a maximum capacity held event. For analysis, and trip assignments discussed in the subsequent sections, the PM peak hour of the adjacent street was utilized including 334 entering trips in the PM peak hour.

F. Trip Distribution

Given no on-site parking is required by the land use ordinance or is proposed with the development, all vehicular traffic for employees or for attendees who arrive by private vehicle, will be destined for public and private parking options within the Portland downtown area. A map of available off-street parking facilities, including garages and lots, identifying the number of total spaces within 4/10 of a mile by a

direct route to the site is included in Appendix D. These facilities were identified in the *March 2025 City of Portland Parking Division Annual Parking Survey*. From the identified facilities in the survey, five lots/garages were projected to be the primary parking destinations for the proposed music hall. These facilities were selected based on distance to the venue, current hours of operation, & parking capacity as shown in Table 6. Other locations identified in the parking survey were not considered primary parking destinations as the distance to the venue or limited operating hours would not present as convenient as an option as the five assumed for this Application. Additional public on-street and private off-street parking options, not identified in the City survey, are also present.

Table 6 – Primary Parking Options

Parking Facility	*# of Spaces*	*Hour of Operation*	*Walking Distance from Site*
Top of the Old Port Surface Lot	540	Open 24hrs	0.1 Miles
Temple Street Parking Garage*	620	Closes 12AM	0.2 Miles
Cumberland County Parking Garage	328	Open 24hrs	0.3 Miles
Custom House Parking Garage*	761	Closes 12AM	0.4 Miles
One City Center Parking Garage	600	Open 24hrs	0.4 Miles

**Preliminary parking agreements between event operator and parking facility.*

The operator is executing agreements with the Temple Street and Custom House parking garage owner to provide parking incentives for the venue operator which will be advertised through the venue's "Know before you go" program to inform visitors of preferred parking locations, discounts and operating hours. This informed a larger assumed distribution to those two garages.

The projected distribution of vehicles to each of these locations with the corresponding number of entering trips in the PM Peak Hour of the adjacent street (5:00 PM-6:00PM) is shown in Table 7. Also listed is the total number of vehicles entering during the assumed arrival period for an event and an illustration of the percentage of the overall capacity for each facility the entering trips represent.

Table 7 – Parking Facility Trip Distribution

Parking Facility	*# of Spaces*	*Trip Distribution*	*PM Peak Hour Trips (5 – 6 PM)*	*Total Entering Trips (Day of Event)*	*Music Hall Portion of Facility's Capacity (Day of Event)*
Top of the Old Port Surface Lot	540	15%	50	216	40%
Temple Street Parking Garage*	620	30%	100	432	70%
Cumberland County Parking Garage	328	10%	34	143	44%
Custom House Parking Garage*	761	30%	100	432	57%
One City Center Parking Garage	600	15%	50	216	36%
TOTAL	**2849**	**100%**	**334**	**1439**	

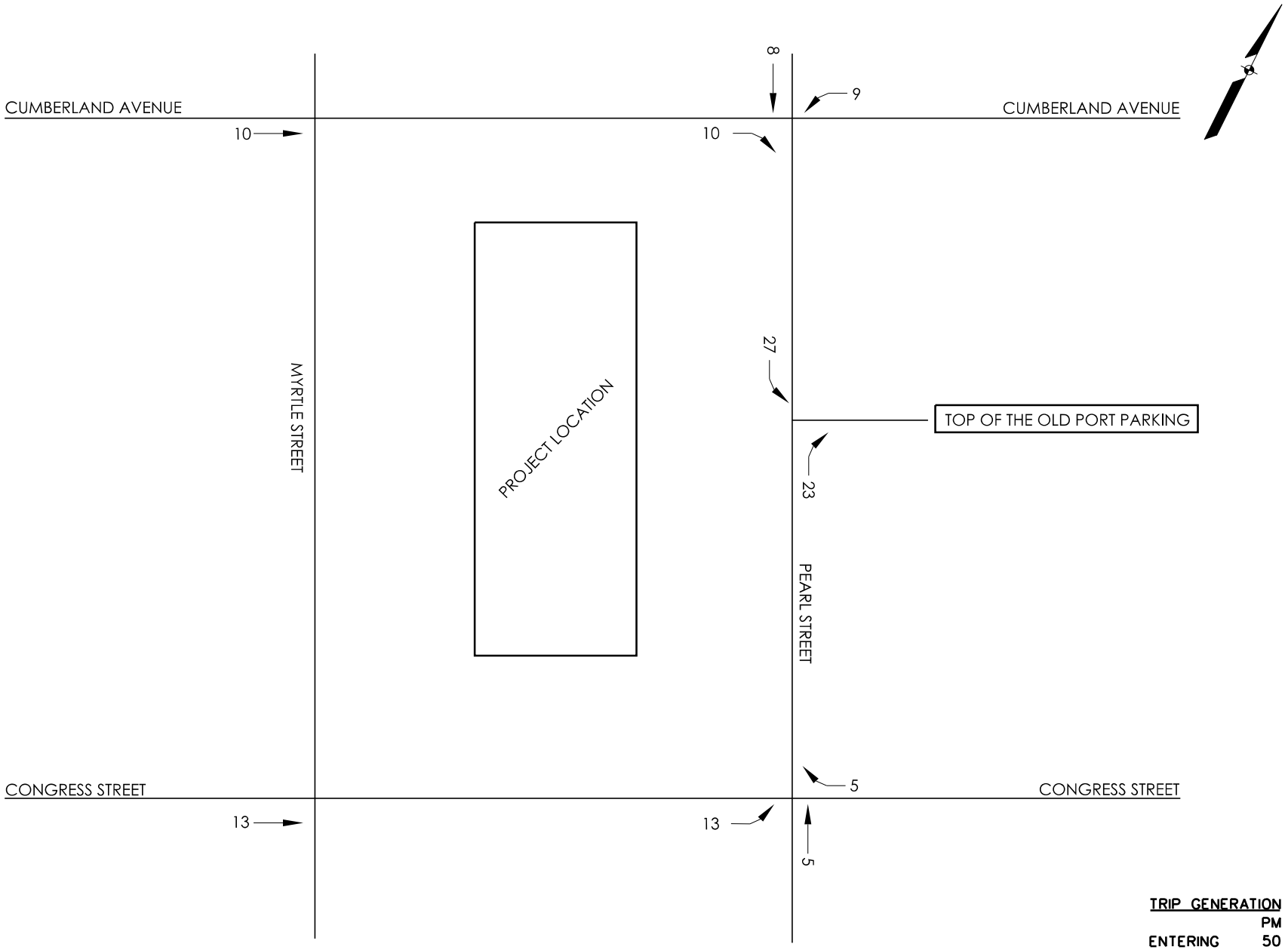
**Preliminary parking agreements between event operator and parking facility.*

G. Trip Assignment

Trip assignment for this development would be based on the route of vehicles from an origin point to one of the identified parking facilities. The proposed development trip origins, retained from the previous 385 Congress Street TMP Application, is based upon published MaineDOT AADT data and local traffic patterns from the collected count data. The following primary origins are proposed:

- 25% to/from Congress Street to the west. This would encompass traffic from points west and south.
- 20% to/from Cumberland Avenue to the west. This would encompass traffic from points west and north.
- 17.5% to/from Franklin Street to the north. This would encompass traffic from I-295 and points north.
- 17.5% to/from Peal Street to the north. This would also encompass traffic from I-295 and points north.
- 10% to/from Pearl Street to the south. This would encompass traffic from points west and south.
- 10% to/from Congress Street to the east. This would encompass traffic from points east and north.

The project-generated trips were assigned to the roadway network based on the distributions to the parking facilities listed in Sections 1F and 1G. The resulting overall trip assignments for the PM peak hour period the day of a maximum capacity event, utilizing the aforementioned methodology, are shown in Figures 2 through 6. A summary of total trips in vicinity of the site (the former study area of the previous TMP Application) during the PM peak hour of the adjacent street is shown in Figure 7.



TRIP GENERATION

	PM
ENTERING	50

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TOP OF THE OLD PORT)

OF: PORTLAND MUSIC HALL

SCALE: N.T.S

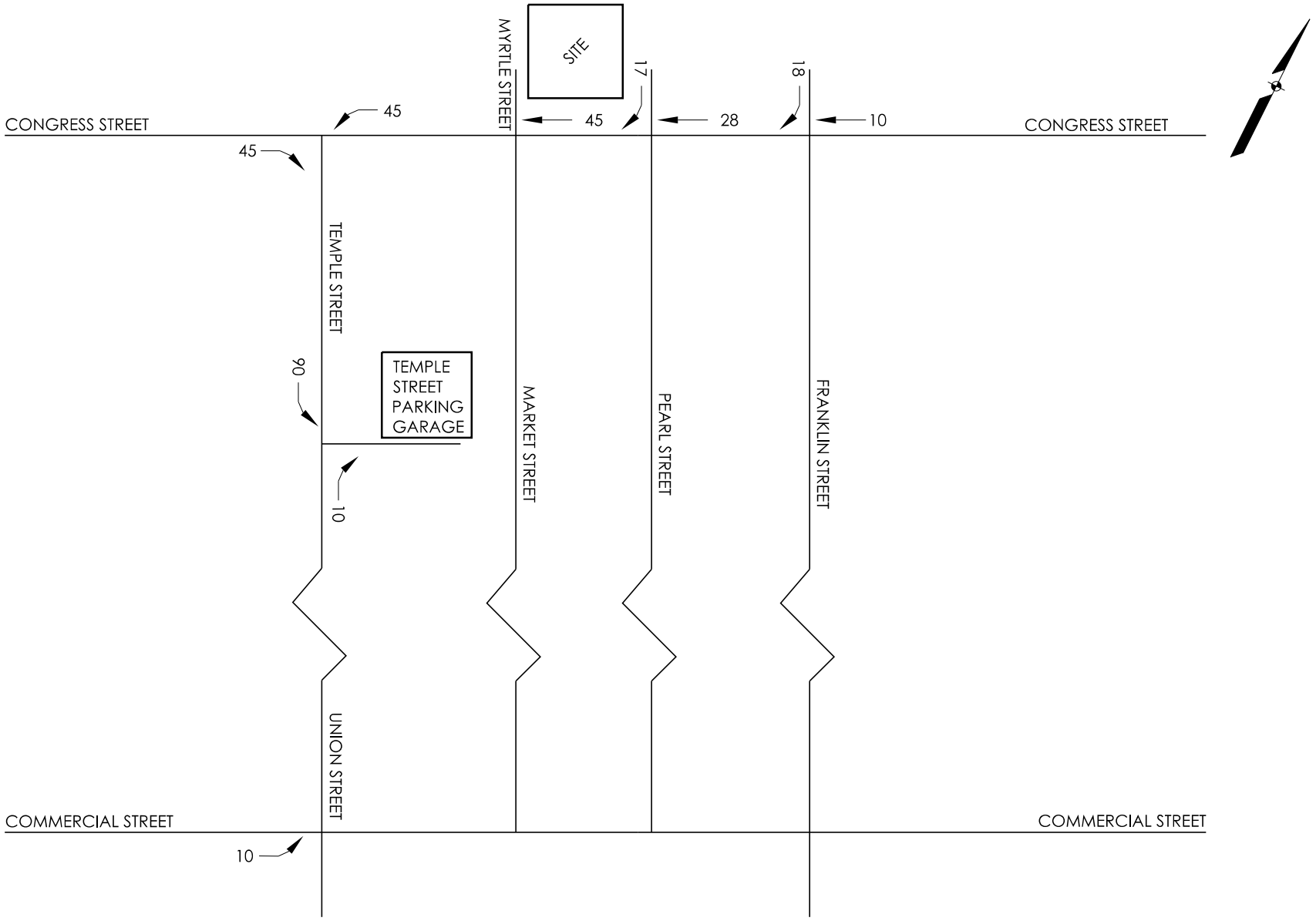
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 2

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	100

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TEMPLE STREET GARAGE)

OF: 385 CONGRESS STREET DEVELOPMENT

SCALE: N.T.S

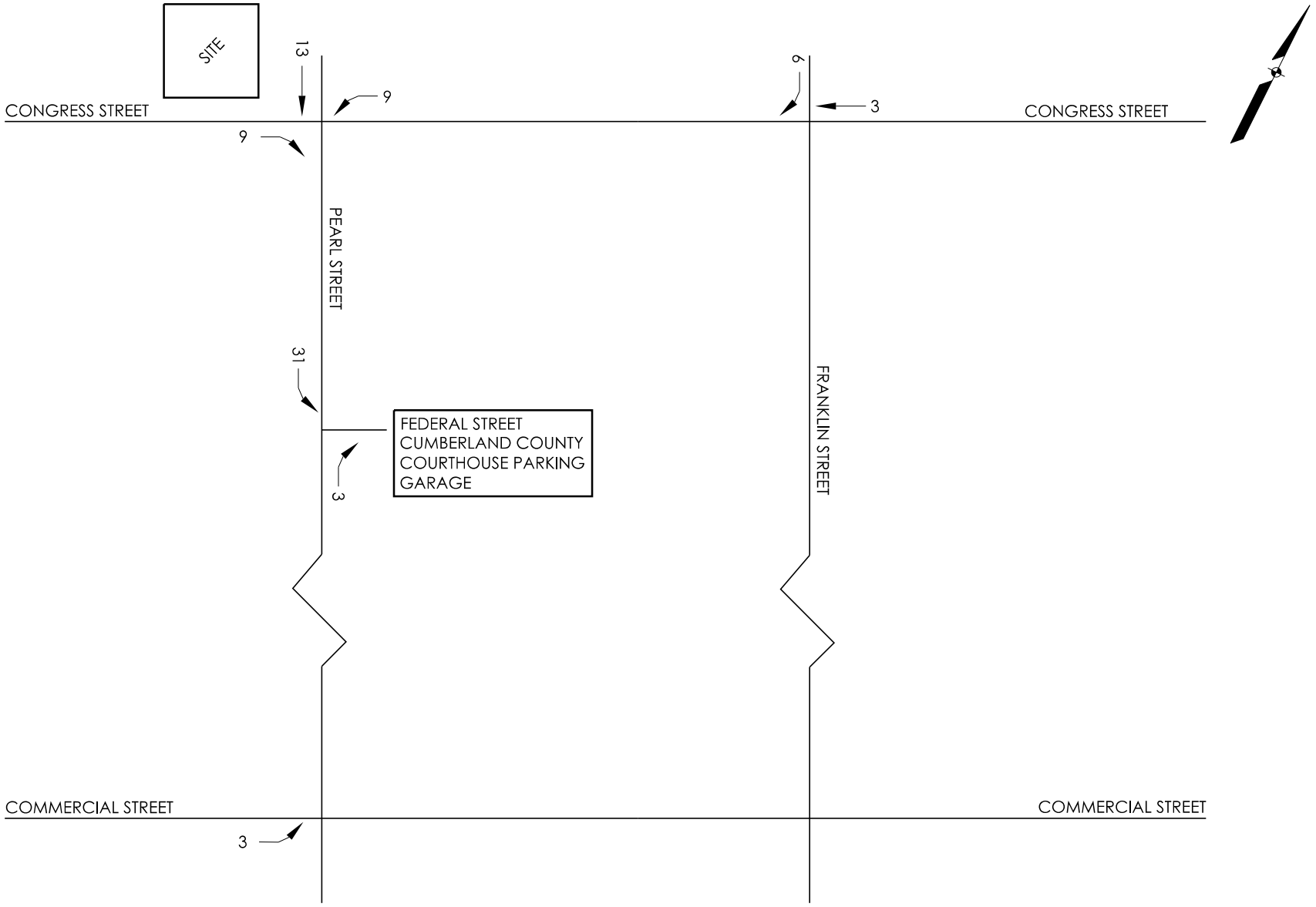
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 3

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	34

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (CUMBERLAND COUNTY COURTHOUSE)

OF: 385 CONGRESS STREET DEVELOPMENT

SCALE: N.T.S

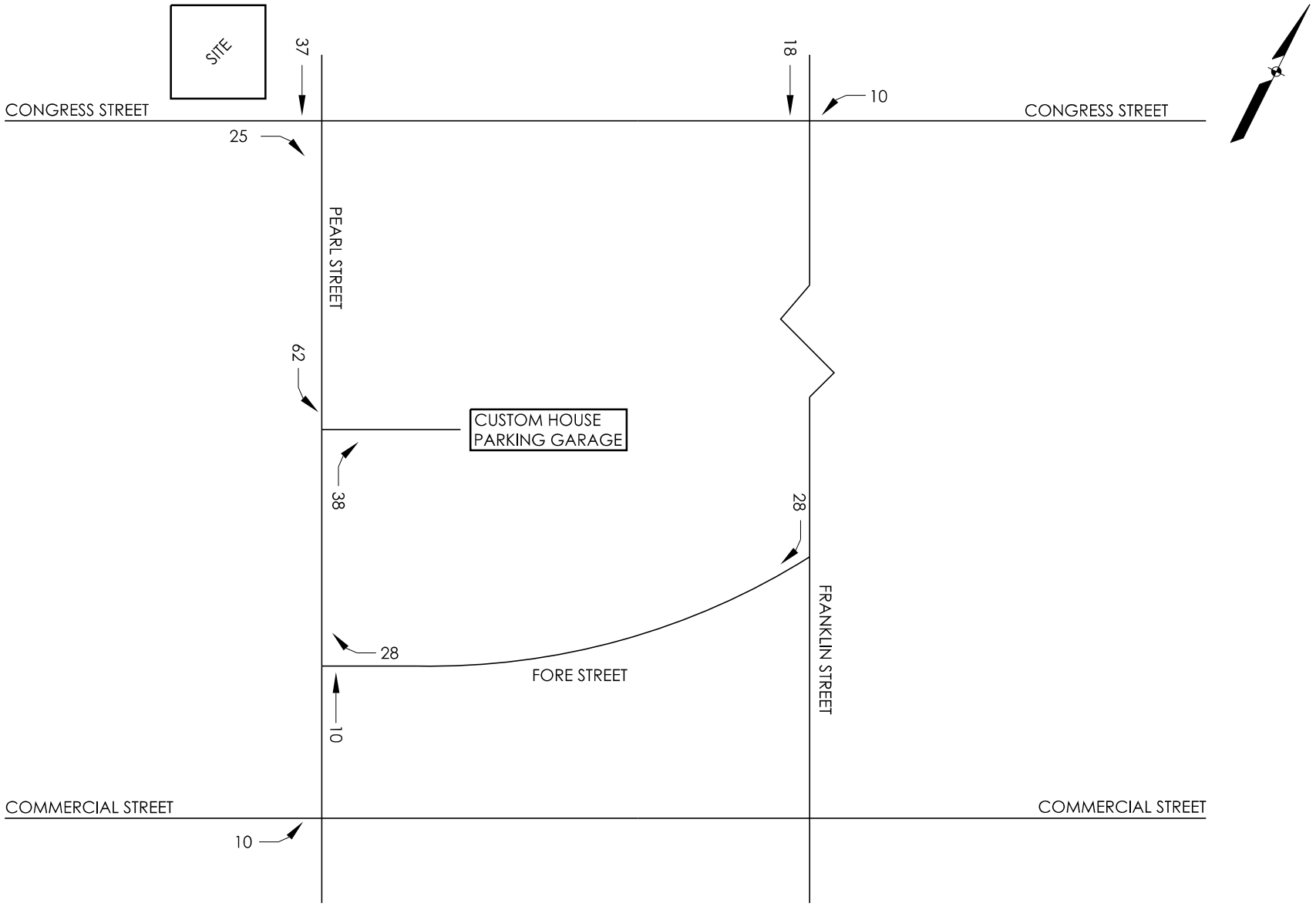
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 4

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	100

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (CUSTOM HOUSE)

OF: 385 CONGRESS STREET DEVELOPMENT

SCALE: N.T.S

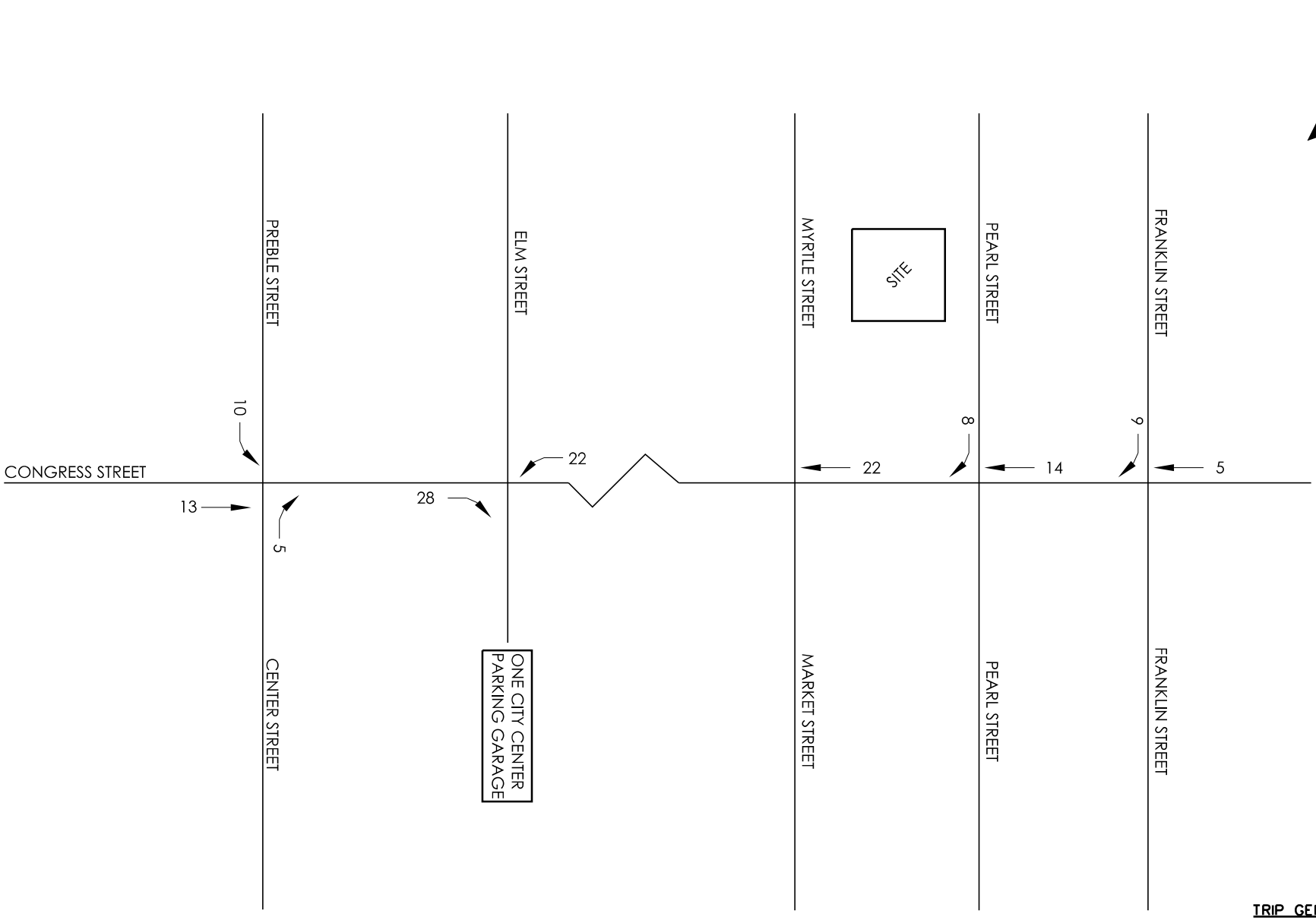
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 5

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	50

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (ONE CITY CENTER)

OF: 385 CONGRESS STREET DEVELOPMENT

SCALE: N.T.S

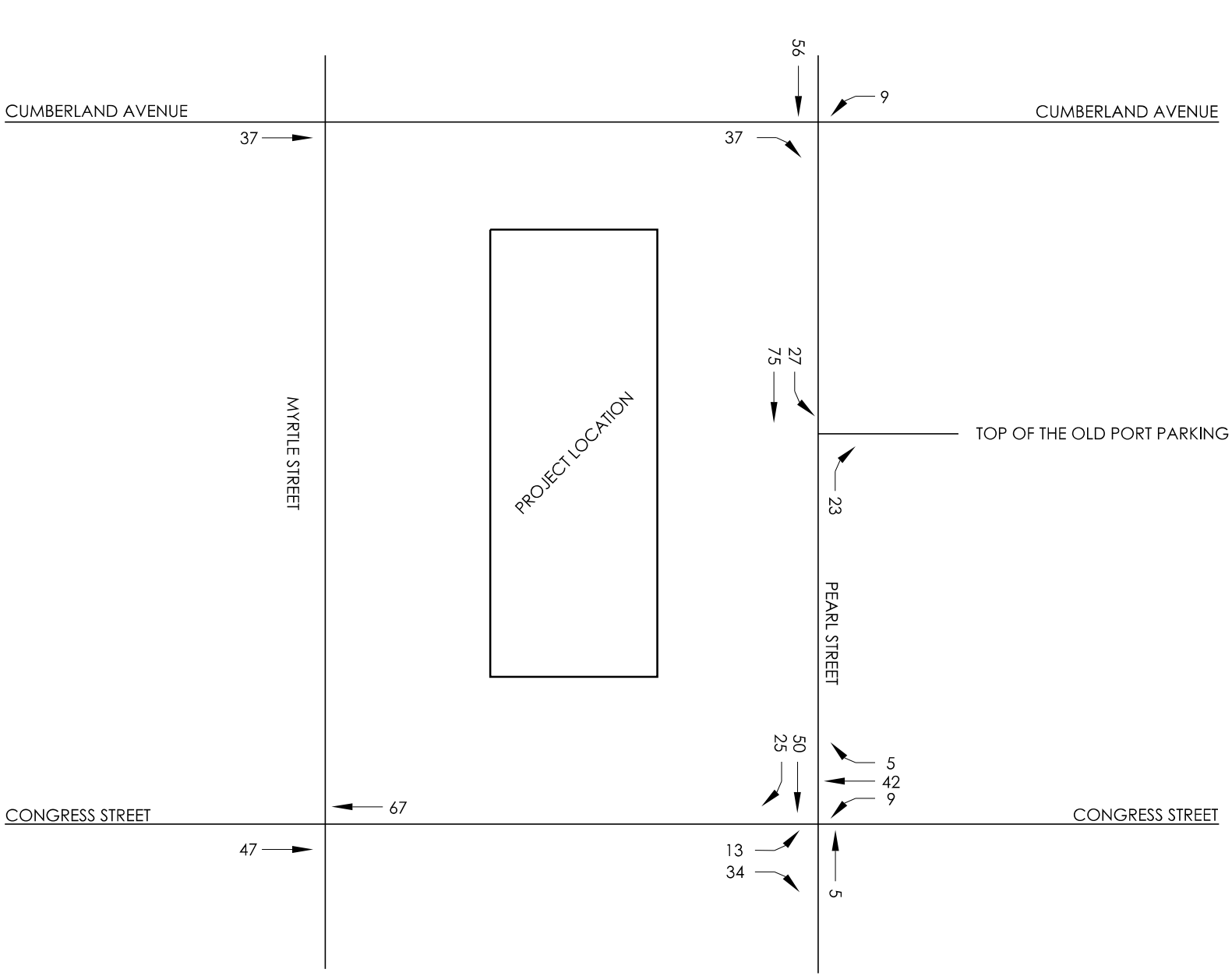
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 6

...\19371-05 Traffic Diagrams.dgn



SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TOTAL)

OF: PORTLAND MUSIC HALL

SCALE: N.T.S

DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 7

...\19371-05 Traffic Diagrams.dgn

Section 2 – Traffic Accidents

The most recently available three (3) year crash history (2022-2024) was obtained from MaineDOT for the intersections and roadway links in the vicinity of the project site. Intersections and roadway links are considered High Crash Locations (HCLs) if they have a Critical Rate Factor (CRF) greater than 1.0 and have a minimum of eight (8) accidents in a three (3) year period. A summary of this information is presented below in Tables 8 and 9 and the MaineDOT summary reports are included in Appendix A.

Table 8 – Intersection Crash Data Summary

Node	*Description*	*Crashes (CRF)*
18813	Congress Street at Pearl Street	8 (0.48)
18772	Congress Street at Myrtle Street	7 (1.37)
18990	Myrtle Street at Cumberland Avenue	2 (0.68)
18994	Cumberland Avenue at Chapel Street	2 (0.68)
18812	Cumberland Avenue at Pearl Street	10 (0.66)

Table 9 – Segment Crash Data Summary

Segment	*Description*	*Crashes (CRF)*
18813-18772	Congress Street between Pearl Street and Myrtle Street	1 (0.29)
18772-18990	Myrtle Street between Congress Street and Cumberland Avenue	4 (3.08)
18990-18994	Cumberland Avenue between Myrtle Street and Chapel Street	1 (1.29)
18994-18812	Cumberland Avenue between Chapel Street and Pearl Street	3 (1.46)
18812-18813	Pearl Street between Cumberland Avenue and Congress Street	1 (0.29)

As seen in the previous Tables, no locations in the project area were identified as High Crash Locations.

Evaluation of Pedestrian and Bicycle Crashes

Evaluation of pedestrian and bicycle-related crashes was performed for the five-year period of 2020 to 2024. General review of crash data revealed two (2) pedestrian-related crashes in vicinity of the site, one at the intersection of Congress Street and Myrtle Street, and another at the intersection of Congress Street and Pearl Street. Three (3) bicycle-related crashes were located within the vicinity of the site, one at the intersection of Congress Street and Myrtle Street, one at the intersection of Congress Street and Pearl Street, and another at the intersection of Chapel Street and Cumberland Avenue. Existing pedestrian and bicycle facilities are discussed further in Section 7.

Section 3 – Development Entrances and Exits

a) No parking is proposed with this development. Proposed access for off-street tour bus and truck parking on the southerly side of the lot for the development is by way of one entrance/exit on both Myrtle Street and Pearl Street. Access to Myrtle Street is proposed by a drive approximately 160’ south of the intersection with Cumberland Avenue. On Pearl Street, access is proposed by a driveway at a point approximately 135’ south of the intersection with Cumberland Avenue.

b) On Pearl Street, sight distance is available the length of the city block between Cumberland Avenue and Congress Street looking from the proposed driveway location. On Myrtle Street, sight distance is similarly available the length of the block between Congress Street and Cumberland Avenue.

Section 4 – Title, Right, or 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.

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

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. Assigner, 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

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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: _____
A1ABED27665E4B5...
Name: Jordan Zachary
Title: Co-President, US Concerts

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

Exhibit "A"

Purchase Agreement

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

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").

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(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.

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(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)

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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

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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]

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

[redacted]

[redacted]

[redacted]

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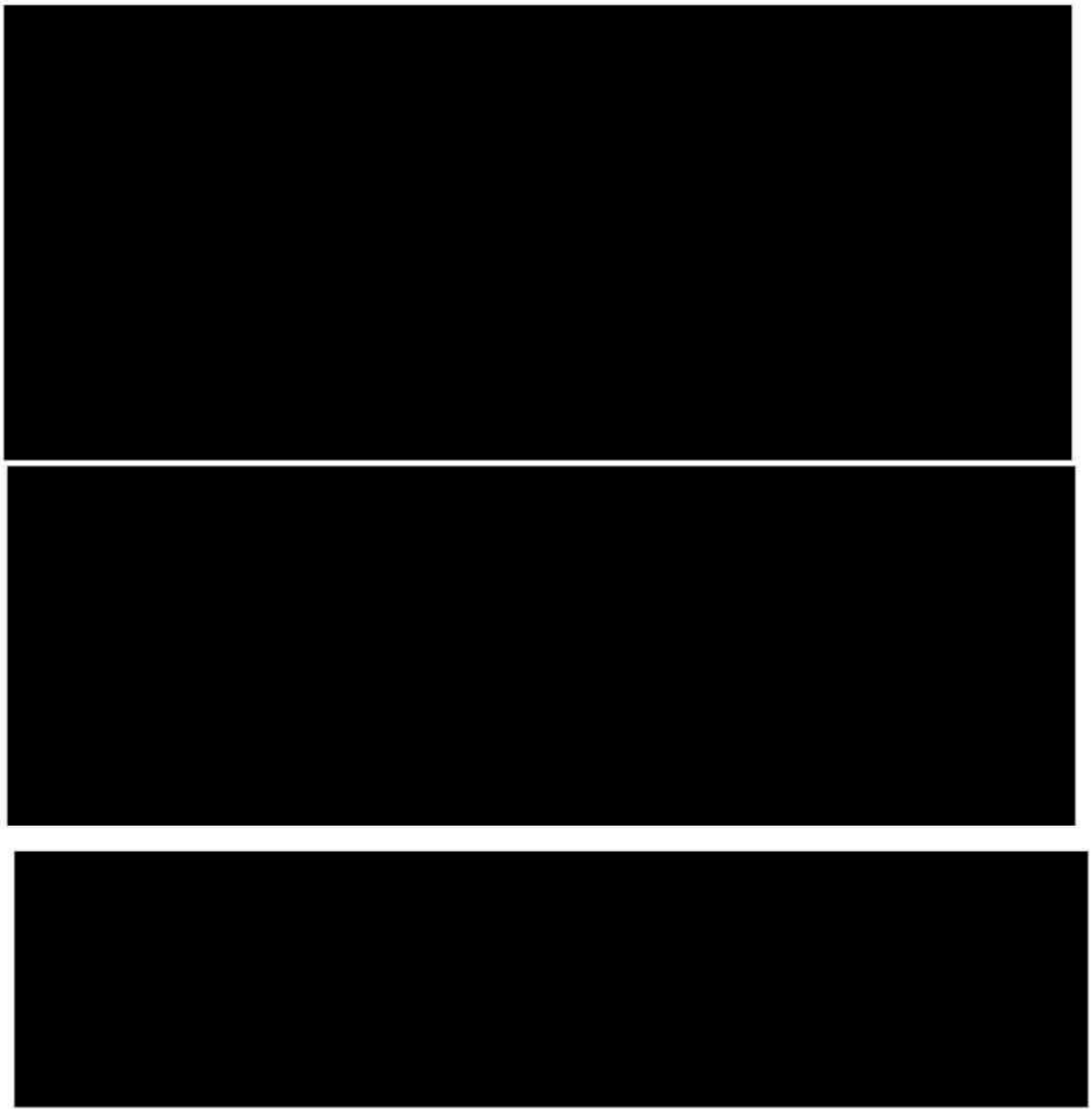
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6. DEMOLITION. Seller shall, at its expense, either prior to Closing as provided below or following Closing (at Buyer's election), perform the "Demolition Work" as it pertains to the Premises, as Demolition Work is defined in that certain Demolition 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

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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

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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

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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;

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(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

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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.

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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;

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(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

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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;

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(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.

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(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.,

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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

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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

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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]

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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: _____ / 6/26/24
Name: Gordon Reger
Title: Manager
Date

BUYER:

MILE MARKER INVESTMENTS, LLC

_____
Name:

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

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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:

_____
Name:

SELLER:

385 CONGRESS LLC

By: _____ / _____
Name: Date
Title:

BUYER:

MILE MARKER INVESTMENTS, LLC

_____
Name:

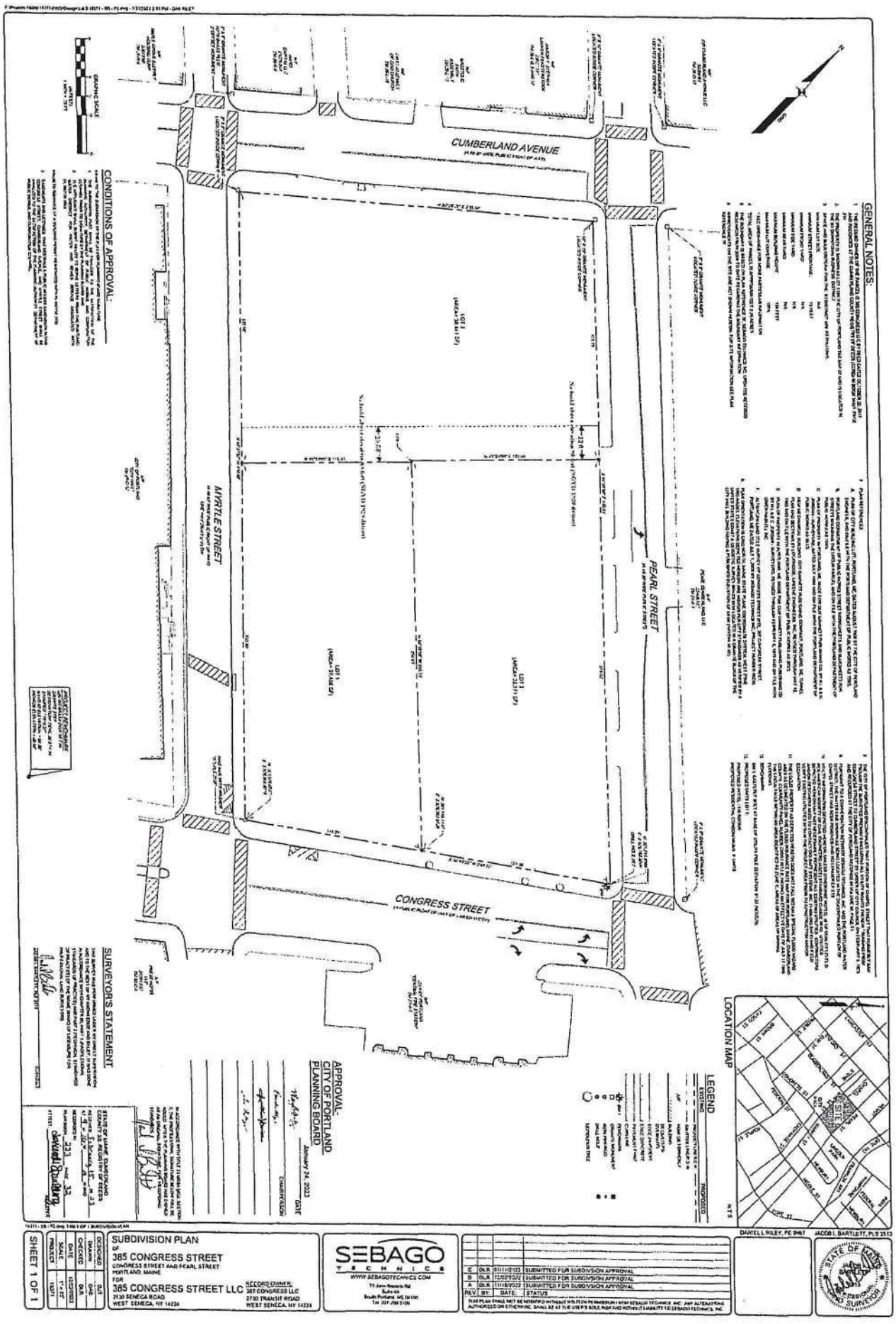
By: DocuSigned by: [signature] / 6/26/2024
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Howard A. Goldenfarb Date:
Its Manager

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EXHIBIT A

Annotated Subdivision Plan
(see attached)

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EXHIBIT B

Demolition Agreement
(see attached)

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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,

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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

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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-

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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.

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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.

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

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

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

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]

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

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:

Carol Ann Pagano

Name: Carol Ann Pagano

385 CONGRESS LLC

By: _____

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

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

Demo Agmt

Docusign Envelope ID: 139AC459-E8C5-425F-B570-98EE16D1AB58

FATHOM CONGRESS, LLC

By: _____
James Brady, President

_____
Name:

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. KGN CAN

#15768832v3

Section 5 – Public or Private Rights-of-Way

No Public or Private Rights-of-Way are proposed on the project parcel.

Section 6 – Construction Schedule

Construction is anticipated to begin in Fall 2025 once all permits are received with occupancy of the Music Hall in Spring 2027.

Section 7 – Traffic Study

The following traffic study was prepared by and under the supervision of Derek Caldwell, PE, PTOE (ME License #14400) in accordance with the guidelines set forth in the most recent MaineDOT *Rules and Regulations Pertaining to Traffic Movement Permits*.

The traffic study components included herein are based on the presented revised Sections 1 – 6 and discussions from the Scoping Meeting, held on May 13, 2025 with the City of Portland, Sebago Technics, and applicants.

A. Existing and Projected Traffic Volumes

Turning movement counts were collected on Wednesday May 28, 2025 from the hours of 4 PM to 8 PM. It is important to note that Broadway National Touring show was held at the Merrill Auditorium on this day with an event start time of 7 PM. Counts were collected at the intersections below with intersection PM Peak Hour of each listed.

- Congress Street at Myrtle Street: 4:15 – 5:15 PM
- Congress Street at Pearl Street: 4:30 – 5:30 PM
- Cumberland Avenue at Myrtle Street: 5:00 – 6:00 PM
- Cumberland Avenue at Pearl Street: 4:30 – 5:30 PM
- Pearl Street at Top of the Old Port Parking: 4:15 – 5:15 PM
    - Note that this overall intersection peak hour was not the peak hour for traffic entering the Top of the Old Port Parking Lot. The peak for traffic entering the parking lot was observed to be from 6:00 PM to 7:00 PM when 119 vehicles entered the lot. The following chart illustrates the entering vehicle 15-minute volumes. This count data shows that approximately 50% of the total vehicles counted to enter the parking lot between 4-8 PM arrived between 4 PM and 6:15 PM. Between 6:15 PM and 7 PM, or from 45 minutes prior to the published event start time, over 45% of the total entered, with the reaming +/-5% entering between 7 PM and 8 PM.

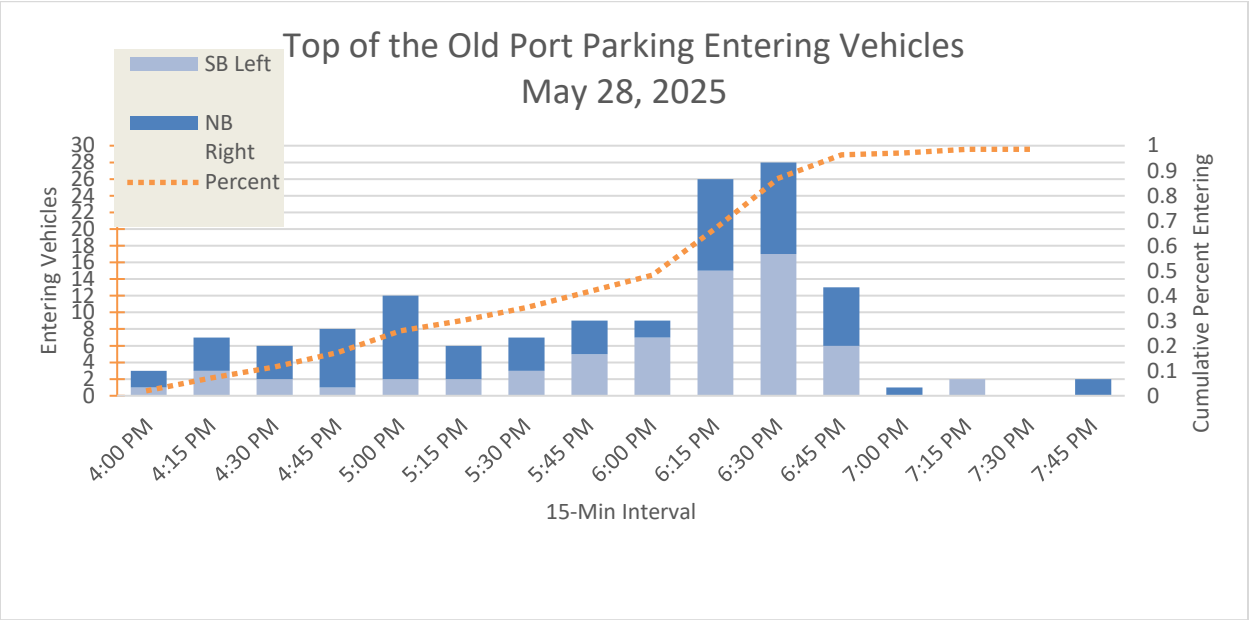
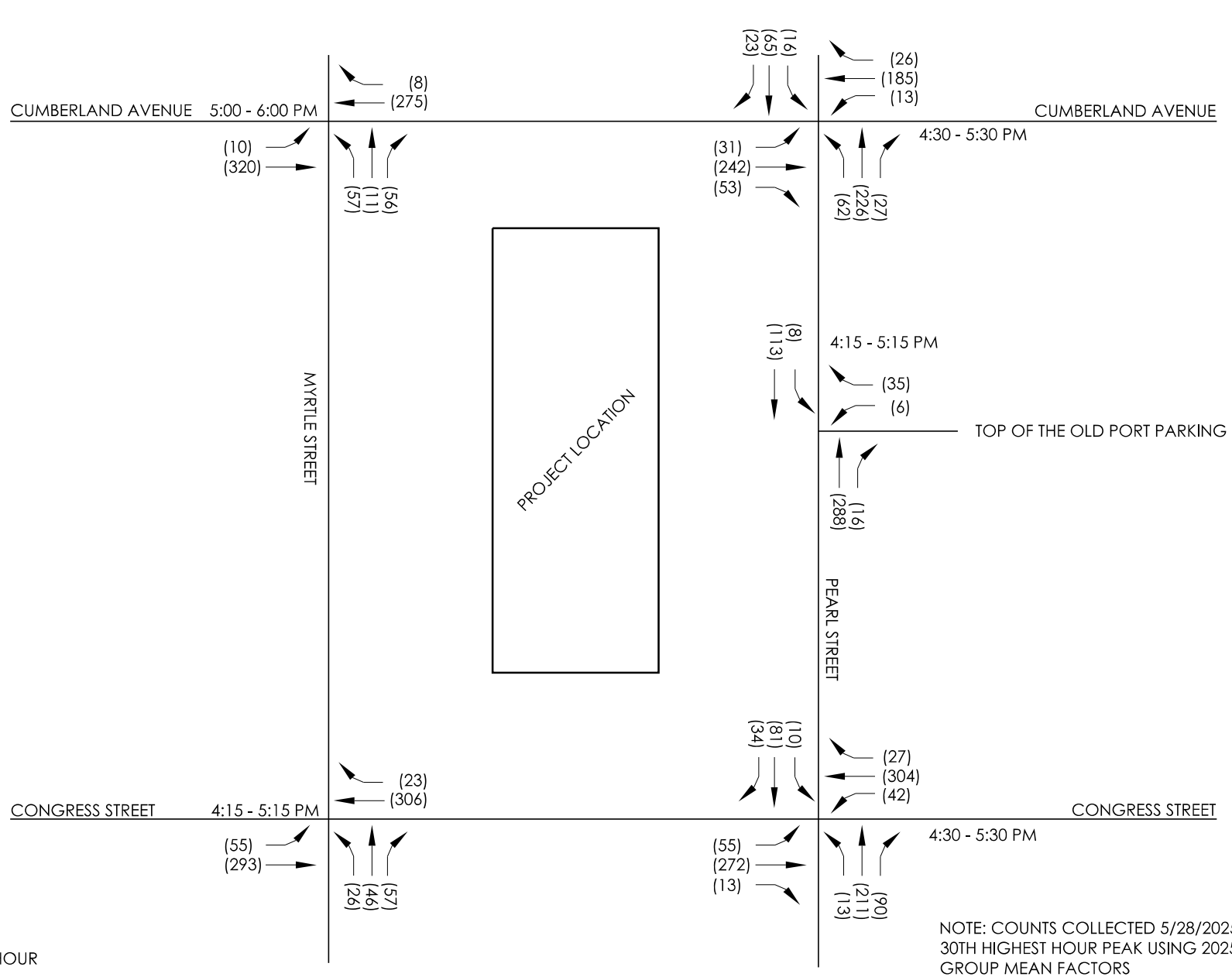


Figure 8: Top of the Old Port Entering Volume

The newly collected 2025 counts were factored to the 30th highest hour volumes using the 2025 MaineDOT Weekly Group Mean Factors resulting in an adjustment rate of 0.88/0.87 = 1.01. The updated turning movement counts are shown in Figure 9. Trip assignments related to other development projects in the vicinity of the site, including development on Lots 1 and 2 of the site are shown in Figure 10.

An annual growth rate of 0.5%, as discussed in the scoping meeting, was used to adjust the 2025 factored counts to a future year 2027 No-Build condition. 2027 represents the projected occupancy of the development.

The resulting 2027 no-build volumes including the other development volumes are shown in Figure 11. The 2027 build volumes, found by adding the 2027 factored volumes with the Section 1 trip assignments, are shown in Figure 12 for the block in vicinity of the site.



LEGEND

(XX) = PM PEAK HOUR

NOTE: COUNTS COLLECTED 5/28/2025 FACTORED TO 30TH HIGHEST HOUR PEAK USING 2025 MAINEDOT GROUP MEAN FACTORS

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2025 EXISTING COUNT DATA

OF: PORTLAND MUSIC HALL

SCALE: N.T.S

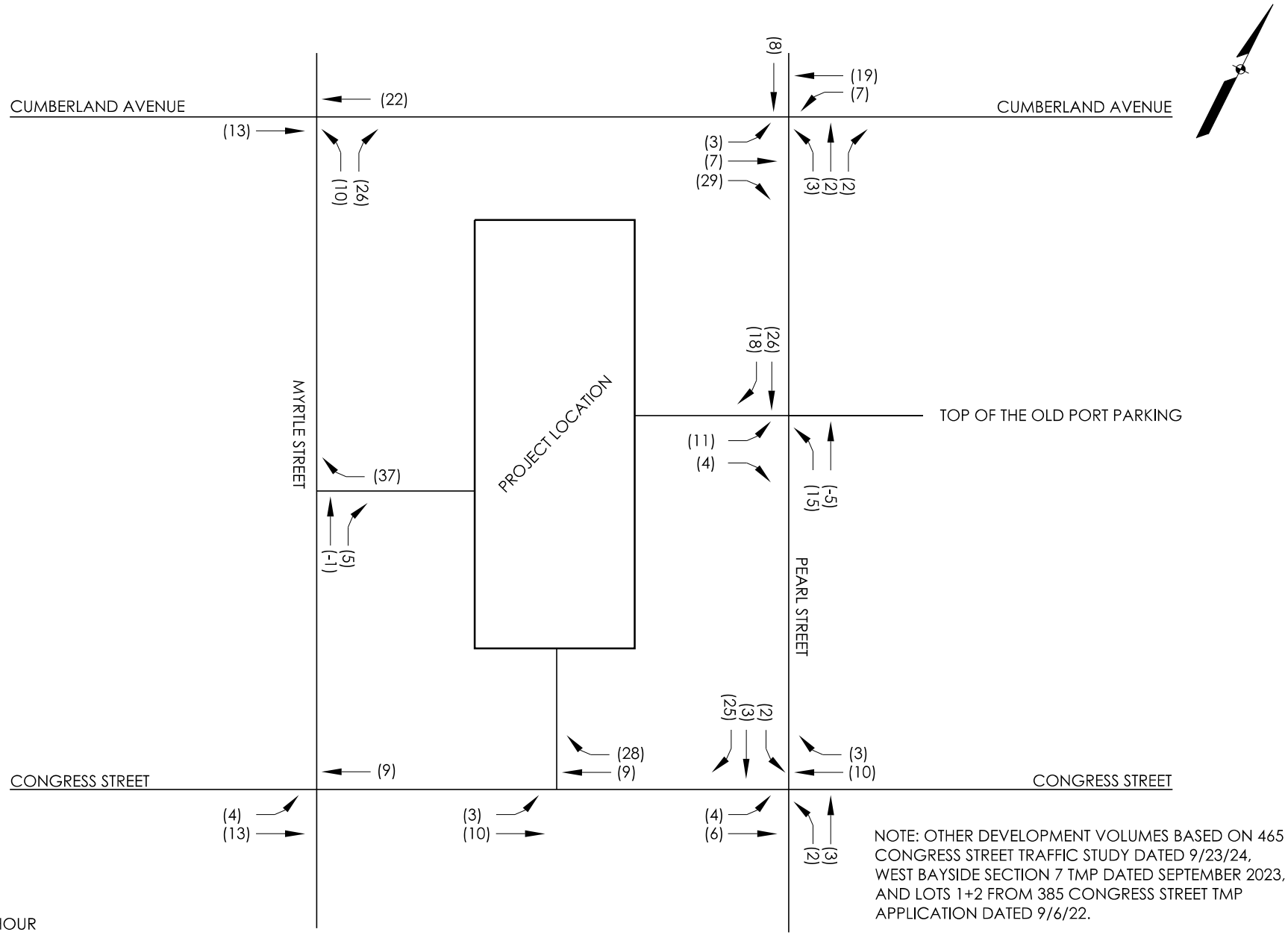
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 9

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

NOTE: OTHER DEVELOPMENT VOLUMES BASED ON 465 CONGRESS STREET TRAFFIC STUDY DATED 9/23/24, WEST BAYSIDE SECTION 7 TMP DATED SEPTEMBER 2023, AND LOTS 1+2 FROM 385 CONGRESS STREET TMP APPLICATION DATED 9/6/22.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

OTHER DEVELOPMENT VOLUMES

OF: PORTLAND MUSIC HALL

SCALE: N.T.S

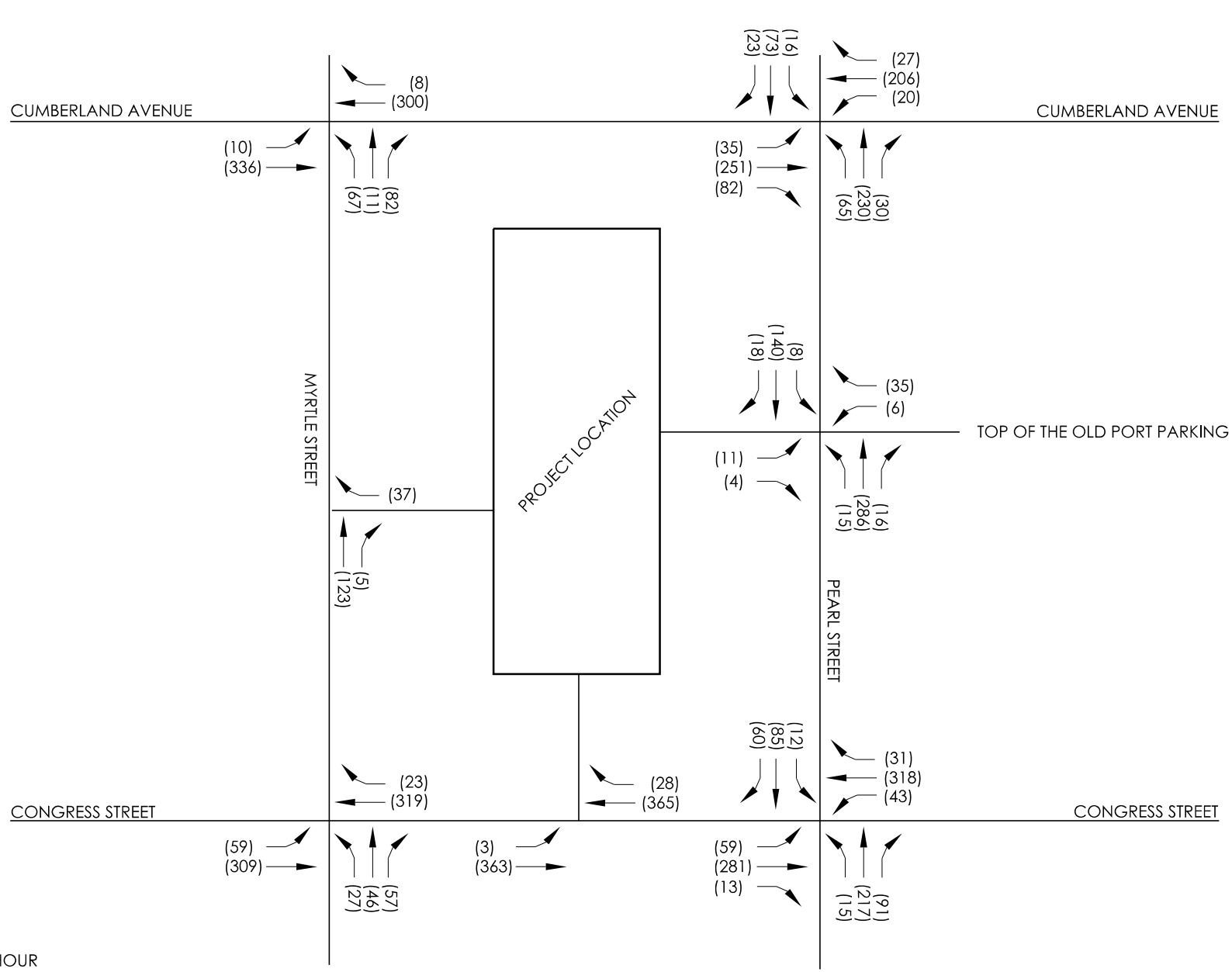
DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 10

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 NO-BUILD VOLUMES

OF: PORTLAND MUSIC HALL

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

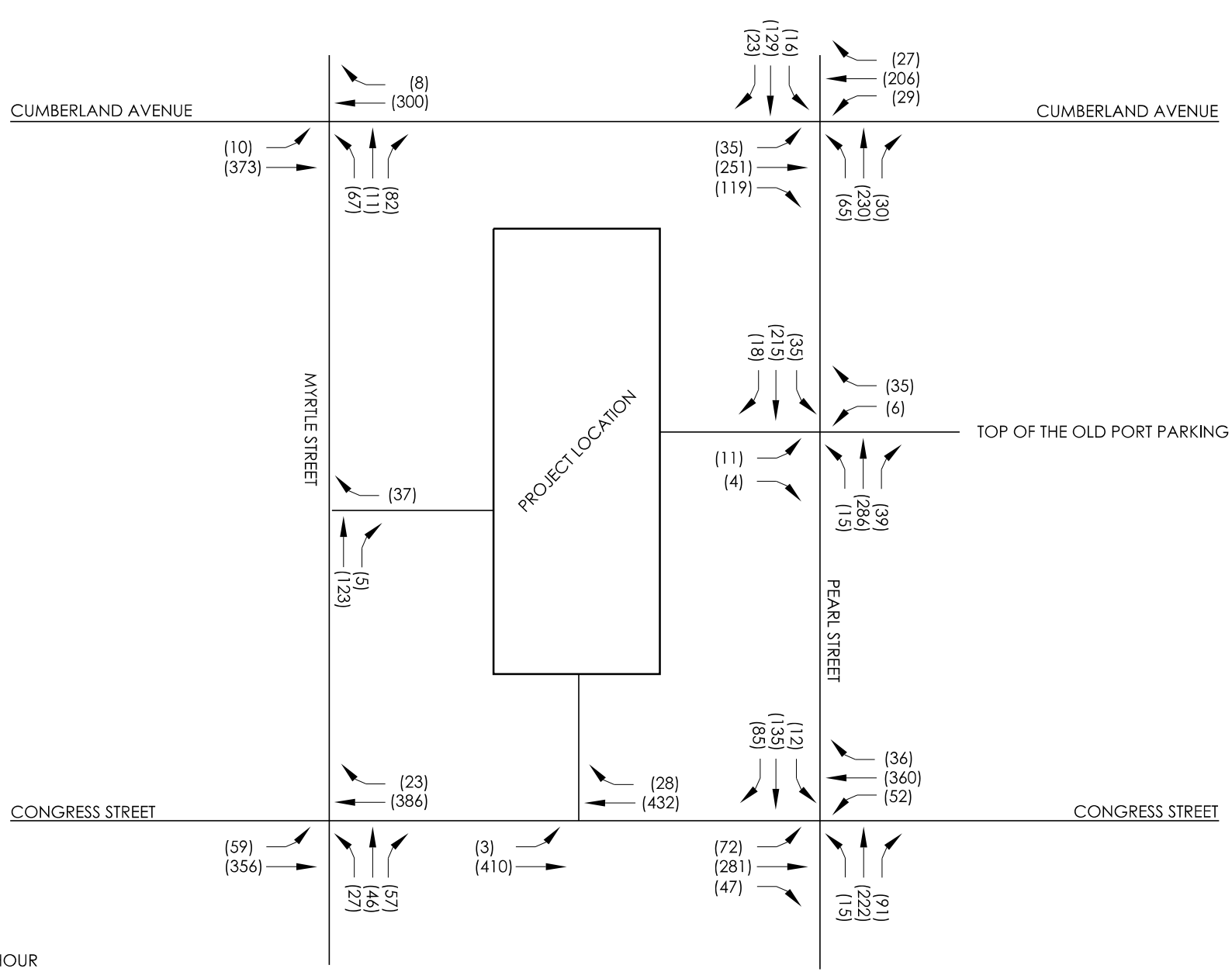
FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

SCALE: N.T.S

DATE: 6/11/25

FIGURE: 11

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 BUILD VOLUMES

OF: PORTLAND MUSIC HALL

SCALE: N.T.S

DATE: 6/11/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 12

...\19371-05 Traffic Diagrams.dgn

B. Capacity Analysis

An intersection capacity and queueing analysis for the study area intersections around the site was performed utilizing Synchro/SimTraffic v12 to calculate the average control delay and 95th percentile queues.

Level of Service (LOS) is determined by the control delay, measured in terms of A through F, with A Representing the best operating conditions from a traveler's perspective and F the worst. The LOS and corresponding control delay for an unsignalized or signalized intersection as referenced in the HCM 7th Edition is shown in Table 10.

Table 10 – Level of Service from Control Delay

Level of Service (LOS)	*Unsignalized Control Delay (Sec./Vehicle)*	*Signalized Control Delay (Sec./Vehicle)*
A	≤10	≤10
B	>10-≤15	>10-≤20
C	>15-≤25	>20-≤35
D	>25-≤35	>35-≤55
E	>35-≤50	>55-≤80
F	>50	>80

The capacity analysis includes the following intersections:

1. Congress Street at Pearl Street (Signalized)
2. Cumberland Avenue at Pearl Street (Signalized)
3. Congress Street at Myrtle Street (Unsignalized)
4. Cumberland Avenue at Myrtle Street (Unsignalized)
5. Pearl Street at Top of the Old Port Parking (Unsignalized)

The capacity analysis was completed for the PM Peak Hour analysis volumes, as discussed previously in this study/ The analysis was completed by applying an average of ten (10) SimTraffic simulation runs, each consisting of a 15-minute seeding interval and a one-hour recording interval.

Also, given ongoing discussions on the cross-section of Pearl Street on the eastern side of the site, capacity analysis was performed without a left turn lane into the Top of the Old Port parking lot. Existing signal timings were used at the signalized intersections.

As part of the previous traffic study conducted for the site, including the other development Lots 1 and 2 at 385 Congress Street, it was requested by the City's traffic peer reviewer to incorporate the time it would take for the gate or garage doors to open at the entrances to the Top of the Old Port parking lot and the proposed parking decks on Pearl Street and Myrtle Street as part of the other portions of the 385 Congress Street development. This was included in the updated model for this TMP but results at

the proposed driveways for the other development portions are not included in this report for brevity. It was observed that these intersections had no impact on the operations of the overall network.

The results of the capacity analysis for 2027 No-Build and Build conditions, including control delay (seconds/vehicle) and LOS, are shown in Table 11. Given intersections had varying peak hours, volumes were balanced by only increasing volumes to provide a conservative total volume on each approach. Conflicting pedestrian volumes were also included at the striped crosswalk locations for the applicable intersections.

Table 11.1 – Capacity Analysis Summary

Lane Group	2025 PM Existing Conditions		2027 PM No-Build		2027 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Congress Street and Pearl Street (Node 5) – Signalized						
Pearl Street SEL	26.0	C	33.5	C	42.2	D
Pearl Street SET	16.3	B	19.7	B	23.8	C
Pearl Street SER	9.7	A	13.8	B	20.1	C
Pearl Street NWL	23.7	C	24.5	C	37.3	D
Pearl Street NWT	21.3	C	23.1	C	30.3	C
Pearl Street NWR	16.0	B	17.7	B	25.5	C
Congress Street NEL	14.7	B	15.9	B	17.1	B
Congress Street NET	9.5	A	8.2	A	8.3	A
Congress Street NER	7.1	A	5.7	A	6.1	A
Congress Street SWL	14.3	B	14.5	B	15.6	B
Congress Street SWT	8.8	A	9.4	A	9.9	A
Congress Street SWR	7.6	A	7.6	A	8.0	A
INTERSECTION	13.1	B	13.9	B	16.6	B

Table 11.2 – Capacity Analysis Summary

Lane Group	2025 PM Existing Conditions		2027 PM No-Build		2027 PM Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Cumberland Avenue and Pearl Street (Node 6) – Signalized						
Pearl Street SEL	17.1	B	16.1	B	20.9	C
Pearl Street SET	10.7	B	11.6	B	13.9	B
Pearl Street SER	5.5	A	6.2	A	9.5	A
Pearl Street NWL	14.1	B	15.0	B	16.8	B
Pearl Street NWT	12.6	B	14.3	B	16.2	B
Pearl Street NWR	9.7	A	10.3	B	12.6	B
Cumberland Avenue NEL	12.9	B	13.4	B	15.2	B
Cumberland Avenue NET	10.2	B	10.6	B	12.3	B
Cumberland Avenue NER	6.8	A	7.3	A	9.6	A
Cumberland Avenue SWL	15.8	B	15.5	B	17.9	B
Cumberland Avenue SWT	9.4	A	9.8	A	11.8	B
Cumberland Avenue SWR	5.6	A	6.8	A	10.0	A
INTERSECTION	10.7	B	11.4	B	13.3	B
Congress Street and Myrtle/Market Street (Node 9) – Unsignalized						
Market Street NWL	17.8	C	21.4	C	35.7	E
Market Street NWT	16.5	C	20.1	C	32.7	D
Market Street NWR	9.8	A	12.6	B	19.1	C
Congress Street NEL	5.7	A	6.6	A	7.9	A
Cumberland Avenue and Myrtle Street (Node 10) – Unsignalized						
Myrtle Street NWL	10.4	B	12.1	B	14.4	B
Myrtle Street NWT	9.5	A	6.9	A	6.6	A
Myrtle Street NWR	6.1	A	7.4	A	10.5	B
Congress Street NEL	3.0	A	3.4	A	4.6	A
Pearl Street and Top of the Old Port (Node 13) – Unsignalized						
Pearl Street SEL	3.6	A	3.9	A	6.7	A
Pearl Street NWL	-	-	6.6	A	5.6	A
Lots 1+2 NEL	-	-	7.5	A	11.8	B
Lots 1+2 NER	-	-	3.3	A	6.6	A
Top of the Old Port SWL	7.7	A	7.2	A	21.0	C
Top of the Old Port SWR	6.6	A	7.3	A	10.3	B

As shown in Table 11.1 and 11.2, all intersections, with the exception of Congress Street and Myrtle Street/Market Street, are calculated to have all approaches operate with LOS "D" or better under both No-Build and Build scenarios.

At the intersection of Congress Street and Myrtle Street, the minor Market Street northbound left turn movement is shown to operate with LOS "E" under the 2027 PM Build condition, representing an increase of 14 seconds of average control delay over the No-Build scenario. This is a result of the

addition of through traffic on Congress Street decreasing the number of acceptable gaps for this movement. Based on the operational intersection and low volume of vehicles completing this movement, this slight increase in delay would not require mitigation.

Intersection Queueing Analysis

The 95th percentile peak hour queues, expressed in feet, calculated by SimTraffic for the No-Build and Build conditions are shown in Table 12. The 95th percentile queue represents the calculated queue length that would exceed only 5% of the time within the 15-minute analysis period.

Table 12 – 95th Percentile Queue Analysis

Direction	***Storage*** *(Feet)*	***2025 PM Existing Conditions*** *(Feet)*	***2027 PM No-Build*** *(Feet)*	***2027 PM Build*** *(Feet)*
Congress Street and Pearl Street (Node 5) – Signalized				
Pearl Street SE LTR	-	106'	129'	178'
Pearl Street NW LTR	-	201'	229'	276'
Congress Street NE L	-	132'	118'	139'
Congress Street NE TR	*75'*	**116'**	**110'**	**115'**
Congress Street SW L	*45'*	**66'**	**67'**	**76'**
Congress Street SW TR	-	151'	170'	181'
Cumberland Avenue and Pearl Street (Node 6) – Signalized				
Pearl Street SE LTR	-	78'	84'	121'
Pearl Street NW LTR	-	164'	179'	189'
Cumberland Avenue NE LTR	-	165'	174'	200'
Cumberland Avenue SW LTR	-	121'	127'	166'
Congress Street and Myrtle Street (Node 9) – Unsignalized				
Market Street NW LTR	-	95'	110'	152'
Congress Street NE LT	-	101'	109'	134'
Congress Street SW TR	-	71'	70'	72'
Cumberland Avenue and Myrtle Street (Node 10) – Unsignalized				
Myrtle Street NW LTR	-	67'	92'	107'
Cumberland Avenue NE LT	-	45'	46'	82'
Cumberland Avenue SW TR	-	41'	36'	42'
Pearl Street and Top of the Old Port (Node 13) – Unsignalized				
Pearl Street SE LTR	-	14'	38'	89'
Pearl Street NW LTR	-	9'	62'	72'
Lots 1+2 NE LTR	-	-	35'	32'
Top of the Old Port SWR	-	55'	51'	55'

Top of Old Port Parking Observations:

Field observations of existing conditions indicate that the Top of the Old Port Parking Lot allows for two vehicles to queue off Pearl Street while waiting to process payment and enter the lot. During the PM count period when an event was being held at Merrill Auditorium at 7 PM, there were multiple times it was observed that a vehicle entering the parking lot was delayed at the entry gate for an extended period, resulting in backups into Pearl Street of other vehicles waiting to enter. The first recorded occurrence of this in the PM peak hour was 5:00 PM outside the peak entry period into the lot. In most of these instances, the queue cleared within seconds after the leading vehicle was able to enter the lot. At approximately 6:00 PM, after the roadway peak hour had concluded, demand for parking increased closer to the start time of the Merrill Auditorium show. Vehicles began to take longer than previously observed to enter the lot, possibly due to payment/ticket difficulties, resulting in a queue on Pearl Street extending in both directions. The backups peaked around 6:20-6:25 PM where it was noted the majority of traffic on Pearl Street was waiting to turn into the lot. Vehicles were observed to bypass the queue lines by briefly encroaching in the opposite travel lane. Parking staff did come out to assist with traffic at approximately 6:20 PM. The increased demand and subsequent queueing on Pearl Street lasted till approximately 6:50 PM. A period of 30 minutes. This queue did impact the intersection of Congress Street and Pearl Street from approximately 6:22 PM to 6:46 PM. This indicates that issues with backups from the Top of the Old Port facility are primarily due to issues of delay in entry for vehicles and not a function of the volume of vehicles entering.

Also, during field observations, it was also observed that the Pearl Street northwest bound queue at the intersection of Cumberland Avenue did queue back past the Top of the Old Port parking lot at approximately 4:40 PM. This queue cleared by approximately 4:45 PM. The intersection of Congress Street and Pearl Street experienced eastbound queues related to traffic from the Franklin Arterial with Congress Street intersection to the east intersection that resulted in queues that could reach Myrtle/Market Street. This occurred between 5:13 and 5:17 PM.

Drop Off – Pick Up Area Operations

Outside of the TMP process, the applicant has met with the City of Portland planning staff and the Parking Division Director to review changes to on-street parking, responding to the project's streetscape design, the loading requirements of the proposed music hall, and the adjacent Merril Auditorium and City Hall. It is our understanding that the project's Event Management Plan, which would be implemented at the venue's opening and reviewed with City staff post opening, would include dedicated drop-off locations for music hall patrons and rideshare services aimed at dispersing traffic and reducing vehicles trips and concentration at the venue site. The project's location within the Portland downtown area near the identified partner parking garages and numerous restaurants, hotels and other attractions would naturally provide dispersion of patron traffic to other destination points in the surrounding walkable area.

It is our understanding that City staff have identified a location on Congress Street in front of City Hall as a dedicated, night hour/event-based location to direct both patrons and rideshare vehicles to an

unloading zone for use by both PMH and Merrill Auditorium. The venue would manage with rideshare app services so that when the venue is entered as a destination in the service the address/location pin for the venue is the identified parking location. From anecdotal experience of common ridesharing practice in Portland and other cities, it can be expected that patrons will also identify drop off/pick up locations in the surrounding area with the purpose of avoiding an area which is likely to be congested immediately preceding or following an event due to an increase in pedestrian traffic.

This type of scenario consisting of pickup/drop-off of patrons via personal vehicle or by a ride share service in an urban setting with a dynamic mix of pedestrian, bicycle, vehicle, and transit traffic is difficult to model with typical capacity analysis modeling techniques which are based on statistically backed assumptions regarding traffic volumes and driver behavior. With special events the goal is to manage traffic to ensure safe operation for all users and not to exclusively mitigate the delays in travel time that may result. Especially considering the increase in pedestrian traffic that is desirable and expected with an event of any scale.

To provide a high-level approximation of service conditions of the proposed drop-off area we have completed a M/M/s (also referred to as M/M/c or M/M/m) [3] multi-server queueing system model where the arrival and service rates follow an exponential distribution for a queue system with multiple service positions. The queue system calculations provide the probability of a given length of queue, number of customers in the system, wait time and other metrics when considering the following variables:

- **λ = Arrival Rate**
  - Vehicle Arrival Rate to (veh/min)
- **μ = Average Service Rate**
  - Time it takes for a vehicle to unload passengers and leave the drop off area (veh/min)
- **S = Number of Servers**
  - Number of spaces available in the drop-off area.

In the case of the curbside drop-off area, the arrival rate, **λ,** would represent the demand of vehicles looking to drop-off. Because of the difficulty in projecting accurately the percentage of patrons which would be dropped off at the assigned area, we utilized the projected peak hour number of vehicles that will drive in the direct vicinity of the site represented in the included study trip assignment figures. It is shown in the figures that 210 vehicular trips are assumed during the 5-6 PM Peak Hour of the Adjacent Street, which is approximately 17% of the total assumed 1,234 vehicular trips generated by venue patrons. Note that this is the percentage of vehicular trips and not the percentage of total patrons. Based on this percentage, for the queuing system model we have assumed that approximately 20% of

[3] Kleinrock, L. (1975). *Queueing Systems.* University of California, Los Angeles.

the vehicular trips would drop off in a peak hour, equating **to an arrival rate 250 veh/hour or 4.167 veh/min.**

The service rate, μ, is calculated as the inverse of average time it would take a vehicle to enter the drop-off area, unload passengers, and depart allowing for another vehicle to take its place. For this analysis it is assumed that an average service time of 30 seconds would represent realistic operations of a managed drop-off area as is proposed. Therefore, a service rate of 2 veh/min was used.

And lastly, the number of servers, s, is assumed to equate to the approximate length of the drop-off area, 80', divided by 20' per station, or 4 "servers".

An excel spreadsheet was used to conduct the queueing system analysis. Based on the assumed arrival and service rate and number of service positions, the calculated utilization, or amount of time each server is in use, would be 0.52 representing a steady state system and therefore the analysis would be valid. The calculated mean number of vehicles in queue is 0.2, which means that the system would primarily function without backup but there would be a small probability of a queue to form. The approximate probability of there being 4 or less vehicles in the system is 90%, and 95% probability that there would be 5 or less vehicles in the system, illustrated in Figure 3. The detailed excel printouts are included in the appendix.

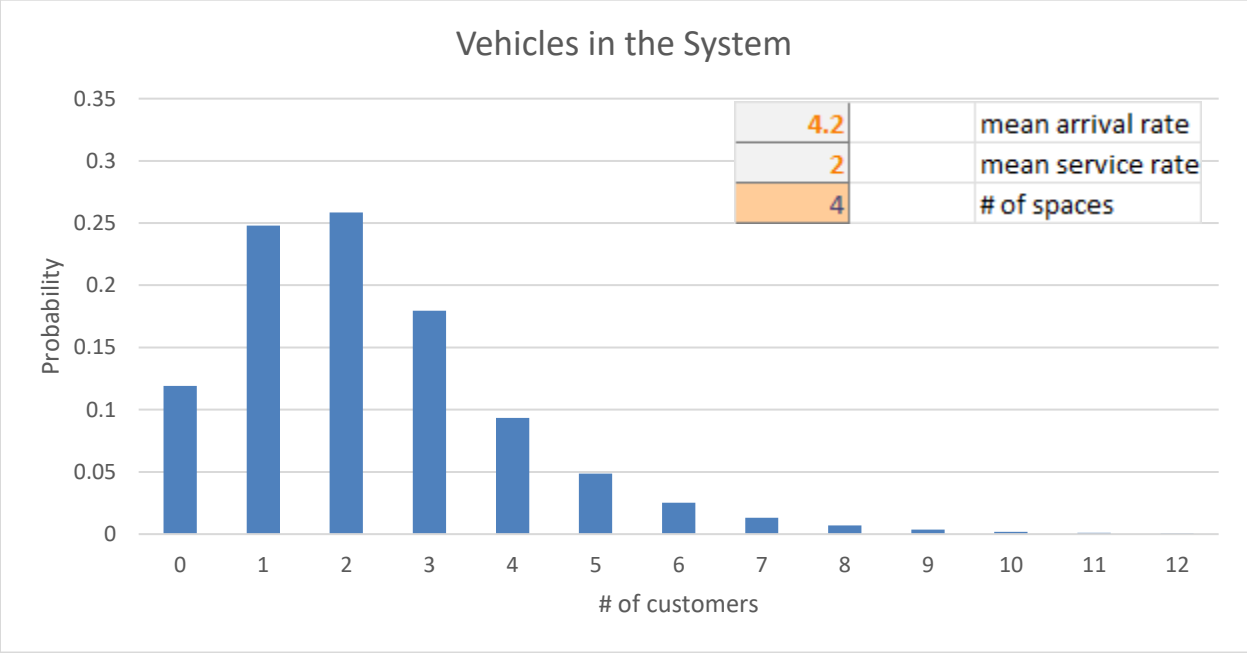


Figure 13: Drop-Off Queueing System Model

C. Traffic Signals

As discussed at the scoping meeting, based on the volume of traffic generated by the development and existing traffic volumes, a traffic signal warrant evaluation was not conducted at any study area intersections.

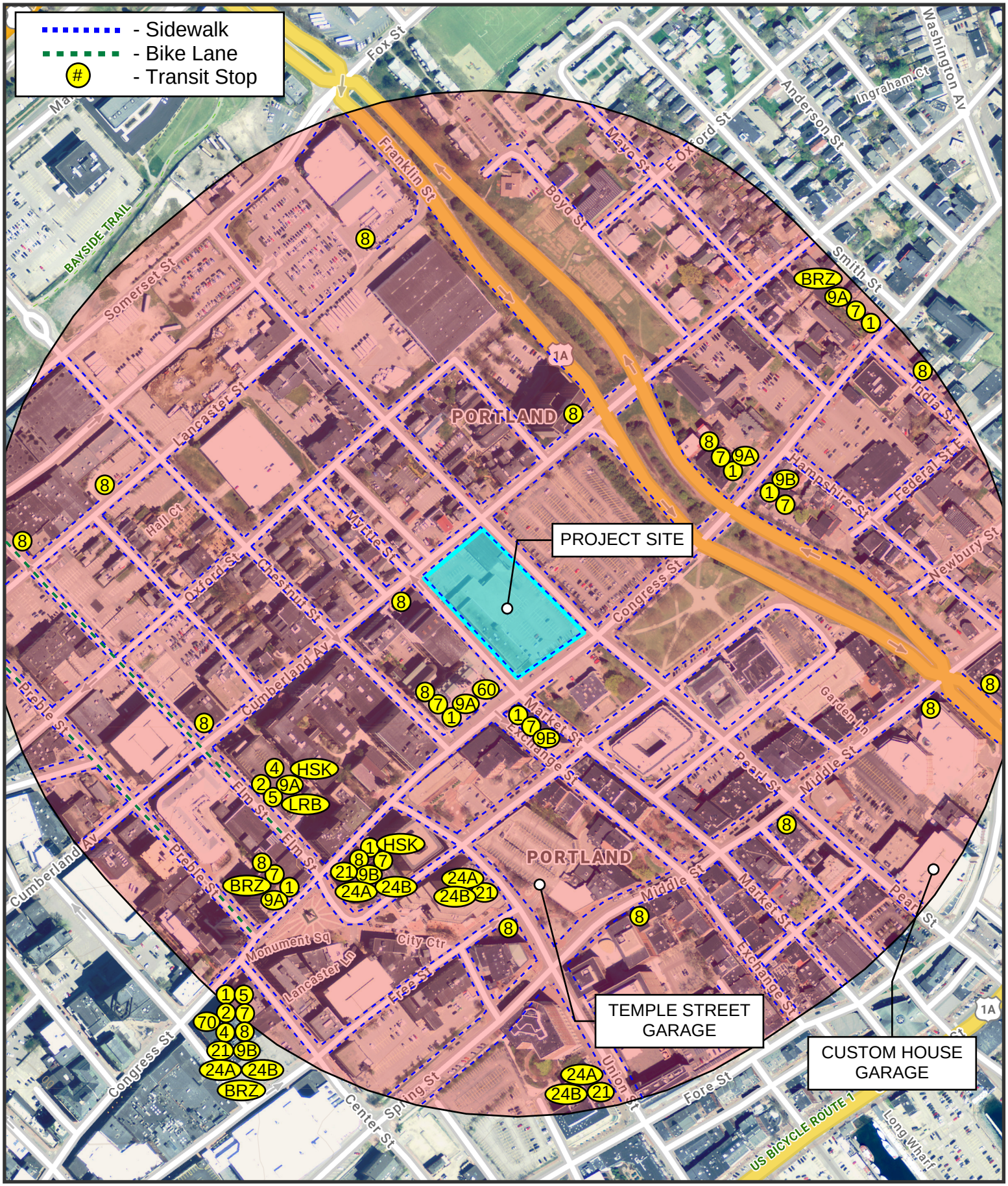
D. Bicycle, Pedestrian, and Transit Modes

The modal split of users to the site is expected to be primarily personal vehicle, but includes transit, bicycle, and walking trips as reported in Section 1E.

Summary of Pedestrian Facilities in Vicinity of Site

The majority of streets in a ¼ mile radius of the site have existing sidewalk on both sides of the street. A map of existing sidewalk facilities also showing bicycle and transit facilities discussed later, is shown in Figure 14.

MUSIC HALL 1/4-MILE RADIUS



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.09 Miles

1 inch =0.1 miles

Date: 6/11/2025
Time: 2:42:50 PM

The following narrative provides a description of the existing pedestrian network along the surrounding roadway and at the adjacent intersections. The narrative is written to start at the intersection of Congress Street and Pearl Street and travel along the site block counterclockwise.

- **Congress Street at Pearl Street –** At the signalized intersection of Congress Street and Pearl Street there are existing pedestrian curb ramps on all four corners of the intersections. These curb ramps serve sidewalks traveling along both sides of Congress Street and Pearl Street. The pedestrian signal equipment at the intersection consists of non-APS style pedestrian pushbuttons and countdown pedestrian signal heads. Pedestrian signal heads are provided for each crossing, and one pushbutton is located on each corner. As part of the construction of the development on Lots 1 and 2 of the block, plans include extending the northwest corner sidewalk into the intersection creating more sidewalk space, and shorter crossing distance east across Pearl Street, and south across Congress Street. The design creates two separate split curb ramps as opposed to the one that exists today. Improvements to this signalized intersection are required.

- **Pearl Street (Between Congress Street and Cumberland Avenue) –** On Pearl Street, there is existing brick sidewalk on both sides of the street. The sidewalk on both sides is approximately 8.75 feet wide. Utility poles are located on the western side of Pearl Street within the existing sidewalk. There is approximately 150 feet of concrete sidewalk on the western side of Pearl Street approaching Cumberland Avenue. On the eastern side of Pearl Street there is an existing curb cut for the Top of the Old Port parking lot. As part of site construction, the western side of Pearl Street would be replaced with new brick sidewalk.

- **Pearl Street at Cumberland Avenue –** At the signalized intersection of Pearl Street and Cumberland Avenue there are existing pedestrian curb ramps on all four corners of the intersections. These curb ramps serve sidewalks traveling along both sides of Cumberland Avenue and Pearl Street. Currently, there is no pedestrian signal equipment located at the intersection. The ramp at the southwest corner of the intersection currently does not contain a detectable warning panel, but the other three corners do. Each corner of the intersection has a utility pole located within the landing of the curb ramps.

- **Cumberland Avenue (Between Pearl Street and Myrtle Street)** – On Cumberland Avenue, there is existing concrete sidewalk on the southerly side and brick sidewalk along the northerly side. Existing utility poles are located within the concrete sidewalk. There are two existing curb cuts that will be removed with the development of the Music Hall. A new brick sidewalk will be constructed along the southern portion of Cumberland Avenue as part of the development of the Music Hall. The sidewalk width will vary along the side of the building, depending on the final building layout and design.

- **Cumberland Avenue at Myrtle Street –** At the unsignalized intersection of Myrtle Street and Cumberland Avenue there are existing pedestrian curb ramps on all four corners of the intersections. These curb ramps serve sidewalks traveling along both sides of Cumberland Avenue and Myrtle Street. Both the northwest and southeast corner of the intersection currently do not have detectable warning panels on the curb ramps. Additionally, there is a utility pole located in the landing zone of the southeast corner of the intersection. Site development would include replacing the southeast corner sidewalk end extending into the intersection creating more sidewalk space, and shorter crossing distance north across Cumberland Avenue, and west across Myrtle Street. The design creates two separate split curb ramps as opposed to the one that exists today.

- **Myrtle Street (Between Cumberland Avenue and Congress Street) –** The eastern side of Myrtle Street is currently made up of both concrete and brick sidewalk. The western side of Myrtle Street along City Hall is concrete sidewalk. There is an existing mid-block crossing located approximately 90 feet north of the Congress Street intersection with pedestrian ramps. A new brick sidewalk is proposed along the eastern side of Myrtle Street to the southerly limits of the property.

- **Congress Street at Myrtle Street –** At the unsignalized intersection of Myrtle Street and Congress Street, there are existing pedestrian curb ramps at each corner of the intersection. The two eastern corners and southwesterly of the intersection are in good condition with detectable warning panels. The northwestern corner of the intersection is in poor condition and missing a detectable warning panel. There is a protective refuge island midway across the western Congress Street crossing. Approved Site development for the hotel portion of the 385 Congress Street development would include replacing the northeast corner sidewalk end extending into the intersection creating more sidewalk space, and shorter crossing distance south across Congress Street, and west across Myrtle Street. The design creates two separate split curb ramps as opposed to the one that exists today.

- **Congress Street (Between Myrtle Street and Pearl Street) –** There is existing brick sidewalk along the northern side of Congress Street in good condition. The concrete sidewalk on the southern side of Congress Street is in fair condition. There is a large curb cut on the southern side of Congress Street approximately 100 feet long for the Portland Fire Department Central Station. The 385 Congress Street development proposed greatly increasing the width of the sidewalk along the northerly side of Congress Street.

Pedestrian Routes – Portland Music Hall to Parking Garages

Outside of the project frontage, pedestrian facilities on the prospective walking routes from the Temple Street and Custom House Parking Garages to the proposed development were inventoried to assess the material, general condition, and presence of existing lighting for sidewalk segments as well as presence of curb ramps and detectable warning fields at intersections. The inventoried sidewalk routes are shown

in Figure 15. Tables 13 and 14 summarize the segment and intersection inventories respectively. This inventory did not measure for full compliance with ADA standards or measure any specific lighting levels. Street lighting was categorized as cobra heads present on utility poles or standalone non-decorative tall luminaires. Pedestrian Scale lighting was noted at locations with City standard decorative lighting structures and luminaires.

The intent of the inventory is to identify sidewalk sections/ramps that could use clear improvements or areas where lighting should be evaluated for future upgrades in coordination with City efforts. In the context of pedestrian safety, any existing deficiencies are noted, indicating a present need and would not be specifically exacerbated by development traffic.

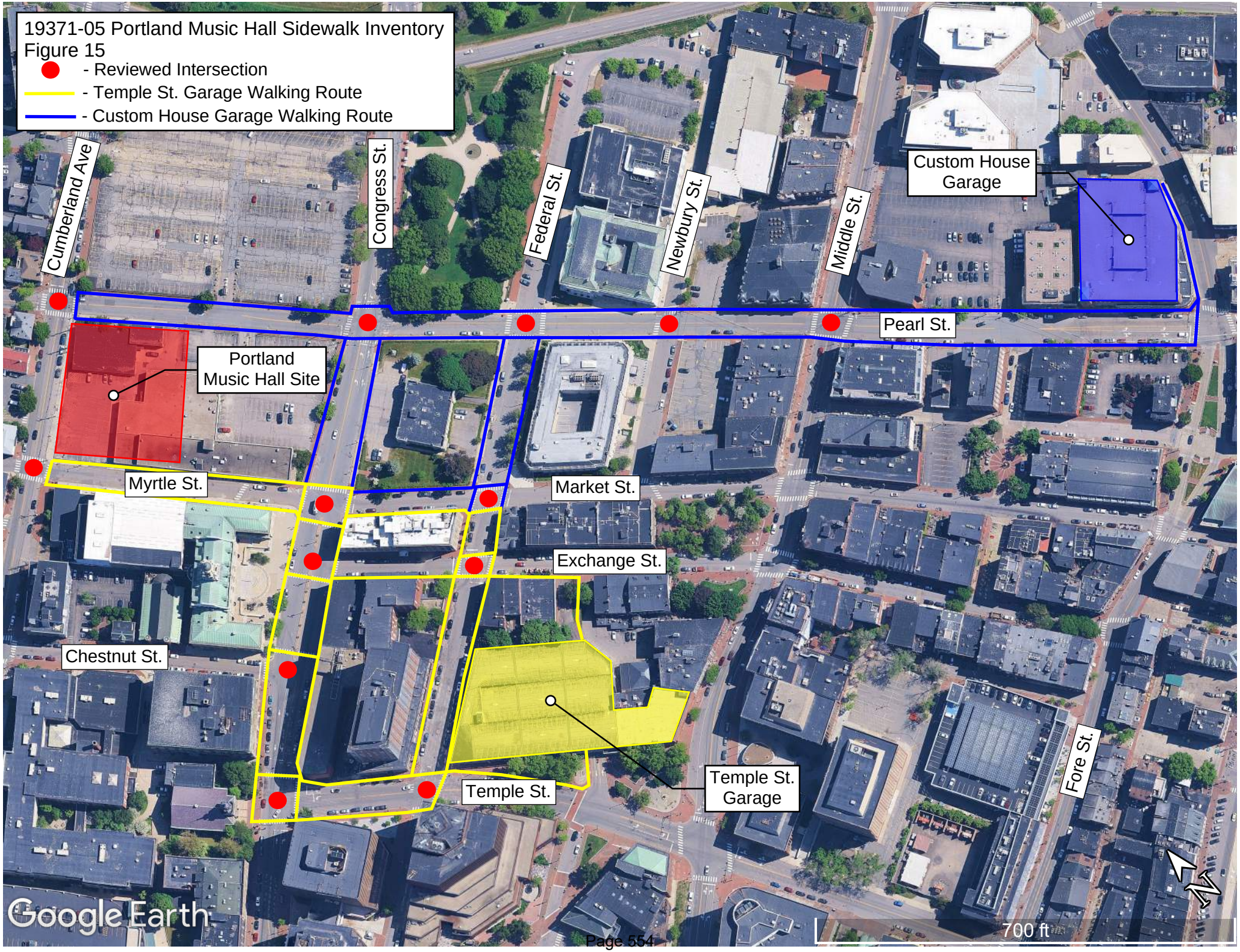

19371-05 Portland Music Hall Sidewalk Inventory
Figure 15
- Reviewed Intersection
- Temple St. Garage Walking Route
- Custom House Garage Walking Route
Cumberland Ave
Congress St.
Federal St.
Newbury St.
Middle St.
Custom House Garage
Pearl St.
Portland Music Hall Site
Myrtle St.
Market St.
Exchange St.
Chestnut St.
Temple St.
Temple St. Garage
Fore St.
Google Earth
700 ft
N

Table 13 – Segment Sidewalk Summary

	Segment	Material	Condition	Lighting
	Custom House Garage Routes			
Pearl Street	*Fore to Middle - East*	Concrete/Brick	Fair	Street Only
	Fore to Middle - West	Brick	Fair	Street Only
	Middle to Newbury - East	Brick	Fair	Street Only
	Middle to Newbury - West	Brick	Fair	Street Only
	Newbury to Federal - East	Concrete	Fair	None
	Newbury to Federal - West	Concrete	Fair	Street Only
	Federal to Congress - East	Concrete	Fair	Street Only
	Federal to Congress - West	Concrete	Fair	None
	Congress to Cumberland - East	Brick	**Poor**	None
	Congress to Cumberland - West	Brick/Concrete	**Poor**	Street Only
	Temple Street Garage Routes			
Temple Street	*Garage to Federal - East*	Brick	Fair	Street Only
	Garage to Federal - West	Brick	Fair	Street Only
	Federal to Congress - East	Brick	Good	Street and Pedestrian Scale
	Federal to Congress - West	Brick	Good	Street Only
Federal Street	*Temple to Exchange - North*	Brick	Good	Pedestrian Scale
	Temple to Exchange - South	Brick	Fair	Street Only
	Exchange to Market - North	Brick	Good	None
	Exchange to Market - South	Brick	Fair	Pedestrian Scale
	Market to Pearl - North	Concrete	Fair	None
	Market to Pearl - South	Concrete	Fair	Street Only
Exchange Street	*Exchange Street - Federal to Congress - East*	Brick	Good	Pedestrian Scale
	Exchange Street - Federal to Congress - West	Brick	Fair	Pedestrian Scale
Market Street	*Market Street - Federal to Congress - East*	Brick	Fair	Street Only
	Market Street - Federal to Congress - West	Brick	Fair	None
Exchange Street	*Exchange Street - Garage Access - Federal - East*	Brick	Fair	Pedestrian Scale
	Exchange Street - Garage Access - Federal - West	Brick	Fair	Pedestrian Scale
Congress St	*Congress Street - Temple - Chestnut - North*	Brick	Fair	Street and Pedestrian Scale
	Congress Street - Temple - Exchange - South	Brick	Fair	Street and Pedestrian Scale
	Congress Street - Chestnut to Myrtle - North (City Hall)	Concrete	Fair	Street Only
	Congress Street - Exchange to Market - South	Brick	Good	Street Only
	Congress Street - Myrtle to Pearl - North	Brick	Fair	Street Only
	Congress Street - Market to Pearl - South (Fire Station)	Concrete	Fair	Street Only
Myrtle Street	*Myrtle Street - Congress to Cumberland - East*	Brick/Concrete	Fair	Street and Pedestrian Scale
	Myrtle Street - Congress to Cumberland - West	Concrete	Fair	None

Table 14 – Intersection Sidewalk Summary

Intersection	*Number of Ramps*	*Ramps with DWF*	*Number of Crosswalks*	*Lighting*	*Notes*
Pearl Street at Middle Street	4	4	4	Street	
Pearl Street at Newbury Street	4	2*	2	Street	Cobblestone Ramp at Courthouse*
Pearl Street at Federal Street	4	0*	4	Street	Cobblestone Ramp at Courthouse*
Pearl Street at Congress Street	4	4	4	Street	Signal
Federal Street at Market Street	4	4	4	Street	
Federal Street at Exchange Street	4	4	4	Ped/Street	
Temple Street at Federal Street	4	4	4	Ped/Street	
Temple Street at Congress Street	4	4	3	Ped/Street	Signal
Congress Street at Chestnut Street	2	1	3	Ped/Street	Crossing of Congress Street does not have ramps on either side.
Congress Street at Exchange Street	3	2	2	Ped/Street	No DWF on City hall frontage
Congress Street at Market/Myrtle Street	4	3	4	Ped/Street	No DWF on City Hall Frontage
Cumberland Ave at Myrtle Street	4	0	4	None	

As can be seen in the above tables, the majority of sidewalks along the routes from the parking garages to the proposed development site are brick or concrete in generally fair condition. It was noted that throughout all segments there is a form of lighting present on at least one side of the roadway.

At intersections along the walking routes, it was noted that there are several crossings which have curb ramps with no detectable warning fields or no curb ramp at all. At the intersections of Pearl Street with Newbury Street and Federal Street, the curb ramps abutting the Federal Courthouse are made of cobblestones and do not contain DWF. And on Congress Street along the City Hall frontage, there are no detectable warning fields (DWFs) in the existing ramps.

Recommendations for these routes to be undertaken by the development are discussed later in this study.

Summary of Bicycle Facilities in Vicinity of Site

Bicycle facilities in a ¼ mile radius of the site as shown on the included Figure 14 and are limited to the following:

- Bike lane northbound on Elm Street between Congress Street and Marginal Way. Buffered between Cumberland Avenue and Kennebec Street.
- Bike lane southbound on Preble Street between Marginal Way and Congress Street.

Summary of Transit Facilities in Vicinity of Site

Transit facilities in a ¼ mile radius of the site as shown on the map in Figure 14 service the following Routes as part of the Greater Portland Metro, Biddeford-Saco-Old Orchard Beach (BSOOB) Transit, and Lakes Region Explorer:

- **Route 1 – Congress Street:** Monday thru Saturday, 5:10am to 11:10pm, Sunday 8:10am to 6:35pm. Local service between Thompson's Point/Portland Transportation Center (PTC) and Munjoy Hill/Eastern Prom via Congress Street and Fore River Parkway.
- **Route 2 – Riverton:** Monday thru Friday, 5:45am to 11:10pm; Saturday 6:20am to 10:20pm; Sunday 8:20am to 4:15pm. Local service between downtown Portland and Prides Corner, Westbrook via Forest Avenue.
- **Route 4 – Westbrook:** Monday thru Friday, 5:15am to 11:40pm; Saturday 5:45am to 11:40pm; Sunday 8:15am to 7:45pm. Service between Portland and Westbrook, via USM (Portland) and Brighton Avenue.
- **Route 5 – Maine Mall:** Monday thru Friday, 5:20am to 10:35pm; Saturday 6:10am to 10:45pm; Sunday 7:55am to 6:40pm. Provides service between downtown Portland and the Maine Mall area of South Portland.
- **Route 7 – Falmouth:** Monday thru Saturday, 5:10am to 11:00pm; Sunday 8:20am to 7:40pm. Provides service between Falmouth, Downtown Portland, Portland Jetport, and Outer Congress Street.
- **Route 8 – Peninsula Loop:** Monday thru Friday, 6:40am to 6:15pm; Saturday 7:50am to 6:17pm; Sunday 8:50am to 4:17pm. Service to Congress Street, the Old Port, and the Waterfront.
- **Route 9A – North Deering (Stevens):** Monday thru Friday, 5:35am to 10:25pm; Saturday 7:30am to 10:25pm; Sunday 8:30am to 4:25pm. Service to Congress Street, Stevens Avenue, Northgate, West Falmouth, Washington Avenue, and Eastern Prom/Munjoy Hill.
- **Route 9B – North Deering (Washington):** Monday thru Friday, 5:40am to 9:53pm; Saturday 8:10am to 10:10pm; Sunday 9:10am to 5:10pm. Service to Congress Street, Stevens Avenue, Northgate, West Falmouth, Washington Avenue, and Eastern Prom/Munjoy Hill.

- **Route 21 – South Portland (Willard Square):** Monday thru Saturday, 6:35am to 11:15pm; Sunday 6:40am to 6:35pm. Service between Downtown Portland, South Portland, and Southern Maine Community College.
- **Route 24A – South Portland (Broadway):** Monday thru Friday, 5:20am to 11:15pm; Saturday 7:00am to 7:15pm; Sunday 7:00am to 6:35pm. Service to Downtown Portland and the Mill Creek Transit Hub, Broadway, Redbank, the Maine Mall.
- **Route 24B – South Portland (Highland):** Monday thru Friday only, 6:30am to 9:50pm. Service to Downtown Portland, Highland Avenue, Brick Hill, and the Maine Mall.
- **Husky (HSK) Line:** Monday thru Friday, 6:20am to 10:40pm; Saturday, 7:50am to 11:00pm, Sunday, 8:00am to 7:10pm. Services Gorham, Westbrook, Portland, and the two USM campuses.
- **Metro BREEZ (BRZ):** Monday thru Friday, 6:10am to 10:25pm; Saturday, 7:58am to 9:28pm. Services Portland, Yarmouth, Freeport, and Brunswick.
- **BSOOB Route 60:** Monday thru Friday, 5:00am to 10:33pm; Saturday, 6:15am to 10:33pm, Sunday, 6:15am to 8:11pm. Services Saco, Scarborough, South Portland, and Downtown Portland.
- **BSOOB Route 70:** Monday thru Friday only, 6:00am to 7:15pm. Service to Biddeford, Saco, Downtown Portland.
- **Lakes Region Explorer (LRB):** Monday thru Friday, 6:00am to 10:15pm; Saturday (Memorial Day to Labor Day), 8:30am to 8:13pm. Services Bridgton, Naples, Casco, Windham, Westbrook, and Downtown Portland.

The applicant has actively coordinated with METRO and the City of Portland to understand options and logistics of introducing later service to extend beyond the event end time. This is discussed in greater detail in the submitted Transportation Demand Management plan. Correspondence from METRO on the topic has also been previously submitted to the City.

E. General Safety Issues

As requested at the Project Scoping Meeting, a safety analysis review of the intersection of Cumberland Avenue at Chestnut Street (previously a nearby HCL) and the segment of Federal Street serving the Cumberland County Parking Garage were reviewed in more detail.

Intersection of Chestnut Street and Cumberland Avenue

The intersection of Chestnut Street and Cumberland Avenue was no longer an HCL in the 2024 data period. However, the intersection has historically been an HCL between the period of 2021 to 2023. As such, the 2023 HCL crash collision diagram was reviewed as the intersection had eight (8) crashes and a CRF of 2.59. The intersection operates as a one-way stop controlled southbound, with crosswalks on all four approaches.

- Three (3) crashes were a rear-end collision at the eastbound Cumberland Avenue approach. These crashes were caused by a vehicle following too close when the leading vehicle stopped for

a pedestrian within the crosswalk either crossing Cumberland Avenue or Chestnut Street. Two of these crashes were reported to occur under wet roadway conditions.

- Two (2) of the crashes were angle collisions. Both were attributed to a failure of the yield of vehicles traveling southbound on Chestnut Street and colliding with vehicles traveling westbound on Cumberland Avenue. Both crashes reported wet roadway conditions and occurred within two days each in February 2021.
- The remaining (3) crashes were isolated incidents including the following: a truck hitting a parked car on Chestnut Street due to right turn oversteering from eastbound on Cumberland Avenue, improper backing on the southbound Chestnut Street approach, and a snowplow losing control on the southbound Chestnut Street approach.

The above reported crashes would indicate there is a pattern of vehicles yielding to pedestrians being rear-ended by a driver following too closely behind them. There would not be any clear mitigation to address this issue as it is a function of driver behavior or inattentiveness.

Segment of Federal Street between Pearl Street and Newbury Street

The segment of Federal Street between Pearl Street and Newbury Street had 13 crashes and a CRF of 10.55 between the three-year period between 2022 and 2024. Federal Street is one-way eastbound and includes angle parking on the north side of the street, with parallel parking on the south side. The breakdown of the HCL collision diagram is as follows:

- 12 crashes involved parked cars with improper backing hits from reversing cars out of the angled parking spaces.
- One (1) crash was a sideswipe collision between an angle parked car and a car exiting the adjacent parking stall.

Given the high frequency of collisions with parked vehicles, the MaineDOT design guidance for *On and Off-Street Parking* was reviewed. MaineDOT recommends where angle parking currently exists, it should be converted to parallel parking where practical. Based on the dimensions of the striped parking from aerial imagery dated March 2025, the angle parking is approximately 60 degrees along the northern side of Federal Street. Included in the MaineDOT guidance is a minimum of 16 feet of clear distance needed for a parked vehicle to back out of a 60-degree parking stall.

Segment of Cumberland Avenue between Pearl Street and Franklin Arterial

Additionally, the segment of Cumberland Avenue between Pearl Street and Franklin Arterial was a newly reported HCL in the 2024 data set with a total of eight (8) crashes and a CRF of 3.76 of the period of 2022 to 2024. The breakdown of the HCL collision diagram is as follows:

- Six (6) of the eight (8) crashes were sideswipe collisions involving vehicles traveling on Cumberland Avenue hitting cars parked on-street on Cumberland Avenue. The crashes were attributed to a failure to keep in lane, improper turn, hit & run, or an OUI.

- One (1) crash was an angle collision caused by a vehicle failing to yield when exiting on-street parking.
- One (1) crash was a rear-end hit & run collision resulting in an injury between two vehicles traveling west on Cumberland Avenue.

F. Recommendations

Sebago Technics Inc, has completed the TMP Application Sections 1 – 7 for the Portland Music Hall development and provides the following recommendations:

- As part of the site construction, it is proposed to provide new sidewalk along the full lot frontage on Pearl Street, Cumberland Street and Myrtle Street.

- At the intersection of Cumberland Street at Myrtle Street, it is recommended the project replace the existing signal with new equipment meeting current MaineDOT/City of Portland standards including signalized pedestrian crossings. All curb ramps at the intersection will also be reconstructed.

- At the intersection of Cumberland Street at Myrtle Street, it is recommended the project reconstruct the curb ramps to meet ADA and City standards, most notably the inclusion of DWF. These improvements would also be recommended to include new pedestrian warning signage and introduction of pedestrian lighting elements.

- Based on the inventory of walking routes from the parking garage locations to the music hall, it is recommended that all curb ramps without DWF be reconstructed.

    - Pearl Street at Federal Street – Reconstruct the easterly and northwest ramps. The southwesterly ramp in front of the Federal Courthouse is constructed of cobblestone and is not recommended to be modified.

    - Congress Street at Chestnut Street – If feasible, construct curb ramps for existing crossing of Congress Street. Note the northerly landing is adjacent to City Hall where there is a street tree present.

    - Congress Street at Exchange Street – If feasible, reconstruct existing curb ramp along City Hall Frontage.

- The venue footprint includes dedicated permanent parking bays for event related trucks and buses. Trucks and buses will not be parked on the street abutting the venue. Refer to the Truck and Bus Traffic Control Plan for additional details regarding traffic control when trucks and buses arrive and depart the venue.

- An Event Management Plan has also been submitted separately as part of the application with outlines how Live Nation operations policies will be applied for specifically to the Portland Music

Hall. It is recommended that adherence with this plan, which is to be reviewed by City staff, be a condition of the TMP if necessary.

G. Conclusions

This Traffic Movement Permit Application serves to permit the proposed Portland Music Hall development. The Music Hall is approximately 63,390 SF with an approximate fixed 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 385 Congress Street Master Development Plan. The development is expected to generate an unadjusted total of 31 trips in the AM peak hour of the generator, and 1,140 trips during the PM peak hour of the Generator during a maximum capacity held event.

The Section 7 – Traffic Study demonstrates that the development will not result in unreasonable congestion to the study area intersections and roadways. The focus of the recommended mitigation, in conjunction with the projects Transportation Demand Management Plan and Event Management Plan, is to provide safe controlled ingress and egress for all multi-modal users to the proposed Portland Music Hall and the surrounding area.

Appendix A. MaineDOT Crash Data

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **CUMBERLAND** TOWN: **PORTLAND**

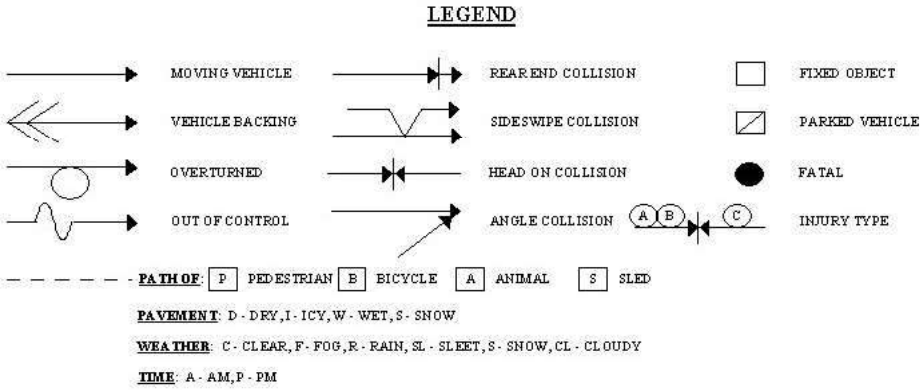
LOW NODE: **19040** HIGH NODE: **0000** REGION: **1** U/R: **URBAN**

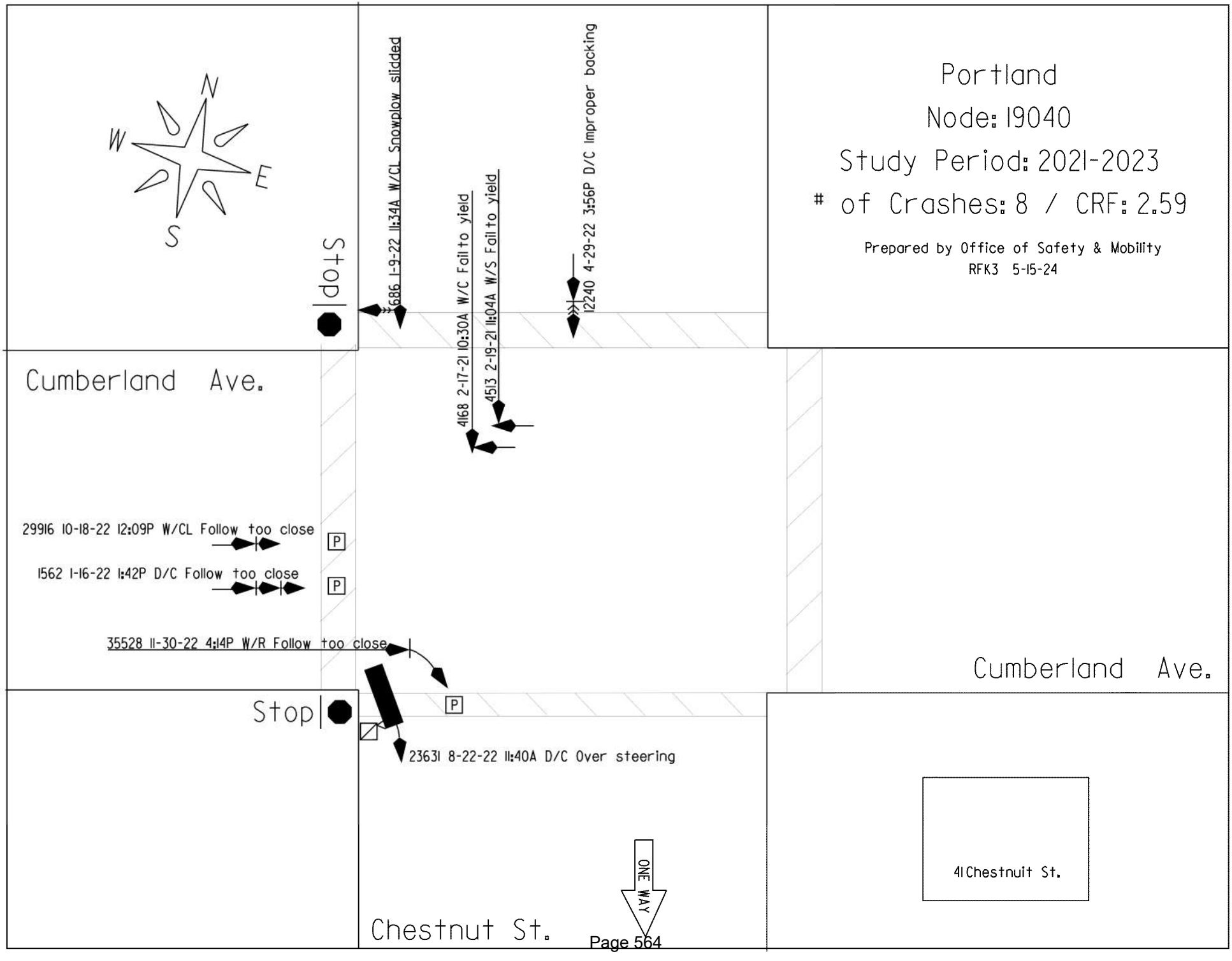
DESCRIPTION: **Int of Chestnut St and Cumberland Ave**

RTE # / RD #: **0560135** DATE DRAWN: **5/15/2024** DRAWN BY: **BOB K**

STUDY FROM: **1/1/2020** STUDY TO: **12/31/2022**

CRASH RATE: **1.03** CRF: **2.59** % INJURY: **0** TOTAL CRASHES: **8**




Portland
Node: 19040
Study Period: 2021-2023
# of Crashes: 8 / CRF: 2.59
Prepared by Office of Safety & Mobility
RFK3 5-15-24
N
W
E
S
Stop
686 1-9-22 11:34A W/CL Snowplow slidded
12240 4-29-22 3:56P D/C Improper backing
4168 2-17-21 10:30A W/C Fail to yield
4513 2-19-21 11:04A W/S Fail to yield
Cumberland Ave.
29916 10-18-22 12:09P W/CL Follow too close
1562 1-16-22 1:42P D/C Follow too close
35528 11-30-22 4:14P W/R Follow too close
P
Cumberland Ave.
Stop
23631 8-22-22 11:40A D/C Over steering
ONE WAY
Chestnut St.
41 Chestnuit St.


Search...
OXFORD ST
STONE ST
18990
18989
19040
PORTLAND
CUMBERLAND AVE
CHESTNUT ST
CEDAR ST
19039
Scale: 1:1356
100ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Portland
Int Cumberland Ave & Chestnut St

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: **0560135**	Start Node: **19040**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **19040**	End Offset: **0**	☐ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
19040	0560135 - 0.09	Int of CHESTNUT ST CUMBERLAND AV	2	8	0	0	0	0	8	0.0	2.581	1.03	0.40	2.59
												Statewide Crash Rate:	0.13	
Study Years:	3.00	**NODE TOTALS:**		8	0	0	0	0	8	0.0	2.581	1.03	0.40	2.59

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	10	23-Bicyclist	0
2-(Sport) Utility Vehicle	2	24-Witness	0
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	3	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	**Total**	**17**
8-Transit Bus	1		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	1		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	6	1	0	0	0	8
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	2	0	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	**7**	**7**	**1**	**0**	**0**	**0**	**15**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	7	7	1	0	0	0	15
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**7**	**7**	**1**	**0**	**0**	**0**	**15**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	3	0	0	0	0	3
25-29	2	0	0	0	0	2
30-39	4	0	0	0	0	4
40-49	2	0	0	0	0	2
50-59	1	0	0	0	0	1
60-69	3	0	0	0	0	3
70-79	1	0	0	0	0	1
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	**17**	**0**	**0**	**0**	**0**	**17**

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	8	0
Total	**8**	**0**

Road Character

Road Grade	Total
1-Level	7
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**8**

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**8**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2021	2022	2023	Total
JANUARY	0	2	0	2
FEBRUARY	2	0	0	2
MARCH	0	0	0	0
APRIL	0	1	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	1	0	1
SEPTEMBER	0	0	0	0
OCTOBER	0	1	0	1
NOVEMBER	0	1	0	1
DECEMBER	0	0	0	0
Total	**2**	**6**	**0**	**8**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **CUMBERLAND** TOWN: **PORTLAND**

LOW NODE: **18792** HIGH NODE: **18806** REGION: **1** U/R: **URBAN**

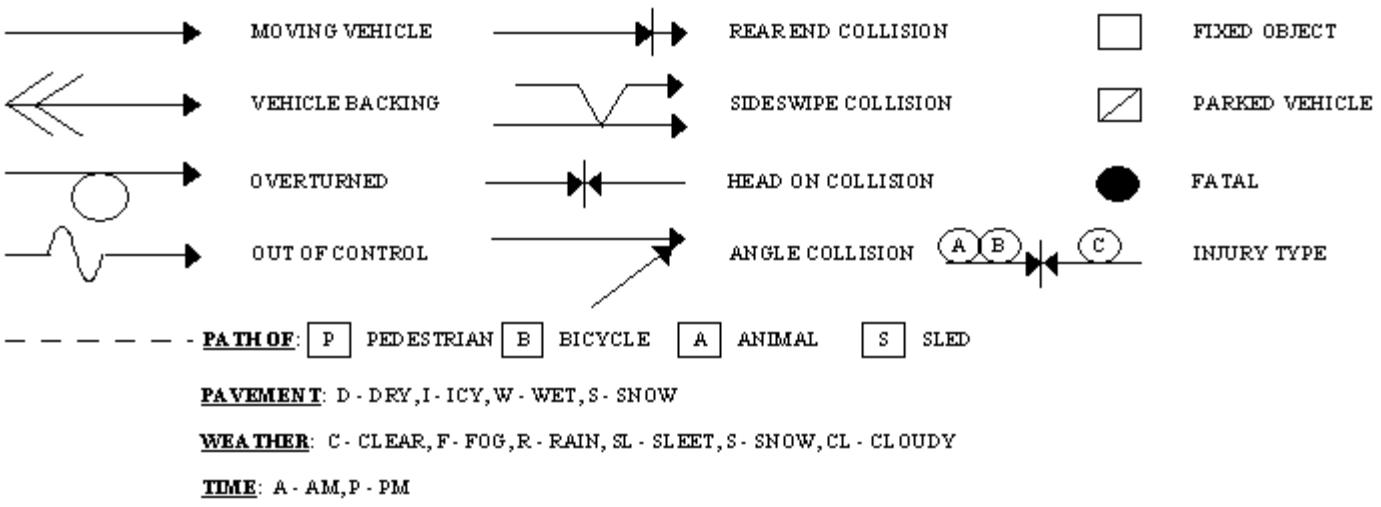
DESCRIPTION: **Federal St W from Pearl St to Newbury St W**

RTE # / RD #: **0560270** DATE DRAWN: **6/11/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **15506.98** CRF: **10.55** % INJURY: **0** TOTAL CRASHES: **13**

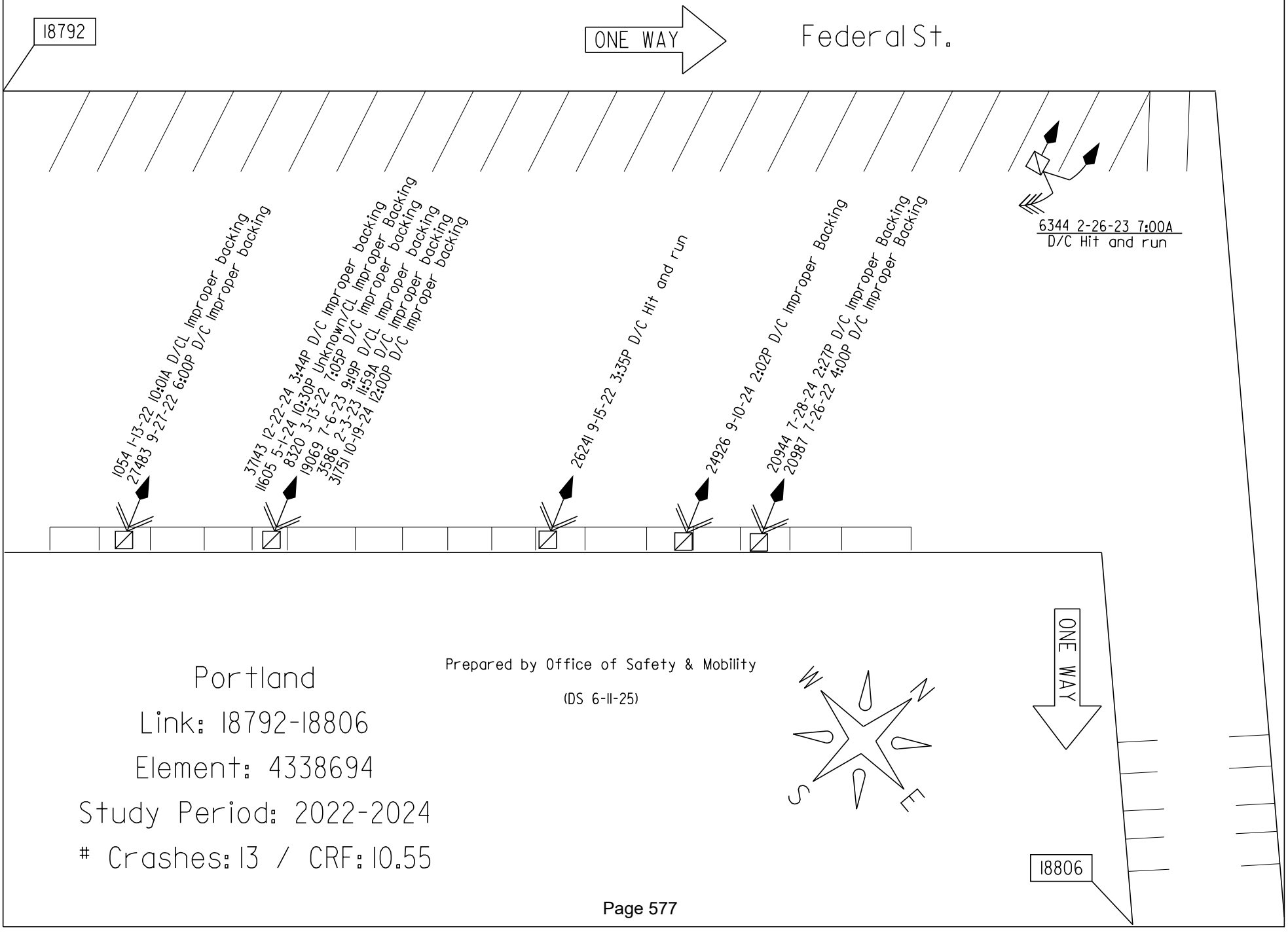
LEGEND

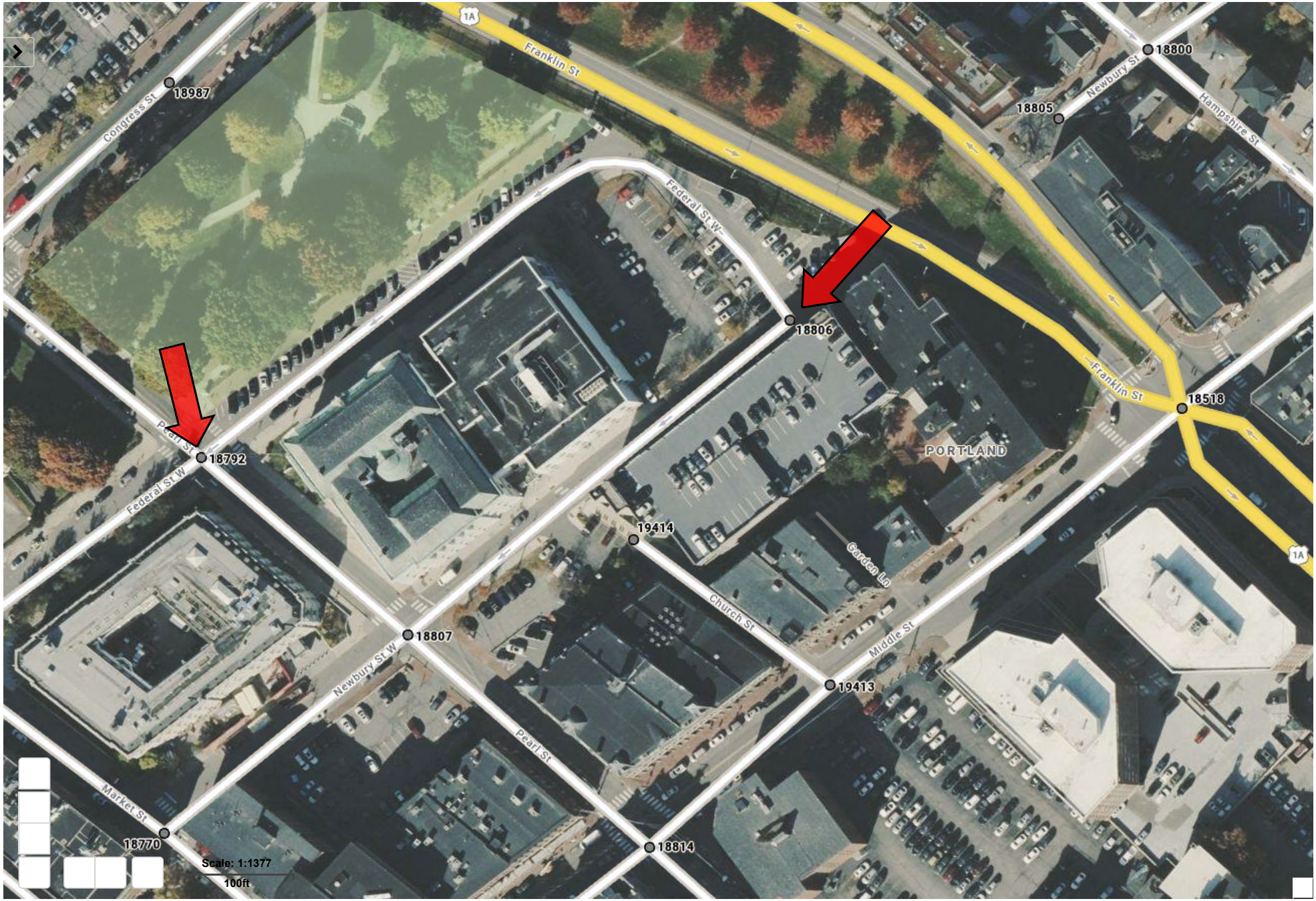


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM


18792
ONE WAY
Federal St.
1054 1-13-22 10:01A D/CL Improper backing
27483 9-21-22 6:00P D/C Improper backing
37143 12-22-24 3:44P D/C Improper backing
11605 5-1-24 10:30P Unknown/CL Improper Backing
8320 3-13-22 7:05P D/C Improper backing
19069 7-6-23 9:19P D/CL Improper backing
3586 2-3-23 11:59A D/C Improper backing
31751 10-19-24 12:00P D/C Improper backing
26241 9-15-22 3:35P D/C Hit and run
24926 9-10-24 2:02P D/C Improper Backing
20944 7-28-24 2:27P D/C Improper Backing
20987 7-26-22 4:00P D/C Improper Backing
6344 2-26-23 7:00A
D/C Hit and run
ONE WAY
18806
Portland
Link: 18792-18806
Element: 4338694
Study Period: 2022-2024
Crashes: 13 / CRF: 10.55
Prepared by Office of Safety & Mobility
(DS 6-11-25)
N
S
E
W


1A
Franklin St
18987
Congress St
18800
18805
Newbury St
Hampshire St
Federal St W
18806
Franklin St
18518
Pearl St
18792
Federal St W
PORTLAND
19414
Garden Ln
1A
Church St
18807
Newbury St W
Middle St
19413
Pearl St
Market St
18770
18814
Scale: 1:1377
100ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

(No description).

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: **0560270**	Start Node: **18806**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18792**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18792	18806	4338694	0 - 0.12	0560270 - 0	0.12	2	13	0	0	0	0	12	0.0	0.00028	15506.98	1469.76	10.55
Int of FEDERAL ST W		PEARL ST		RD INV 05 60270											Statewide Crash Rate: 365.43		
Study Years: 3.00				**Section Totals:**	0.12		13	0	0	0	0	12	0.0	0.00028	15506.98	1469.79	10.55

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18792	18806	4338694	0 - 0.12	0560270 - 0	13	0	0	0	0	12	2023-6344	02/26/2023	0.06	
											2024-24926	09/10/2024	0.07	PD
											2024-20944	07/28/2024	0.07	PD
											2022-20987	07/26/2022	0.07	PD
											2022-26241	09/15/2022	0.08	PD
											2024-31751	10/19/2024	0.09	PD
											2024-11605	05/01/2024	0.10	PD
											2023-19069	07/06/2023	0.10	PD
											2023-3586	02/03/2023	0.10	PD
											2022-8320	03/13/2022	0.10	PD
											2024-37143	12/22/2024	0.10	PD
											2022-27483	09/27/2022	0.11	PD
											2022-1054	01/13/2022	0.11	PD
				Totals:	13	0	0	0	0	12				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day PM													
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	2	1	0	1	1	0	1	1	0	0	**13**

Vehicle Counts by Type

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

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	2
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	**27**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	3	0	0	0	0	3
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	10	0	0	0	0	0	10
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	**11**	**3**	**0**	**0**	**0**	**0**	**14**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	1	0	0	0	0	11
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	1	1	0	0	0	0	2
Total	**11**	**2**	**0**	**0**	**0**	**0**	**13**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	4	0	0	0	0	4
25-29	2	0	0	0	0	2
30-39	5	0	0	0	0	5
40-49	2	0	0	0	0	2
50-59	1	0	0	0	0	1
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	9	0	0	0	0	9
Total	**26**	**0**	**0**	**0**	**0**	**26**

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	12	0
Total	**12**	**0**

Road Character

Road Grade	Total
1-Level	13
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**13**

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	10
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**13**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	0	0	1
FEBRUARY	0	2	0	2
MARCH	1	0	0	1
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	0	0	0	0
JULY	1	1	1	3
AUGUST	0	0	0	0
SEPTEMBER	2	0	1	3
OCTOBER	0	0	1	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	1	1
Total	**5**	**3**	**5**	**13**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	0	9
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	1	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **CUMBERLAND** TOWN: **PORTLAND**

LOW NODE: **18812** HIGH NODE: **18986** REGION: **1** U/R: **URBAN**

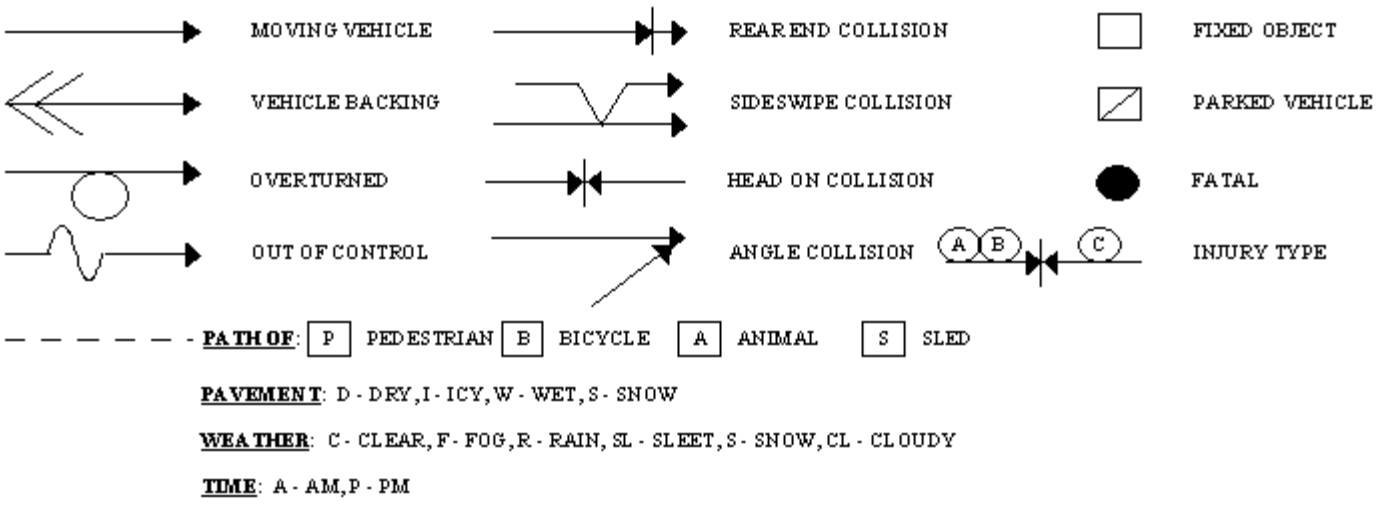
DESCRIPTION: **Cumberland Ave from Pearl St to Wilmot St**

RTE # / RD #: **0561238** DATE DRAWN: **6/12/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **2037.1** CRF: **3.76** % INJURY: **12.5** TOTAL CRASHES: **8**

LEGEND



Portland

Link: 18812-18986

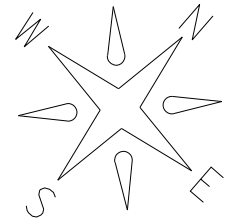
Element: 3122292

Study period: 2022-2024

# of Crashes: 8 / CRF: 3.76

Prepared by Office of Safety & Mobility

(DS 6/12/25)



18812

18986

30479 8-21-24 11:46P
D/C Hit & Run

8488 3-15-22 10:58A
D/C Follow too Close

25979 9-7-23 9:09A D/C Fail to Yield

2287 1-21-22 1:45P
D/C Hit & Run

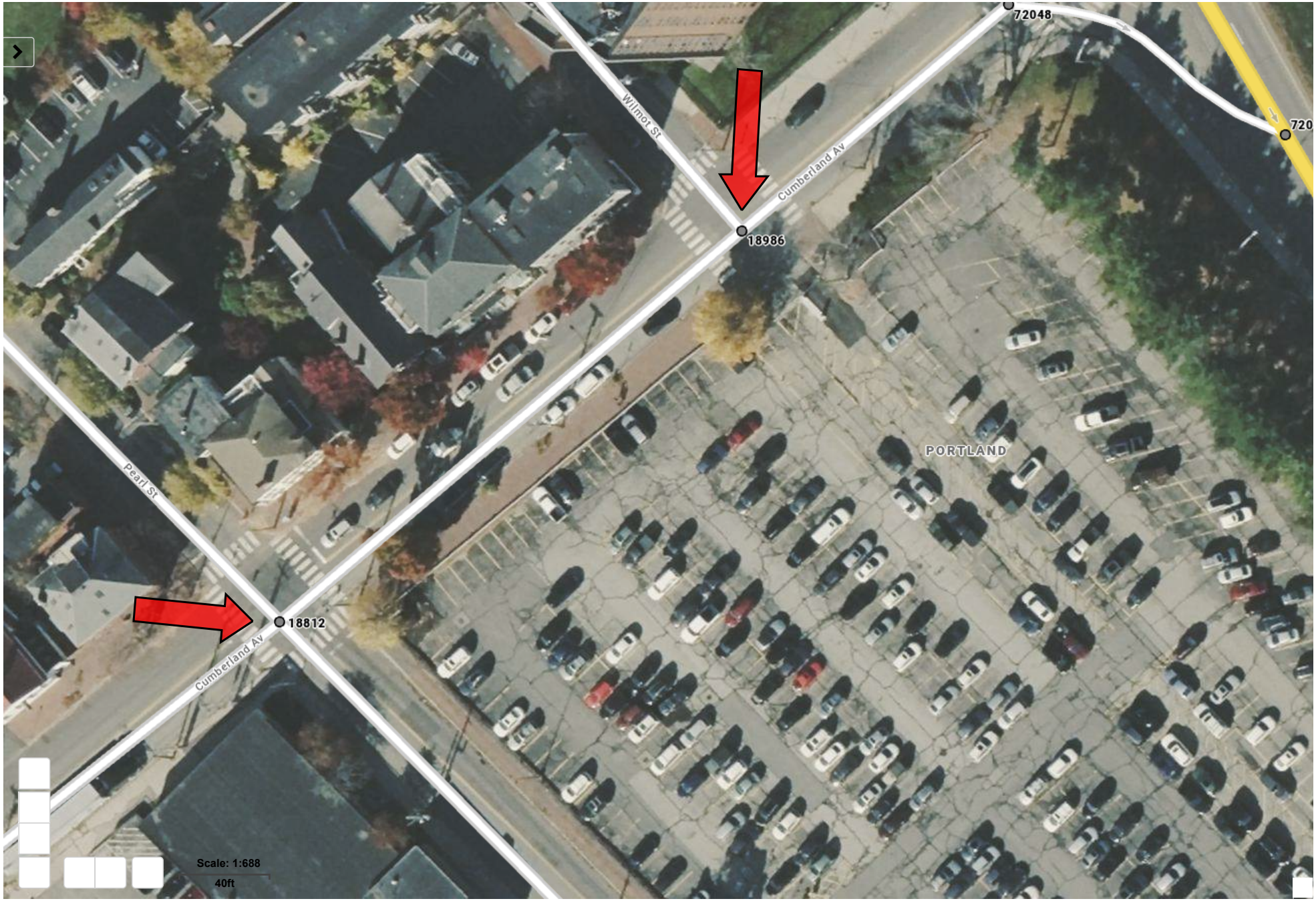
3116 1-30-23 6:23P D/C
Fail to Keep in Lane

24053 8-20-23 1:28A
D/C OUI

5187 2-15-22 7:40A D/C
Fail to Keep in Lane

10192 4-3-23 11:46A D/C
Improper Turn

Cumberland Ave


72048
720
Wilmot St
Cumberland Av
18986
PORTLAND
Pearl St
18812
Cumberland Av
Scale: 1:688
40ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Portland
Cumberland Ave from Pearl St to Wilmot St

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: **0561238**	Start Node: **18812**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18986**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18812	18986	3122292	0 - 0.05	0561238 - 0.68	0.05	2	8	0	0	0	1	6	14.3	0.00131	2037.07	542.15	3.76
Int of CUMBERLAND AV PEARL ST				RD INV 05 61238											Statewide Crash Rate: 156.02		
Study Years: 3.00				**Section Totals:**	0.05		8	0	0	0	1	6	12.5	0.00131	2037.07	542.14	3.76

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18812	18986	3122292	0 - 0.05	0561238 - 0.68	8	0	0	0	1	6	2024-30479	08/21/2024	0.69	
											2023-3116	01/30/2023	0.70	PD
											2022-8488	03/15/2022	0.70	PD
											2023-24053	08/20/2023	0.71	PD
											2022-2287	01/21/2022	0.72	C
											2023-10192	04/03/2023	0.72	PD
											2022-5187	02/15/2022	0.72	PD
											2023-25979	09/07/2023	0.72	PD
				Totals:	8	0	0	0	1	6				

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	5	23-Bicyclist	0
2-(Sport) Utility Vehicle	5	24-Witness	0
3-Passenger Van	0	25-Other	2
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	2	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	1	**Total**	**16**
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	1	0	0	0	0	2
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	1	0	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	2	0	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	**7**	**1**	**0**	**0**	**0**	**0**	**8**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	6	1	0	0	0	0	7
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	**7**	**1**	**0**	**0**	**0**	**0**	**8**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	1	0	0	0	0	1
25-29	2	0	0	0	0	2
30-39	2	0	0	0	0	2
40-49	1	0	0	0	0	1
50-59	3	0	0	0	0	3
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	6	0	0	0	0	6
Total	**16**	**0**	**0**	**0**	**0**	**16**

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	1	1
PD	6	0
Total	**7**	**1**

Road Character

Road Grade	Total
1-Level	7
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**8**

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	5
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**8**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	1	0	2
FEBRUARY	1	0	0	1
MARCH	1	0	0	1
APRIL	0	1	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	1	1	2
SEPTEMBER	0	1	0	1
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	**3**	**4**	**1**	**8**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	5	0	0	0	0	0	0	0	0	0	0	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Portland
Myrtle St-Pearl St-Congress St-Cumberland Ave area

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: **0560571**	Start Node: **18813**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **18812**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0560527**	Start Node: **18772**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **18990**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0561238**	Start Node: **18990**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18812**	End Offset: **0**	☑ **Exclude Last Node**
Route: **0560160**	Start Node: **18813**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **18772**	End Offset: **0**	☑ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18813	0560571 - 0.31	Int of CONGRESS ST PEARL ST	9	8	0	0	0	1	7	12.5	4.540	0.59	1.23	0.48
												Statewide Crash Rate:	0.69	
18812	0560571 - 0.40	Int of CUMBERLAND AV PEARL ST	9	10	0	0	0	1	9	10.0	3.979	0.84	1.27	0.66
												Statewide Crash Rate:	0.69	
18772	0560527 - 0	Int of CONGRESS ST MARKET ST MYRTLE ST	2	7	0	0	0	3	4	42.9	4.424	0.53	0.39	1.37
												Statewide Crash Rate:	0.15	
18990	0560527 - 0.09	Int of CUMBERLAND AV MYRTLE ST	2	2	0	0	0	0	2	0.0	2.404	0.28	0.41	0.68
												Statewide Crash Rate:	0.13	
18994	0561238 - 0.64	Int of CHAPEL ST CUMBERLAND AV	2	2	0	0	0	1	1	50.0	2.510	0.27	0.40	0.68
												Statewide Crash Rate:	0.13	
Study Years:	3.00	**NODE TOTALS:**		29	0	0	0	6	23	20.7	17.857	0.54	0.62	0.88

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18812	18813	5080413	0 - 0.09	0560571 - 0.31	0.09	2	1	0	0	0	0	1	0.0	0.00106	313.18	1079.88	0.29
Int of CUMBERLAND AV PEARL ST				RD INV 05 60571											Statewide Crash Rate: 365.24		
18772	18990	194351	0 - 0.09	0560527 - 0	0.09	2	4	0	0	0	0	3	0.0	0.00030	4479.97	1452.81	3.08
Int of CONGRESS ST MARKET ST MYRTLE ST				RD INV 05 60527											Statewide Crash Rate: 365.24		
18990	18994	3106833	0 - 0.02	0561238 - 0.62	0.02	2	1	0	0	0	0	0	0.0	0.00038	869.59	671.56	1.29
Int of CUMBERLAND AV MYRTLE ST				RD INV 05 61238											Statewide Crash Rate: 156.39		
18812	18994	3119280	0 - 0.04	0561238 - 0.64	0.04	2	3	0	0	1	1	1	66.7	0.00124	805.61	550.02	1.46
Int of CUMBERLAND AV PEARL ST				RD INV 05 61238											Statewide Crash Rate: 156.39		
18772	18813	3938300	0 - 0.06	0560160 - 0.87	0.06	2	1	0	0	0	0	1	0.0	0.00193	173.04	603.33	0.29
Int of CONGRESS ST MARKET ST MYRTLE ST				RD INV 05 60160											Statewide Crash Rate: 204.85		
Study Years: 3.00				**Section Totals:**	0.30		10	0	0	1	1	6	20.0	0.00491	678.49	523.45	1.30
				Grand Totals:	0.30		39	0	0	1	7	29	20.5	0.00491	2646.09	684.18	3.87

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18812	18813	5080413	0 - 0.09	0560571 - 0.31	1	0	0	0	0	1	2024-20552	07/28/2024	0.35	PD
18772	18990	194351	0 - 0.09	0560527 - 0	4	0	0	0	0	3	2024-4509	02/10/2024	0.04	PD
											2023-4946	02/14/2023	0.05	PD
											2023-22464	08/04/2023	0.07	
											2024-4135	02/08/2024	0.08	PD
18990	18994	3106833	0 - 0.02	0561238 - 0.62	1	0	0	0	0	0	2022-26146	09/13/2022	0.63	
18812	18994	3119280	0 - 0.04	0561238 - 0.64	3	0	0	1	1	1	2022-37731	10/15/2022	0.65	PD
											2024-20553	07/28/2024	0.67	B
											2024-20723	07/29/2024	0.67	C
18772	18813	3938300	0 - 0.06	0560160 - 0.87	1	0	0	0	0	1	2022-20904	07/26/2022	0.91	PD
				Totals:	10	0	0	1	1	6				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												Hour of Day PM												
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	1	2	0	8
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	6
WEDNESDAY	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	1	0	6
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	1	0	0	0	0	1	1	0	7
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	5
Totals	0	1	0	0	0	0	0	4	1	2	2	0	1	1	2	3	2	8	1	2	2	1	2	4	0	**39**

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	35
2-(Sport) Utility Vehicle	26
3-Passenger Van	3
4-Cargo Van (10K lbs or Less)	1
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	2
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	3
24-Witness	5
25-Other	2
26-Construction	1
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	**85**

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	8	22	1	0	0	0	31
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	6	0	0	0	0	0	6
Ran Red Light	5	0	0	0	0	0	5
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	1	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	2	1	0	0	0	0	3
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	6	0	0	0	0	0	6
Failed to Keep in Proper Lane	1	1	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	2	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	3	0	0	0	0	0	3
Unknown	2	1	0	0	0	0	3
Total	**35**	**28**	**1**	**0**	**0**	**0**	**64**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	34	26	1	0	0	3	64
Physically Impaired	0	0	0	0	0	1	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	1	0	0	0	0	2
Other	0	0	0	0	0	0	0
Total	**35**	**27**	**1**	**0**	**0**	**4**	**67**

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	6	0	0	0	0	6
20-24	10	0	0	0	0	10
25-29	7	0	0	0	0	7
30-39	11	0	0	0	0	11
40-49	9	0	0	0	0	9
50-59	10	0	0	0	0	10
60-69	12	0	0	0	0	12
70-79	2	0	0	0	0	2
80-Over	1	0	0	0	0	1
Unknown	8	3	0	1	0	12
Total	**76**	**3**	**0**	**1**	**0**	**80**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**75**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	67		
14-Parked Motor Vehicle	8		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	7	8
PD	29	0
Total	**37**	**9**

Road Character

Road Grade	Total
1-Level	37
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**39**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	17
2-Traffic Signals (Flashing)	2
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	5
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	14
14-Other	0
Total	**39**

Light

Light Condition	Total
1-Daylight	25
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	13
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	1
Total	**39**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	0	2	3
FEBRUARY	0	2	2	4
MARCH	2	1	1	4
APRIL	2	0	1	3
MAY	2	2	0	4
JUNE	1	1	0	2
JULY	2	0	4	6
AUGUST	0	2	2	4
SEPTEMBER	1	0	1	2
OCTOBER	2	0	0	2
NOVEMBER	3	0	2	5
DECEMBER	0	0	0	0
Total	**16**	**8**	**15**	**39**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	8	0	1	6	0	1	0	0	0	0	0	0	0	0	16
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	16	0	0	0	0	0	0	0	0	0	0	16
Pedestrians	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**8**	**0**	**2**	**27**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	7	0	0	0	0	0	0	0	0	0	0	7
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	18	0	0	0	0	0	0	0	0	0	0	18
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0	0	1
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	1	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	1	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	3	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**8**	**39**

PEDESTRIAN CRASHES



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.03 Miles

1 inch = 0.03 miles

Date: 5/12/2025
Time: 3:24:56 PM

BICYCLE CRASHES



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.03 Miles

1 inch = 0.03 miles

Date: 5/12/2025
Time: 3:27:16 PM

Appendix B. Traffic Count Data

Accurate Counts

978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 1

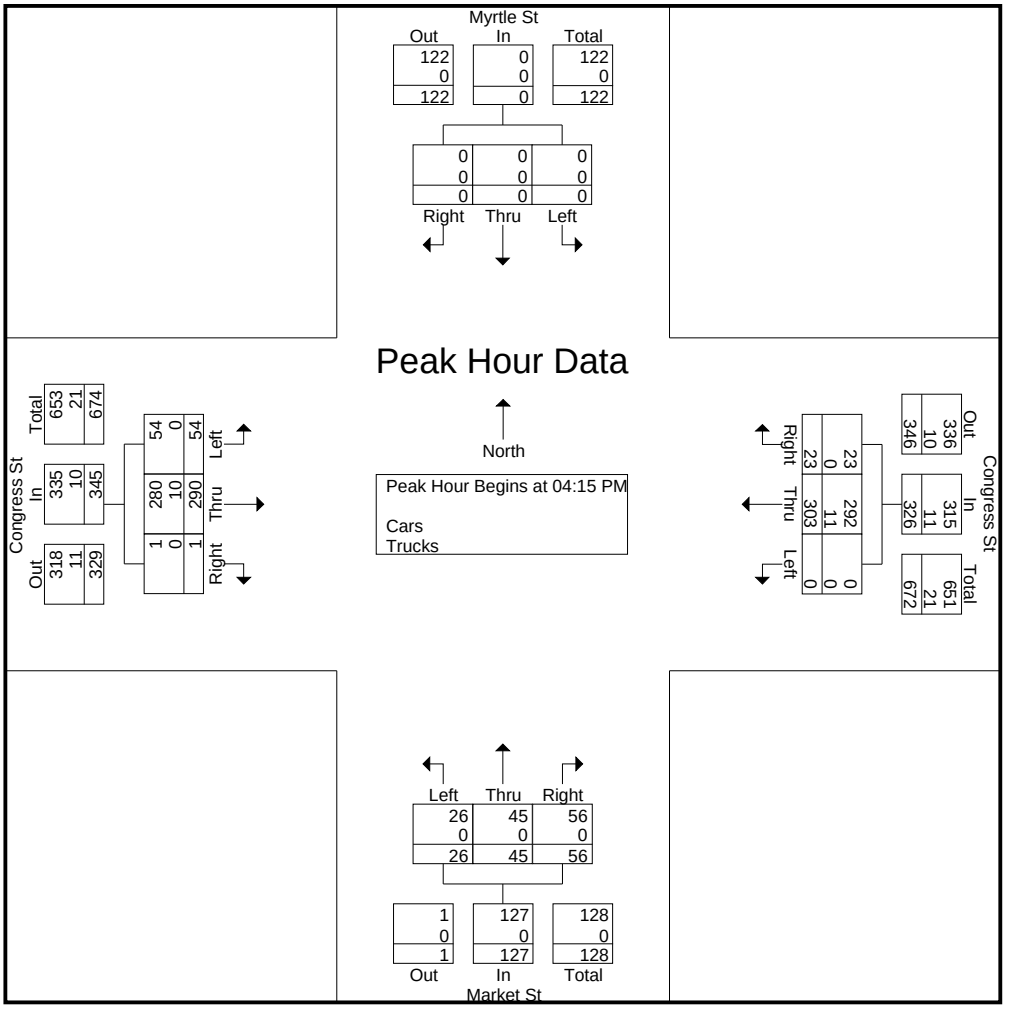
Groups Printed- Cars - Trucks

	Myrtle St From North			Congress St From East			Market St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	66	8	3	7	10	8	59	0	161
04:15 PM	0	0	0	0	74	8	7	10	18	14	75	1	207
04:30 PM	0	0	0	0	85	7	7	7	11	8	74	0	199
04:45 PM	0	0	0	0	64	3	11	12	11	16	53	0	170
Total	0	0	0	0	289	26	28	36	50	46	261	1	737
05:00 PM	0	0	0	0	80	5	1	16	16	16	88	0	222
05:15 PM	0	0	0	0	73	7	8	10	8	14	73	0	193
05:30 PM	0	0	0	0	79	8	6	6	8	16	71	0	194
05:45 PM	0	0	0	0	66	6	6	7	6	11	81	0	183
Total	0	0	0	0	298	26	21	39	38	57	313	0	792
06:00 PM	0	0	0	0	62	4	4	7	7	6	75	0	165
06:15 PM	0	0	0	0	71	5	6	7	9	7	76	0	181
06:30 PM	0	0	0	0	61	10	7	2	15	12	53	0	160
06:45 PM	0	0	0	0	51	1	7	2	12	6	58	0	137
Total	0	0	0	0	245	20	24	18	43	31	262	0	643
07:00 PM	0	0	0	0	57	4	6	3	8	4	56	0	138
07:15 PM	0	0	0	0	35	2	0	3	8	2	45	0	95
07:30 PM	0	0	0	0	47	4	5	4	8	5	35	0	108
07:45 PM	0	0	0	0	38	4	6	5	8	8	45	0	114
Total	0	0	0	0	177	14	17	15	32	19	181	0	455
Grand Total	0	0	0	0	1009	86	90	108	163	153	1017	1	2627
Apprch %	0	0	0	0	92.1	7.9	24.9	29.9	45.2	13.1	86.8	0.1	
Total %	0	0	0	0	38.4	3.3	3.4	4.1	6.2	5.8	38.7	0	
Cars	0	0	0	0	970	86	90	108	162	153	982	1	2552
% Cars	0	0	0	0	96.1	100	100	100	99.4	100	96.6	100	97.1
Trucks	0	0	0	0	39	0	0	0	1	0	35	0	75
% Trucks	0	0	0	0	3.9	0	0	0	0.6	0	3.4	0	2.9

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	74	**8**	82	7	10	**18**	**35**	14	75	**1**	90	207
04:30 PM	0	0	0	0	0	**85**	7	**92**	7	7	11	25	8	74	0	82	199
04:45 PM	0	0	0	0	0	64	3	67	**11**	12	11	34	**16**	53	0	69	170
05:00 PM	0	0	0	0	0	80	5	85	1	**16**	16	33	16	**88**	0	**104**	**222**
Total Volume	0	0	0	0	0	303	23	326	26	45	56	127	54	290	1	345	798
% App. Total	0	0	0		0	92.9	7.1		20.5	35.4	44.1		15.7	84.1	0.3		
PHF	.000	.000	.000	.000	.000	.891	.719	.886	.591	.703	.778	.907	.844	.824	.250	.829	.899
Cars	0	0	0	0	0	292	23	315	26	45	56	127	54	280	1	335	777
% Cars	0	0	0	0	0	96.4	100	96.6	100	100	100	100	100	96.6	100	97.1	97.4
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	0	10	0	10	21
% Trucks	0	0	0	0	0	3.6	0	3.4	0	0	0	0	0	3.4	0	2.9	2.6

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 2

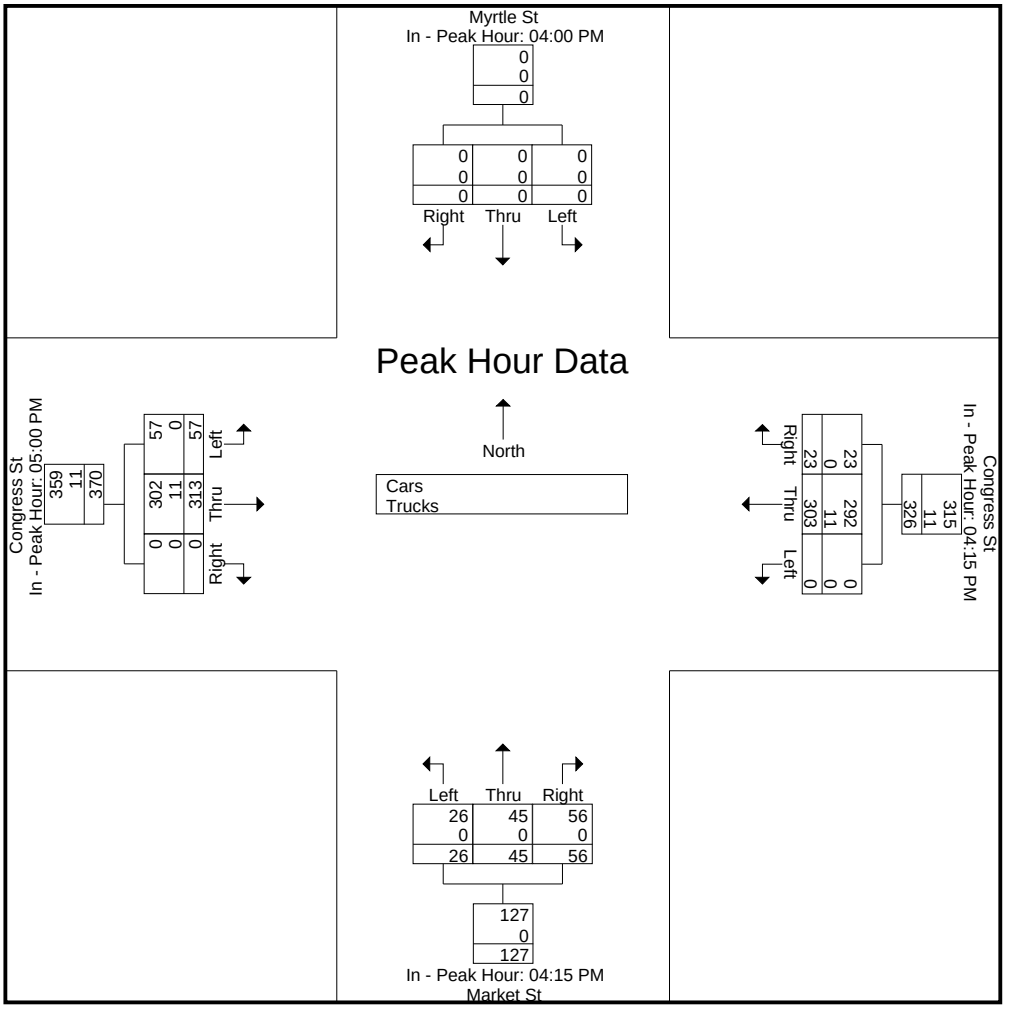


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				05:00 PM			
+0 mins.	0	0	0	0	0	74	**8**	82	7	10	**18**	**35**	**16**	**88**	0	**104**
+15 mins.	0	0	0	0	0	**85**	7	**92**	7	7	11	25	14	73	0	87
+30 mins.	0	0	0	0	0	64	3	67	**11**	12	11	34	16	71	0	87
+45 mins.	0	0	0	0	0	80	5	85	1	**16**	16	33	11	81	0	92
Total Volume	0	0	0	0	0	303	23	326	26	45	56	127	57	313	0	370
% App. Total	0	0	0		0	92.9	7.1		20.5	35.4	44.1		15.4	84.6	0	
PHF	.000	.000	.000	.000	.000	.891	.719	.886	.591	.703	.778	.907	.891	.889	.000	.889
Cars	0	0	0	0	0	292	23	315	26	45	56	127	57	302	0	359
% Cars	0	0	0	0	0	96.4	100	96.6	100	100	100	100	100	96.5	0	97
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	0	11	0	11
% Trucks	0	0	0	0	0	3.6	0	3.4	0	0	0	0	0	3.5	0	3

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025

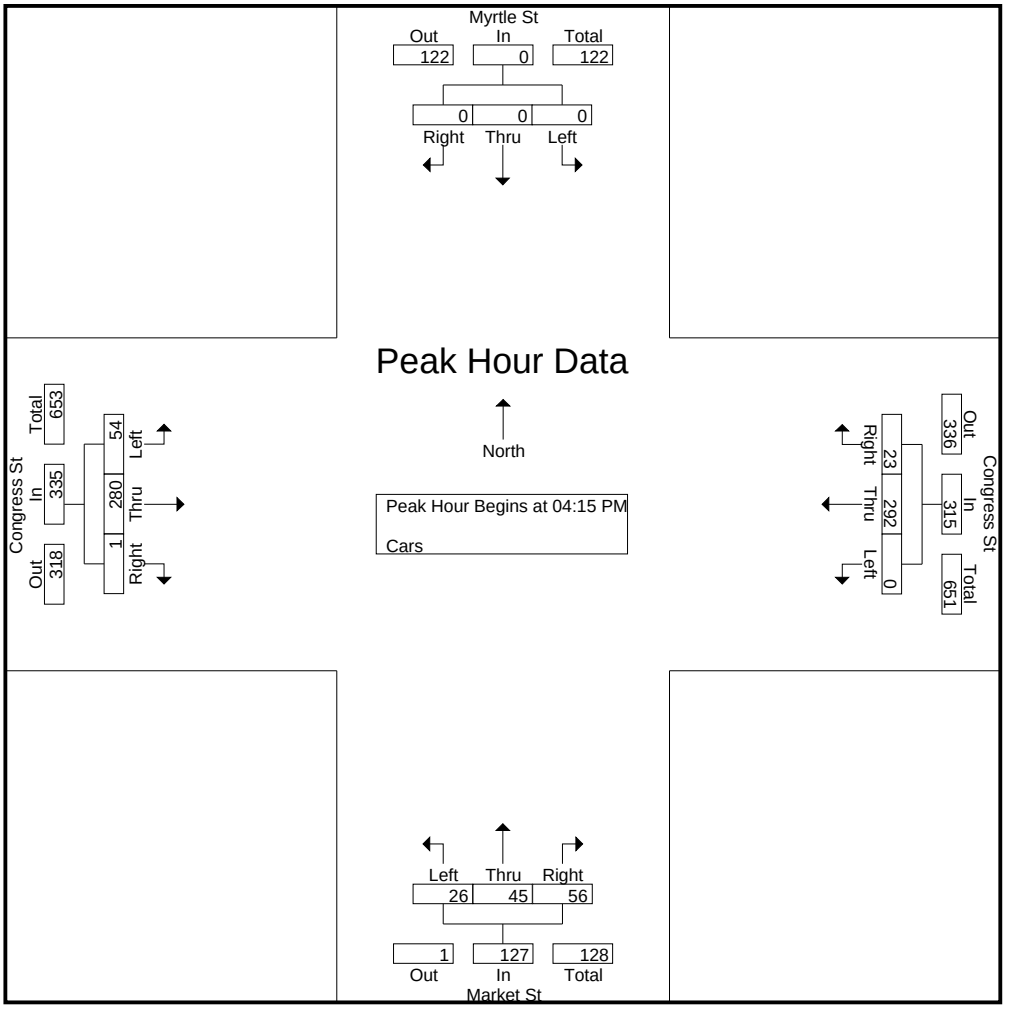
Groups Printed- Cars

	Myrtle St From North			Congress St From East			Market St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	64	8	3	7	10	8	57	0	157
04:15 PM	0	0	0	0	70	8	7	10	18	14	73	1	201
04:30 PM	0	0	0	0	84	7	7	7	11	8	71	0	195
04:45 PM	0	0	0	0	59	3	11	12	11	16	52	0	164
Total	0	0	0	0	277	26	28	36	50	46	253	1	717
05:00 PM	0	0	0	0	79	5	1	16	16	16	84	0	217
05:15 PM	0	0	0	0	70	7	8	10	8	14	71	0	188
05:30 PM	0	0	0	0	77	8	6	6	8	16	69	0	190
05:45 PM	0	0	0	0	64	6	6	7	6	11	78	0	178
Total	0	0	0	0	290	26	21	39	38	57	302	0	773
06:00 PM	0	0	0	0	60	4	4	7	7	6	73	0	161
06:15 PM	0	0	0	0	69	5	6	7	9	7	73	0	176
06:30 PM	0	0	0	0	58	10	7	2	15	12	51	0	155
06:45 PM	0	0	0	0	48	1	7	2	12	6	57	0	133
Total	0	0	0	0	235	20	24	18	43	31	254	0	625
07:00 PM	0	0	0	0	57	4	6	3	8	4	53	0	135
07:15 PM	0	0	0	0	33	2	0	3	8	2	43	0	91
07:30 PM	0	0	0	0	42	4	5	4	8	5	34	0	102
07:45 PM	0	0	0	0	36	4	6	5	7	8	43	0	109
Total	0	0	0	0	168	14	17	15	31	19	173	0	437
Grand Total	0	0	0	0	970	86	90	108	162	153	982	1	2552
Apprch %	0	0	0	0	91.9	8.1	25	30	45	13.5	86.4	0.1	
Total %	0	0	0	0	38	3.4	3.5	4.2	6.3	6	38.5	0	

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	70	**8**	78	7	10	**18**	**35**	14	73	**1**	88	201
04:30 PM	0	0	0	0	0	**84**	7	**91**	7	7	11	25	8	71	0	79	195
04:45 PM	0	0	0	0	0	59	3	62	**11**	12	11	34	**16**	52	0	68	164
05:00 PM	0	0	0	0	0	79	5	84	1	**16**	16	33	16	**84**	0	**100**	**217**
Total Volume	0	0	0	0	0	292	23	315	26	45	56	127	54	280	1	335	777
% App. Total	0	0	0		0	92.7	7.3		20.5	35.4	44.1		16.1	83.6	0.3		
PHF	.000	.000	.000	.000	.000	.869	.719	.865	.591	.703	.778	.907	.844	.833	.250	.838	.895

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 5

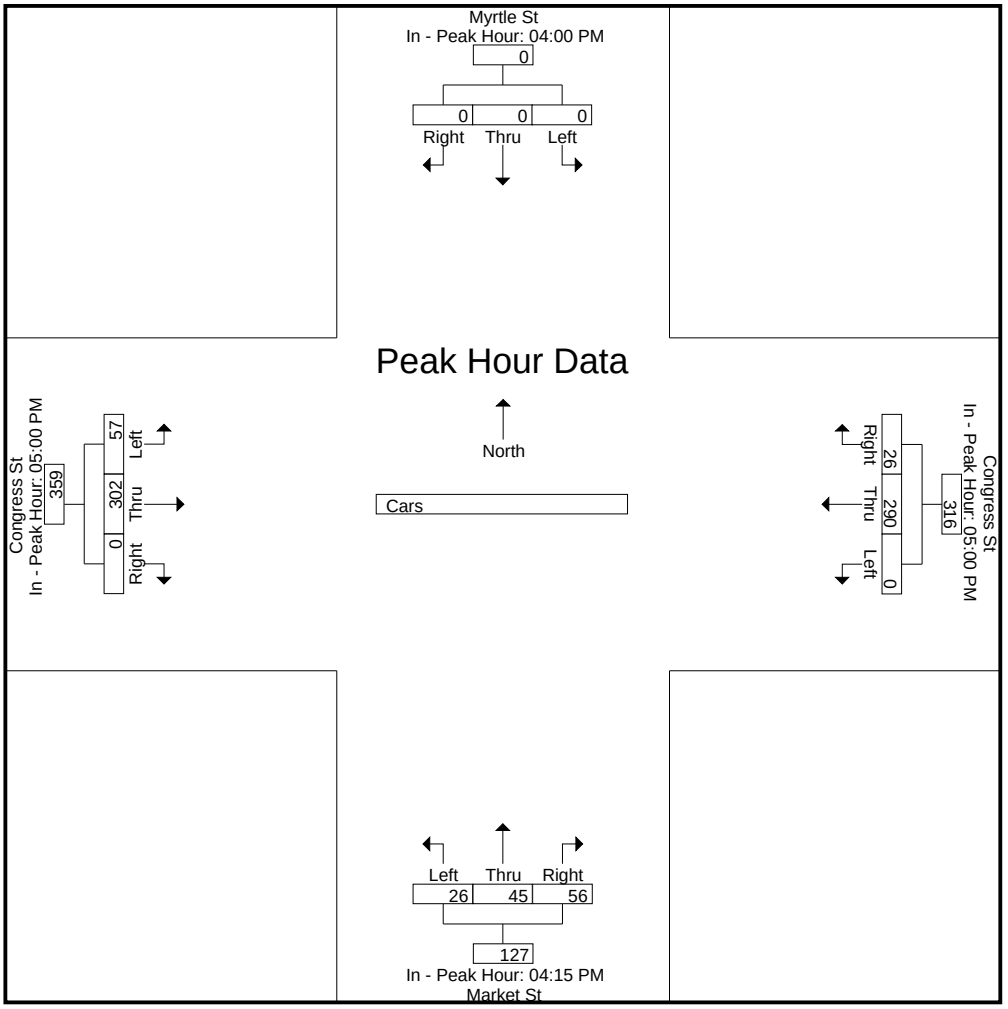


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**79**	5	84	7	10	**18**	**35**	**16**	**84**	0	**100**
+15 mins.	0	0	0	0	0	70	7	77	7	7	11	25	14	71	0	85
+30 mins.	0	0	0	0	0	77	**8**	**85**	**11**	12	11	34	16	69	0	85
+45 mins.	0	0	0	0	0	64	6	70	1	**16**	16	33	11	78	0	89
Total Volume	0	0	0	0	0	290	26	316	26	45	56	127	57	302	0	359
% App. Total	0	0	0		0	91.8	8.2		20.5	35.4	44.1		15.9	84.1	0	
PHF	.000	.000	.000	.000	.000	.918	.813	.929	.591	.703	.778	.907	.891	.899	.000	.898

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 7

Groups Printed- Trucks

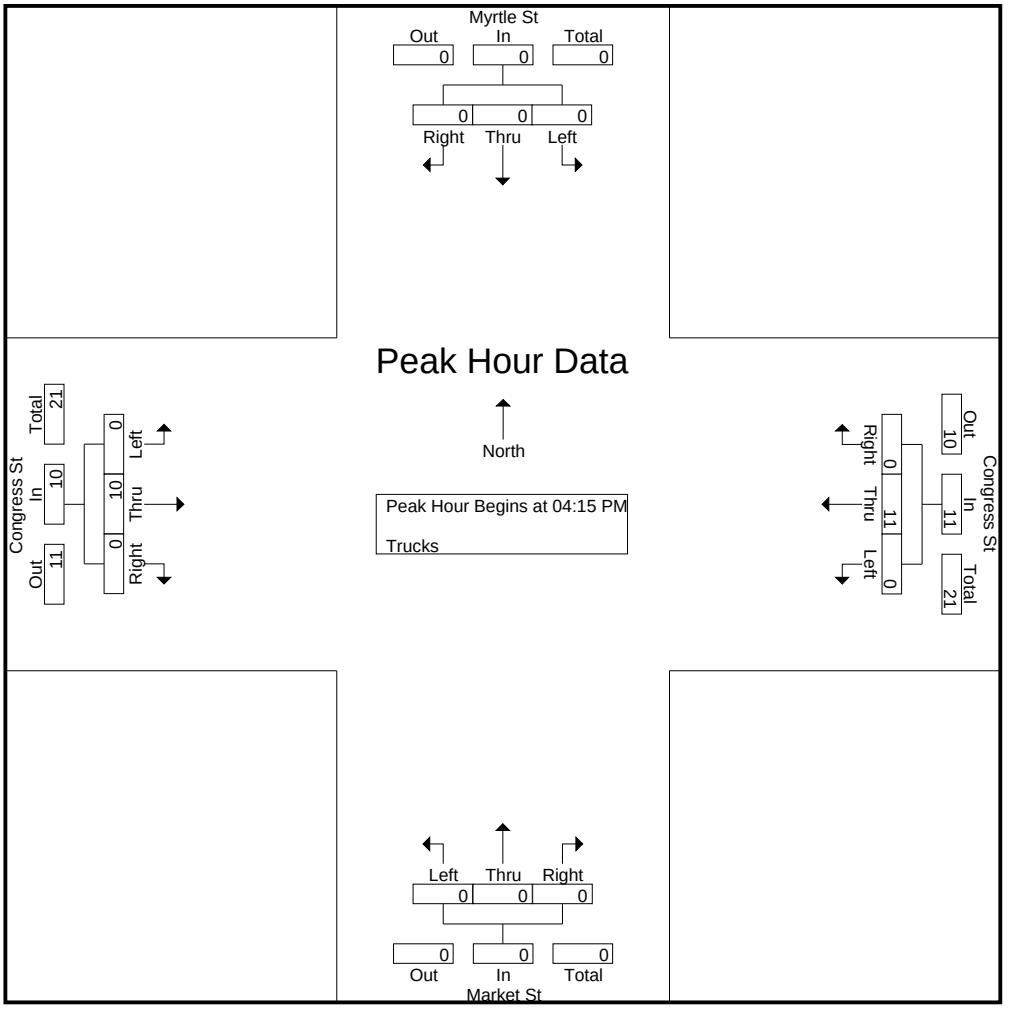
	Myrtle St From North			Congress St From East			Market St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
04:15 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
04:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
04:45 PM	0	0	0	0	5	0	0	0	0	0	1	0	6
Total	0	0	0	0	12	0	0	0	0	0	8	0	20
05:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
05:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	8	0	0	0	0	0	11	0	19
06:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
06:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
06:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	10	0	0	0	0	0	8	0	18
07:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
07:30 PM	0	0	0	0	5	0	0	0	0	0	1	0	6
07:45 PM	0	0	0	0	2	0	0	0	1	0	2	0	5
Total	0	0	0	0	9	0	0	0	1	0	8	0	18
Grand Total	0	0	0	0	39	0	0	0	1	0	35	0	75
Apprch %	0	0	0	0	100	0	0	0	100	0	100	0	
Total %	0	0	0	0	52	0	0	0	1.3	0	46.7	0	

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	**6**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	10	0	10	21
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.000	.625	.000	.625	.875

Accurate Counts
978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 8

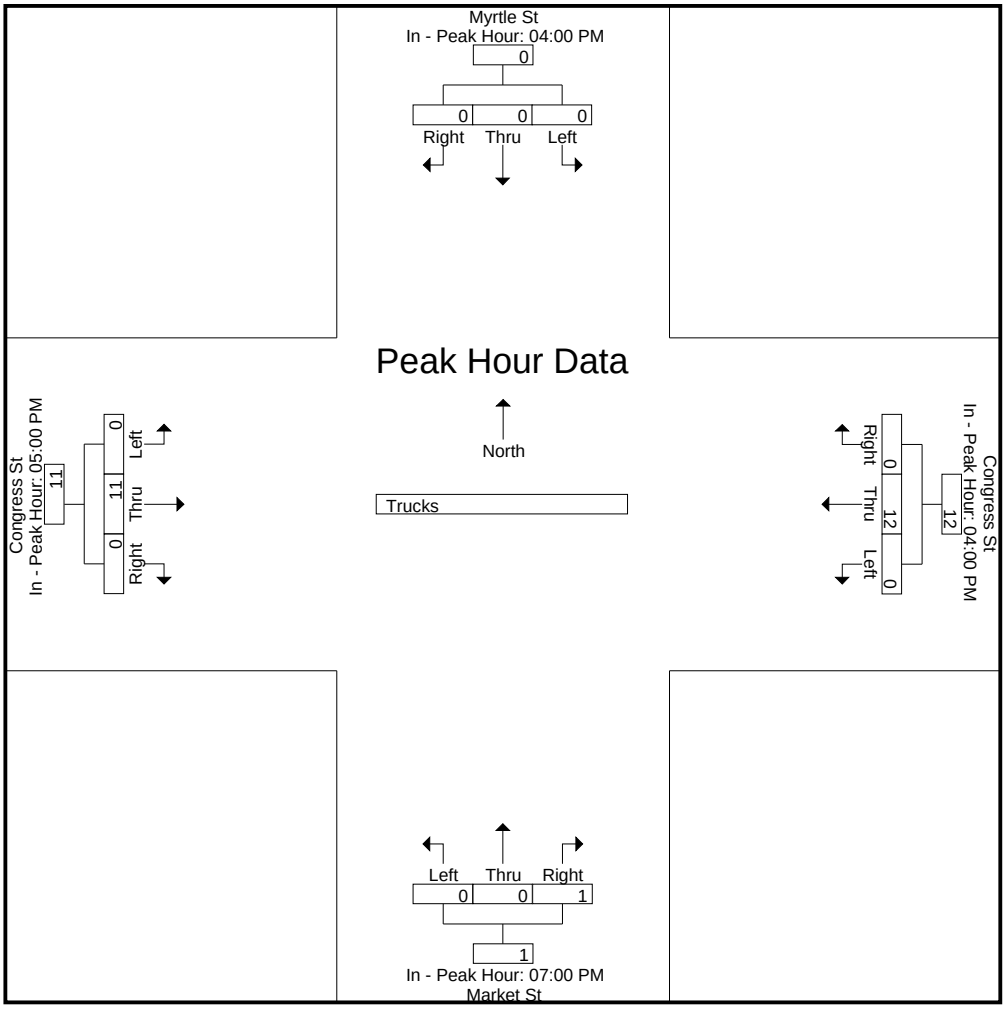


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				07:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	**5**	0	**5**	0	0	**1**	**1**	0	3	0	3
Total Volume	0	0	0	0	0	12	0	12	0	0	1	1	0	11	0	11
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.250	.250	.000	.688	.000	.688

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 9



Accurate Counts

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N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 10

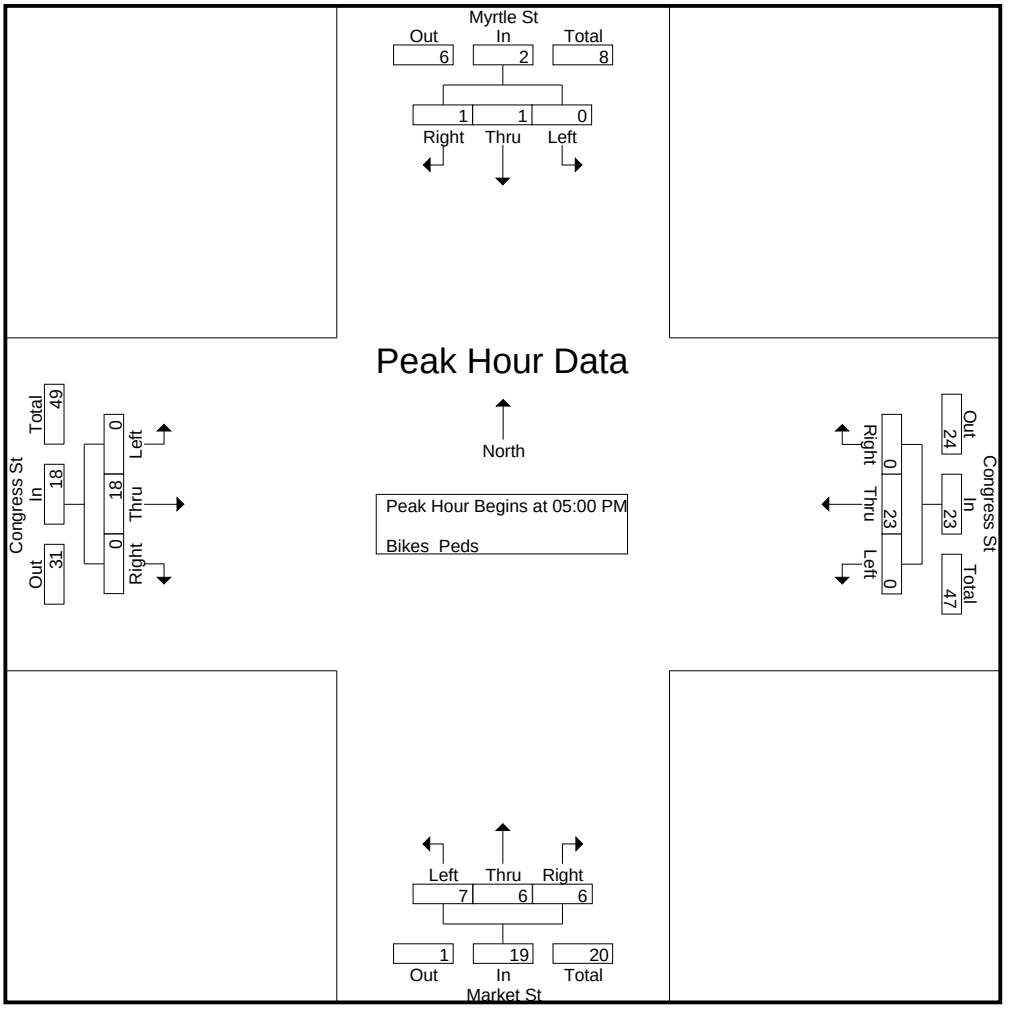
Groups Printed- Bikes Peds

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	17	0	4	0	8	0	0	0	11	0	1	0	15	51	5	56
04:15 PM	0	0	0	28	0	5	0	8	0	1	0	16	0	3	0	10	62	9	71
04:30 PM	0	0	0	36	0	0	0	11	0	0	1	26	0	5	0	11	84	6	90
04:45 PM	0	0	0	37	0	4	1	21	0	0	0	27	0	1	0	28	113	6	119
Total	0	0	0	118	0	13	1	48	0	1	1	80	0	10	0	64	310	26	336
05:00 PM	0	0	0	43	0	4	0	31	5	3	4	39	0	3	0	20	133	19	152
05:15 PM	0	1	1	44	0	13	0	43	0	2	1	27	0	5	0	22	136	23	159
05:30 PM	0	0	0	33	0	3	0	18	0	0	1	16	0	4	0	10	77	8	85
05:45 PM	0	0	0	38	0	3	0	19	2	1	0	23	0	6	0	13	93	12	105
Total	0	1	1	158	0	23	0	111	7	6	6	105	0	18	0	65	439	62	501
06:00 PM	0	0	0	53	0	5	0	14	1	0	0	28	0	3	0	11	106	9	115
06:15 PM	0	0	0	68	0	1	0	15	0	0	0	26	1	3	0	33	142	5	147
06:30 PM	0	0	0	55	0	2	0	34	0	0	3	24	0	6	0	51	164	11	175
06:45 PM	0	0	0	39	0	5	0	12	0	0	0	28	0	7	0	36	115	12	127
Total	0	0	0	215	0	13	0	75	1	0	3	106	1	19	0	131	527	37	564
07:00 PM	0	0	0	16	0	4	1	5	0	0	0	13	0	1	0	3	37	6	43
07:15 PM	0	0	0	8	0	2	0	8	0	0	0	17	1	3	0	2	35	6	41
07:30 PM	0	0	0	10	0	4	0	2	0	1	0	10	0	0	0	10	32	5	37
07:45 PM	0	0	0	7	0	7	0	2	0	0	2	12	0	1	0	5	26	10	36
Total	0	0	0	41	0	17	1	17	0	1	2	52	1	5	0	20	130	27	157
Grand Total	0	1	1	532	0	66	2	251	8	8	12	343	2	52	0	280	1406	152	1558
Apprch %	0	50	50		0	97.1	2.9		28.6	28.6	42.9		3.7	96.3	0				
Total %	0	0.7	0.7		0	43.4	1.3		5.3	5.3	7.9		1.3	34.2	0		90.2	9.8	

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	4	0	4	**5**	**3**	**4**	**12**	0	3	0	3	19
05:15 PM	0	**1**	**1**	**2**	0	**13**	0	**13**	0	2	1	3	0	5	0	5	**23**
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
05:45 PM	0	0	0	0	0	3	0	3	2	1	0	3	0	**6**	0	**6**	12
Total Volume	0	1	1	2	0	23	0	23	7	6	6	19	0	18	0	18	62
% App. Total	0	50	50		0	100	0		36.8	31.6	31.6		0	100	0		
PHF	.000	.250	.250	.250	.000	.442	.000	.442	.350	.500	.375	.396	.000	.750	.000	.750	.674

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 11

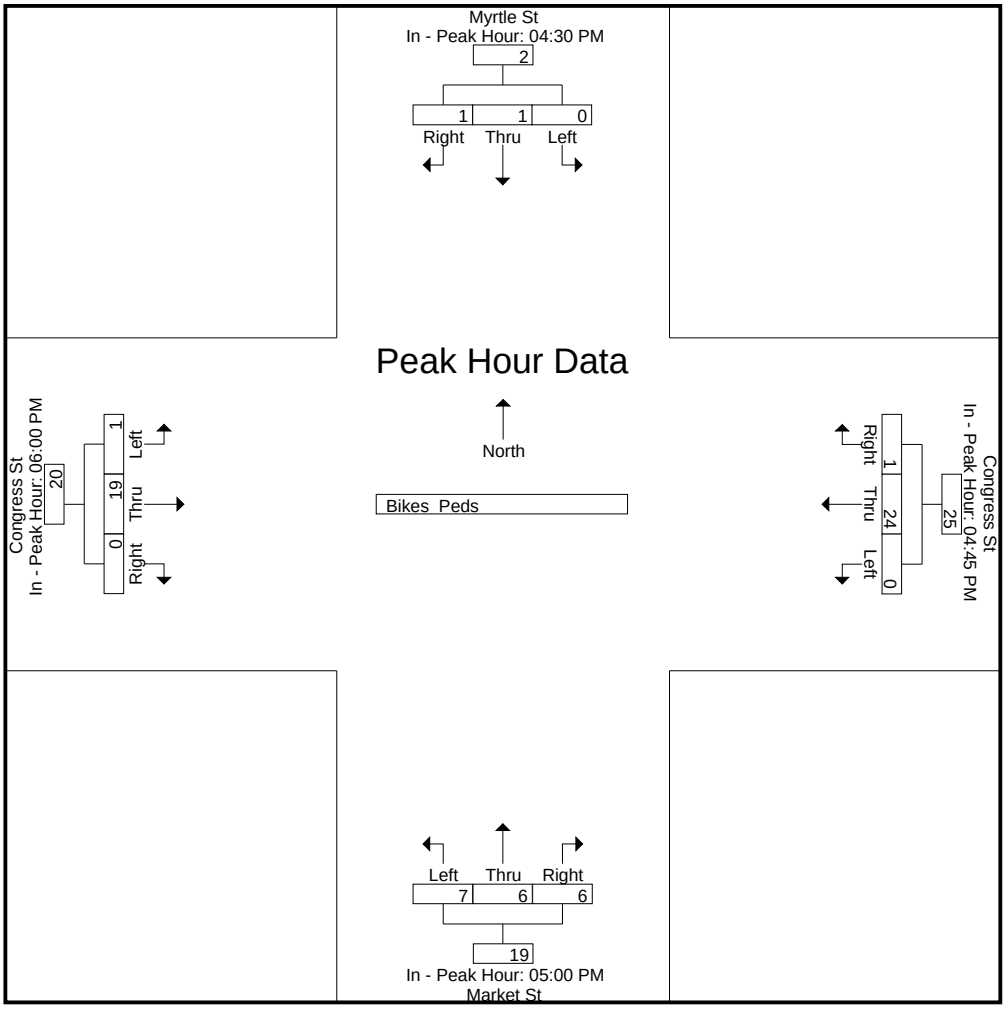


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				06:00 PM			
+0 mins.	0	0	0	0	0	4	**1**	5	**5**	**3**	**4**	**12**	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	2	1	3	**1**	3	0	4
+30 mins.	0	0	0	0	0	**13**	0	**13**	0	0	1	1	0	6	0	6
+45 mins.	0	**1**	**1**	**2**	0	3	0	3	2	1	0	3	0	**7**	0	**7**
Total Volume	0	1	1	2	0	24	1	25	7	6	6	19	1	19	0	20
% App. Total	0	50	50		0	96	4		36.8	31.6	31.6		5	95	0	
PHF	.000	.250	.250	.250	.000	.462	.250	.481	.350	.500	.375	.396	.250	.679	.000	.714

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 1

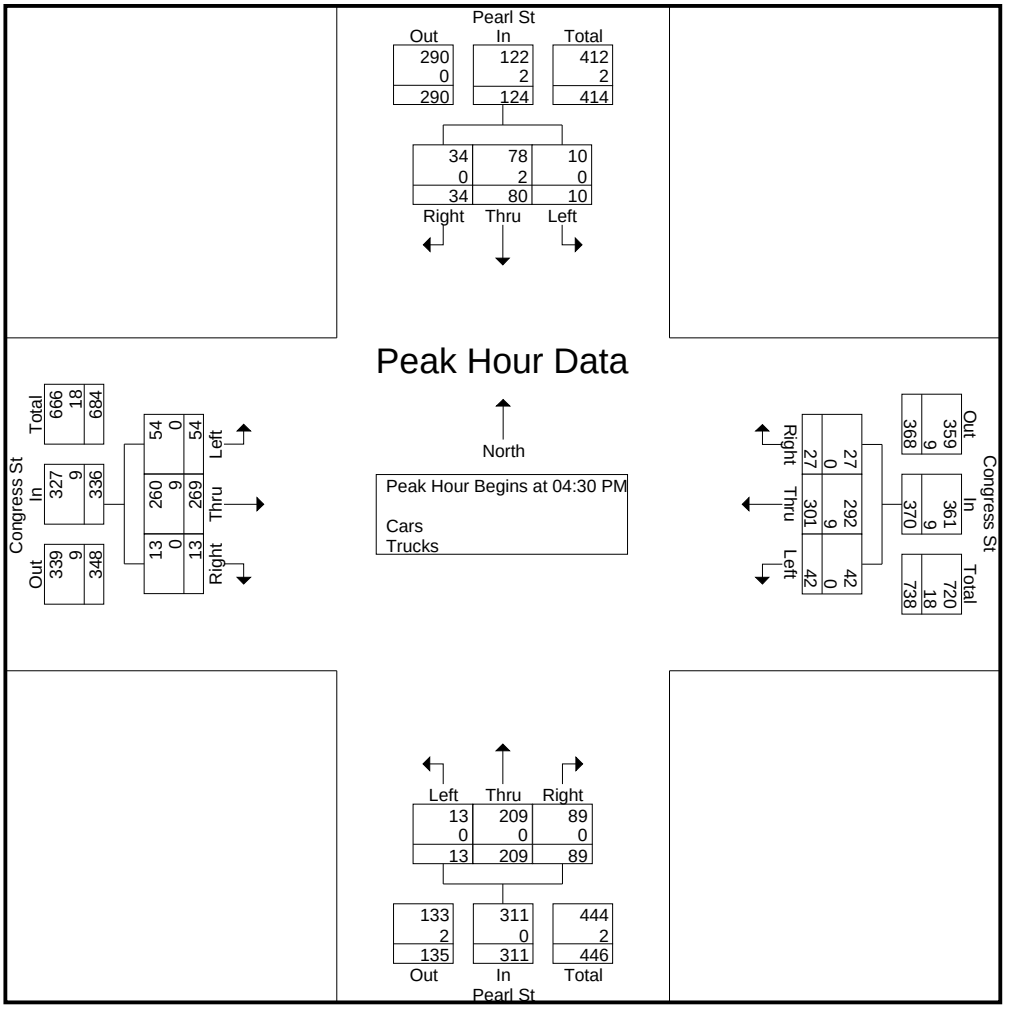
Groups Printed- Cars - Trucks

	Pearl St From North			Congress St From East			Pearl St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	20	14	8	58	6	3	52	19	9	59	0	253
04:15 PM	1	17	7	10	69	6	6	51	23	17	68	5	280
04:30 PM	2	26	8	9	74	9	3	61	29	14	69	4	308
04:45 PM	2	17	5	11	71	5	1	49	27	12	47	2	249
Total	10	80	34	38	272	26	13	213	98	52	243	11	1090
05:00 PM	3	16	12	10	76	5	5	58	21	12	80	2	300
05:15 PM	3	21	9	12	80	8	4	41	12	16	73	5	284
05:30 PM	5	13	12	20	74	7	2	27	7	9	65	3	244
05:45 PM	1	20	5	18	64	9	4	19	14	12	65	7	238
Total	12	70	38	60	294	29	15	145	54	49	283	17	1066
06:00 PM	2	11	2	21	62	22	4	21	14	15	64	3	241
06:15 PM	0	16	7	10	70	26	4	11	16	6	67	4	237
06:30 PM	1	14	9	12	58	25	12	6	22	3	57	7	226
06:45 PM	4	9	2	7	55	10	1	16	10	8	60	3	185
Total	7	50	20	50	245	83	21	54	62	32	248	17	889
07:00 PM	5	8	2	5	56	2	2	23	8	4	55	3	173
07:15 PM	2	12	2	5	32	2	3	13	5	2	46	2	126
07:30 PM	3	9	5	2	43	4	1	5	4	5	37	1	119
07:45 PM	2	2	5	2	36	1	0	12	7	8	41	2	118
Total	12	31	14	14	167	9	6	53	24	19	179	8	536
Grand Total	41	231	106	162	978	147	55	465	238	152	953	53	3581
Apprch %	10.8	61.1	28	12.6	76	11.4	7.3	61.3	31.4	13.1	82.3	4.6	
Total %	1.1	6.5	3	4.5	27.3	4.1	1.5	13	6.6	4.2	26.6	1.5	
Cars	40	229	106	161	936	147	55	464	238	151	921	53	3501
% Cars	97.6	99.1	100	99.4	95.7	100	100	99.8	100	99.3	96.6	100	97.8
Trucks	1	2	0	1	42	0	0	1	0	1	32	0	80
% Trucks	2.4	0.9	0	0.6	4.3	0	0	0.2	0	0.7	3.4	0	2.2

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**26**	8	**36**	9	74	**9**	92	3	**61**	**29**	**93**	14	69	4	87	**308**
04:45 PM	2	17	5	24	11	71	5	87	1	49	27	77	12	47	2	61	249
05:00 PM	**3**	16	**12**	31	10	76	5	91	**5**	58	21	84	12	**80**	2	**94**	300
05:15 PM	3	21	9	33	**12**	**80**	8	**100**	4	41	12	57	**16**	73	**5**	94	284
Total Volume	10	80	34	124	42	301	27	370	13	209	89	311	54	269	13	336	1141
% App. Total	8.1	64.5	27.4		11.4	81.4	7.3		4.2	67.2	28.6		16.1	80.1	3.9		
PHF	.833	.769	.708	.861	.875	.941	.750	.925	.650	.857	.767	.836	.844	.841	.650	.894	.926
Cars	10	78	34	122	42	292	27	361	13	209	89	311	54	260	13	327	1121
% Cars	100	97.5	100	98.4	100	97.0	100	97.6	100	100	100	100	100	96.7	100	97.3	98.2
Trucks	0	2	0	2	0	9	0	9	0	0	0	0	0	9	0	9	20
% Trucks	0	2.5	0	1.6	0	3.0	0	2.4	0	0	0	0	0	3.3	0	2.7	1.8

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
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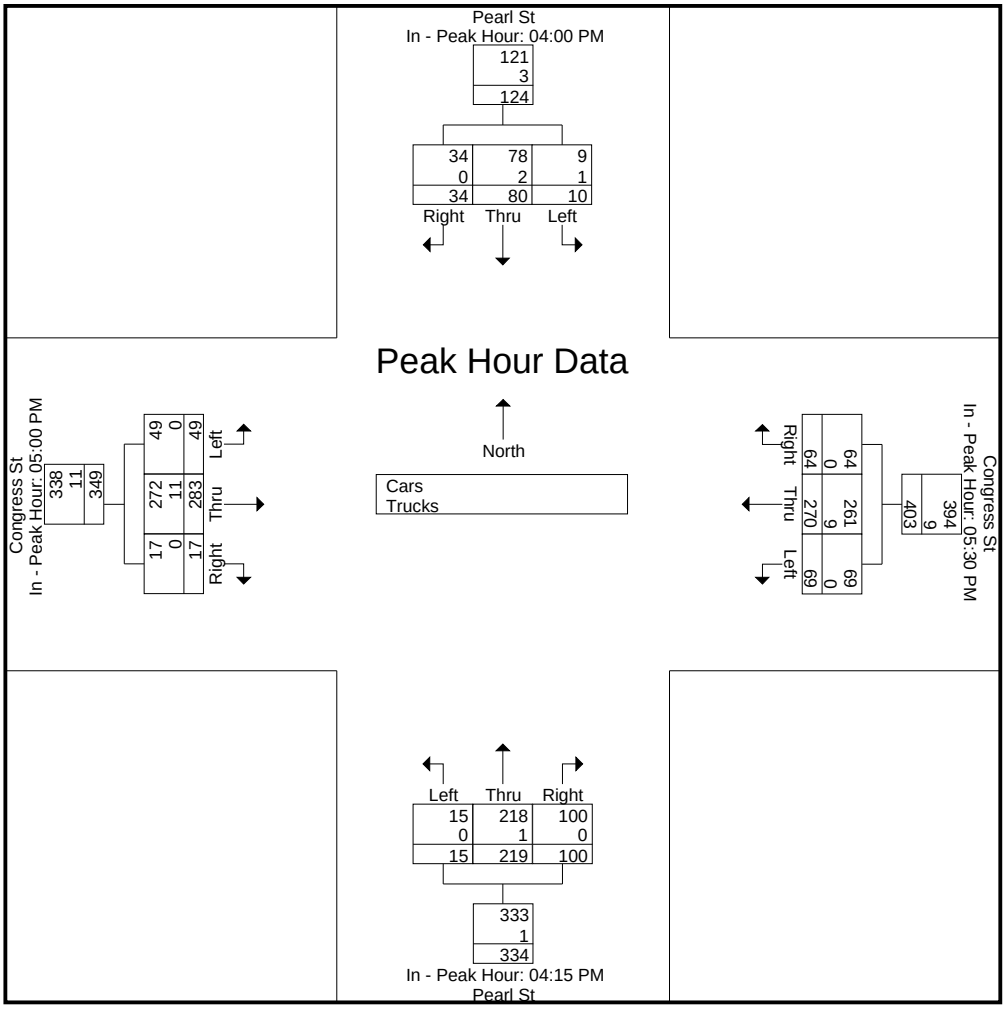


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:30 PM				04:15 PM				05:00 PM			
+0 mins.	**5**	20	**14**	**39**	20	**74**	7	101	**6**	51	23	80	12	**80**	2	**94**
+15 mins.	1	17	7	25	18	64	9	91	3	**61**	**29**	**93**	**16**	73	5	94
+30 mins.	2	**26**	8	36	**21**	62	22	105	1	49	27	77	9	65	3	77
+45 mins.	2	17	5	24	10	70	**26**	**106**	5	58	21	84	12	65	**7**	84
Total Volume	10	80	34	124	69	270	64	403	15	219	100	334	49	283	17	349
% App. Total	8.1	64.5	27.4		17.1	67	15.9		4.5	65.6	29.9		14	81.1	4.9	
PHF	.500	.769	.607	.795	.821	.912	.615	.950	.625	.898	.862	.898	.766	.884	.607	.928
Cars	9	78	34	121	69	261	64	394	15	218	100	333	49	272	17	338
% Cars	90	97.5	100	97.6	100	96.7	100	97.8	100	99.5	100	99.7	100	96.1	100	96.8
Trucks	1	2	0	3	0	9	0	9	0	1	0	1	0	11	0	11
% Trucks	10	2.5	0	2.4	0	3.3	0	2.2	0	0.5	0	0.3	0	3.9	0	3.2

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
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N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
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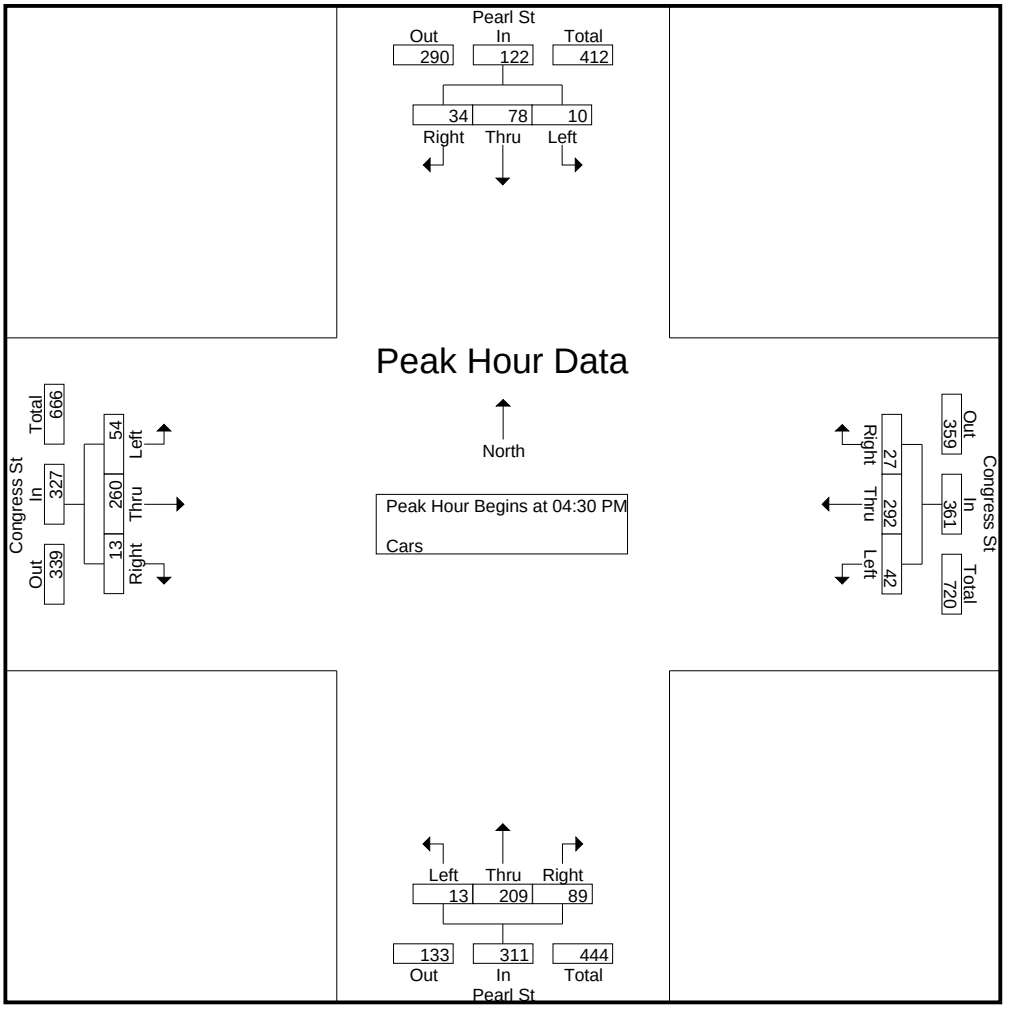
Groups Printed- Cars

	Pearl St From North			Congress St From East			Pearl St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	4	20	14	8	55	6	3	52	19	9	57	0	247
04:15 PM	1	17	7	9	65	6	6	50	23	16	67	5	272
04:30 PM	2	24	8	9	74	9	3	61	29	14	66	4	303
04:45 PM	2	17	5	11	66	5	1	49	27	12	47	2	244
Total	9	78	34	37	260	26	13	212	98	51	237	11	1066
05:00 PM	3	16	12	10	75	5	5	58	21	12	76	2	295
05:15 PM	3	21	9	12	77	8	4	41	12	16	71	5	279
05:30 PM	5	13	12	20	71	7	2	27	7	9	63	3	239
05:45 PM	1	20	5	18	62	9	4	19	14	12	62	7	233
Total	12	70	38	60	285	29	15	145	54	49	272	17	1046
06:00 PM	2	11	2	21	60	22	4	21	14	15	62	3	237
06:15 PM	0	16	7	10	68	26	4	11	16	6	65	4	233
06:30 PM	1	14	9	12	54	25	12	6	22	3	55	7	220
06:45 PM	4	9	2	7	52	10	1	16	10	8	59	3	181
Total	7	50	20	50	234	83	21	54	62	32	241	17	871
07:00 PM	5	8	2	5	56	2	2	23	8	4	52	3	170
07:15 PM	2	12	2	5	29	2	3	13	5	2	44	2	121
07:30 PM	3	9	5	2	39	4	1	5	4	5	36	1	114
07:45 PM	2	2	5	2	33	1	0	12	7	8	39	2	113
Total	12	31	14	14	157	9	6	53	24	19	171	8	518
Grand Total	40	229	106	161	936	147	55	464	238	151	921	53	3501
Apprch %	10.7	61.1	28.3	12.9	75.2	11.8	7.3	61.3	31.4	13.4	81.9	4.7	
Total %	1.1	6.5	3	4.6	26.7	4.2	1.6	13.3	6.8	4.3	26.3	1.5	

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**24**	8	**34**	9	74	**9**	92	3	**61**	**29**	**93**	14	66	4	84	**303**
04:45 PM	2	17	5	24	11	66	5	82	1	49	27	77	12	47	2	61	244
05:00 PM	**3**	16	**12**	31	10	75	5	90	**5**	58	21	84	12	**76**	2	90	295
05:15 PM	3	21	9	33	**12**	**77**	8	**97**	4	41	12	57	**16**	71	**5**	**92**	279
Total Volume	10	78	34	122	42	292	27	361	13	209	89	311	54	260	13	327	1121
% App. Total	8.2	63.9	27.9		11.6	80.9	7.5		4.2	67.2	28.6		16.5	79.5	4		
PHF	.833	.813	.708	.897	.875	.948	.750	.930	.650	.857	.767	.836	.844	.855	.650	.889	.925

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
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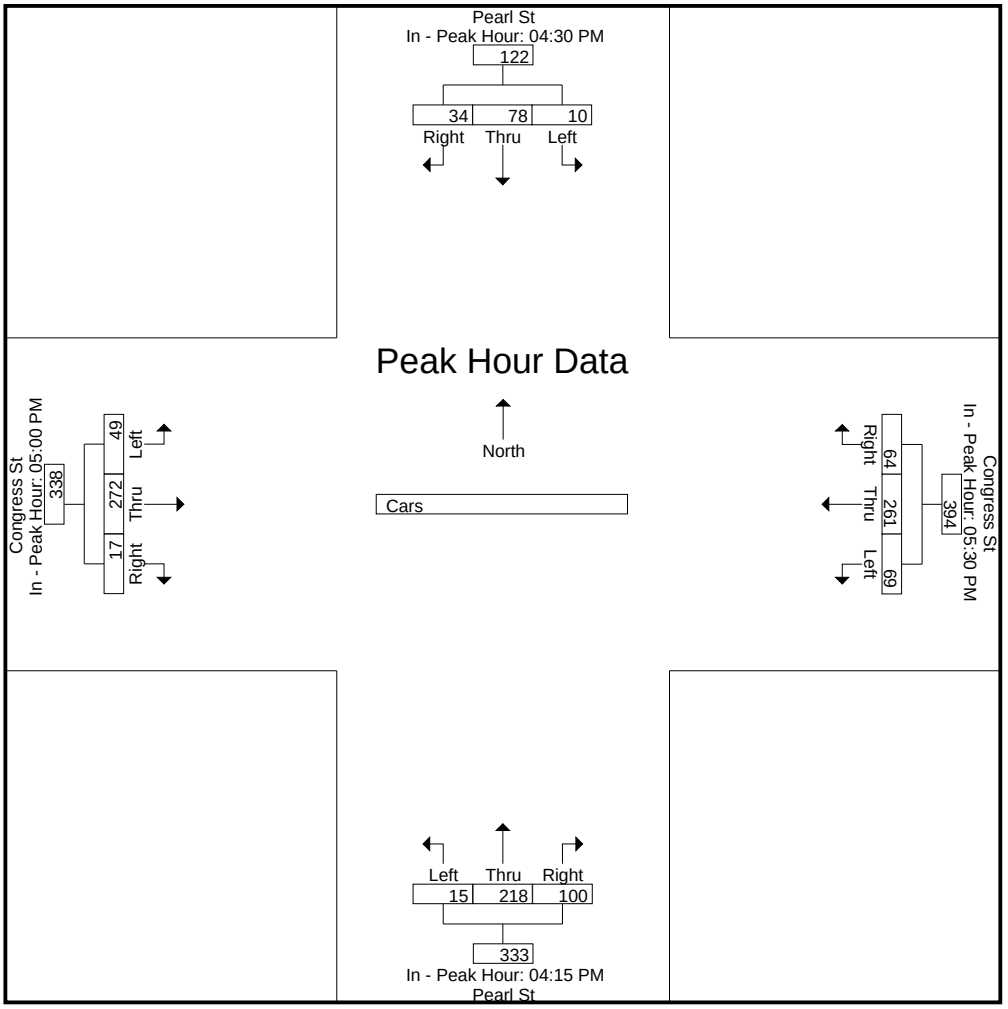


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:30 PM				04:15 PM				05:00 PM			
+0 mins.	2	**24**	8	**34**	20	**71**	7	98	**6**	50	23	79	12	**76**	2	90
+15 mins.	2	17	5	24	18	62	9	89	3	**61**	**29**	**93**	**16**	71	5	**92**
+30 mins.	**3**	16	**12**	31	**21**	60	22	103	1	49	27	77	9	63	3	75
+45 mins.	3	21	9	33	10	68	**26**	**104**	5	58	21	84	12	62	**7**	81
Total Volume	10	78	34	122	69	261	64	394	15	218	100	333	49	272	17	338
% App. Total	8.2	63.9	27.9		17.5	66.2	16.2		4.5	65.5	30		14.5	80.5	5	
PHF	.833	.813	.708	.897	.821	.919	.615	.947	.625	.893	.862	.895	.766	.895	.607	.918

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

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Accurate Counts

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N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
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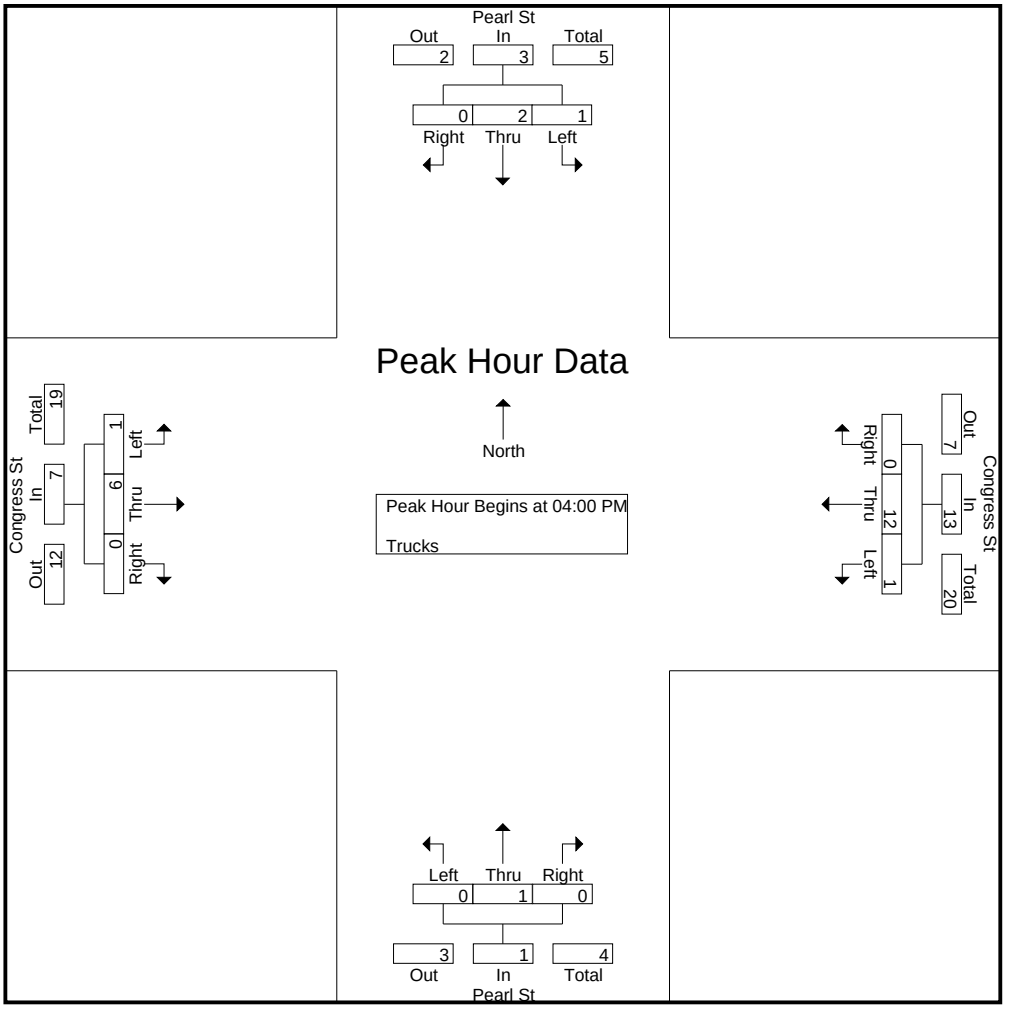
Groups Printed- Trucks

	Pearl St From North			Congress St From East			Pearl St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	0	0	0	3	0	0	0	0	0	2	0	6
04:15 PM	0	0	0	1	4	0	0	1	0	1	1	0	8
04:30 PM	0	2	0	0	0	0	0	0	0	0	3	0	5
04:45 PM	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	1	2	0	1	12	0	0	1	0	1	6	0	24
05:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
05:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	9	0	0	0	0	0	11	0	20
06:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:30 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
06:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	11	0	0	0	0	0	7	0	18
07:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:30 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
07:45 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	10	0	0	0	0	0	8	0	18
Grand Total	1	2	0	1	42	0	0	1	0	1	32	0	80
Apprch %	33.3	66.7	0	2.3	97.7	0	0	100	0	3	97	0	
Total %	1.2	2.5	0	1.2	52.5	0	0	1.2	0	1.2	40	0	

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
04:15 PM	0	0	0	0	**1**	4	0	**5**	0	**1**	0	**1**	**1**	1	0	2	**8**
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	**3**	0	**3**	5
04:45 PM	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	5
Total Volume	1	2	0	3	1	12	0	13	0	1	0	1	1	6	0	7	24
% App. Total	33.3	66.7	0		7.7	92.3	0		0	100	0		14.3	85.7	0		
PHF	.250	.250	.000	.375	.250	.600	.000	.650	.000	.250	.000	.250	.250	.500	.000	.583	.750

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
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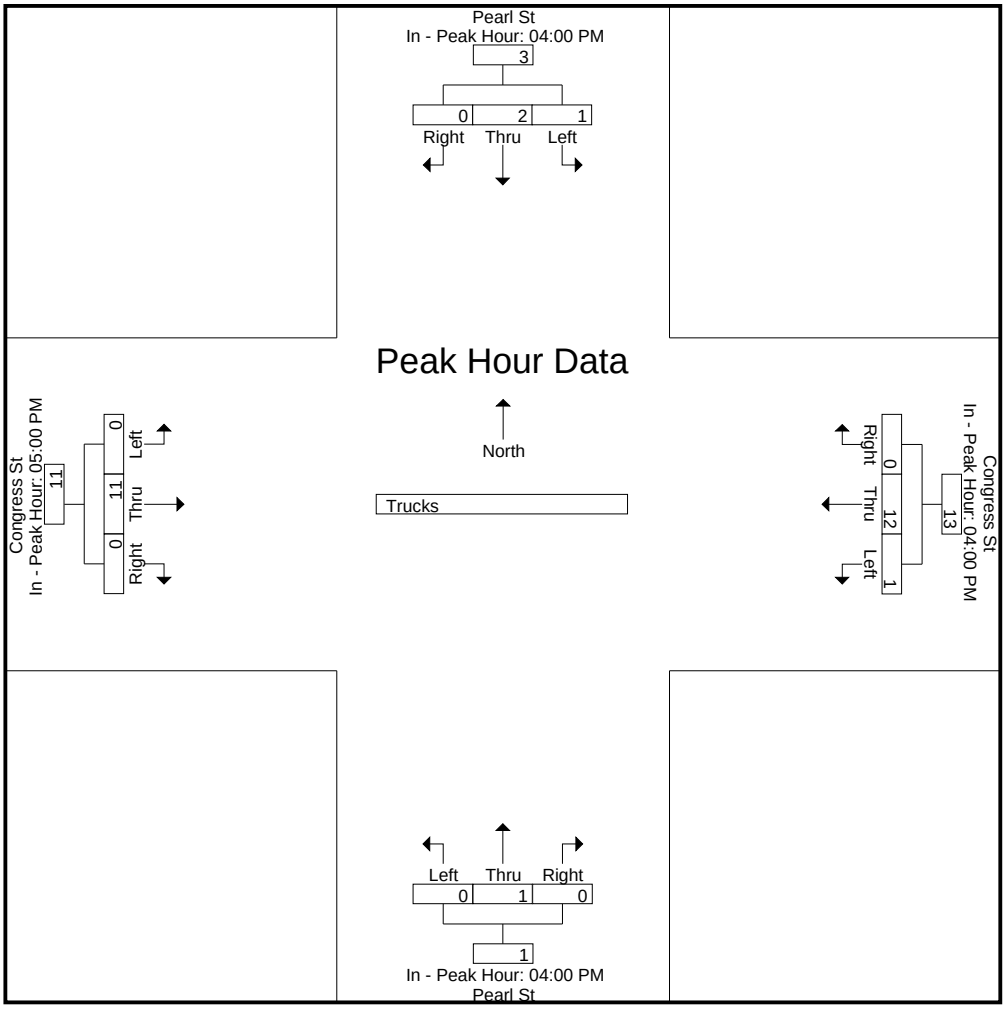


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	**1**	0	0	1	0	3	0	3	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	**1**	4	0	**5**	0	**1**	0	**1**	0	2	0	2
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	**5**	0	5	0	0	0	0	0	3	0	3
Total Volume	1	2	0	3	1	12	0	13	0	1	0	1	0	11	0	11
% App. Total	33.3	66.7	0		7.7	92.3	0		0	100	0		0	100	0	
PHF	.250	.250	.000	.375	.250	.600	.000	.650	.000	.250	.000	.250	.000	.688	.000	.688

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
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N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
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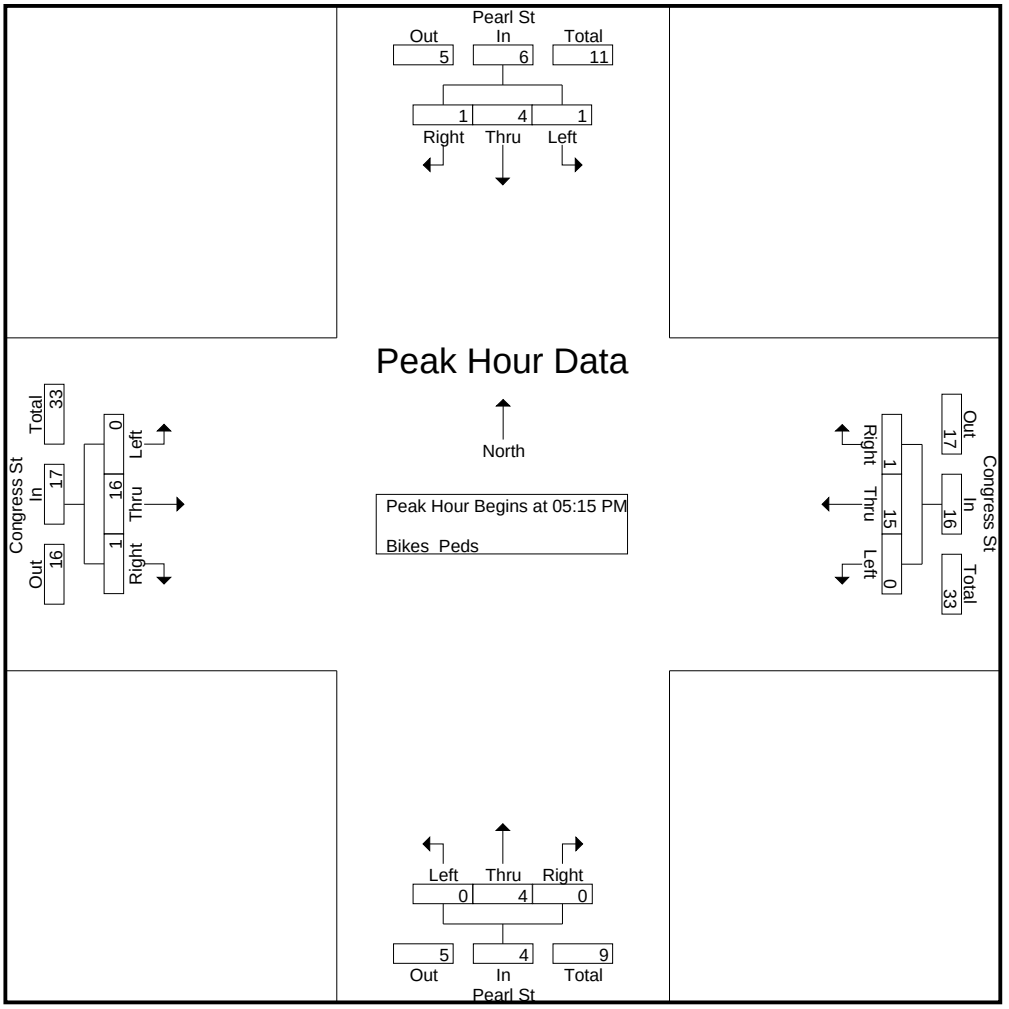
Groups Printed- Bikes Peds

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	17	0	4	0	12	0	2	0	13	0	2	0	6	48	8	56
04:15 PM	0	1	0	14	0	4	0	13	1	1	0	15	0	3	0	4	46	10	56
04:30 PM	0	0	0	26	0	0	0	16	0	0	0	22	1	3	0	8	72	4	76
04:45 PM	0	0	0	26	0	2	0	13	0	0	0	12	0	1	0	6	57	3	60
Total	0	1	0	83	0	10	0	54	1	3	0	62	1	9	0	24	223	25	248
05:00 PM	0	0	0	15	0	1	0	16	0	1	0	20	0	2	0	14	65	4	69
05:15 PM	0	1	1	27	0	9	0	11	0	2	0	14	0	5	0	5	57	18	75
05:30 PM	0	0	0	23	0	2	0	16	0	0	0	12	0	5	0	6	57	7	64
05:45 PM	0	2	0	30	0	1	1	5	0	1	0	17	0	3	1	2	54	9	63
Total	0	3	1	95	0	13	1	48	0	4	0	63	0	15	1	27	233	38	271
06:00 PM	1	1	0	37	0	3	0	18	0	1	0	20	0	3	0	7	82	9	91
06:15 PM	0	0	0	35	0	0	0	11	0	0	0	8	0	3	0	4	58	3	61
06:30 PM	0	0	0	64	0	2	0	10	0	0	0	6	0	3	0	5	85	5	90
06:45 PM	0	1	0	24	0	1	0	5	0	0	2	19	0	4	0	4	52	8	60
Total	1	2	0	160	0	6	0	44	0	1	2	53	0	13	0	20	277	25	302
07:00 PM	0	1	0	12	0	4	0	2	0	0	0	13	0	1	0	0	27	6	33
07:15 PM	0	0	0	11	0	2	0	3	0	1	0	13	0	2	0	2	29	5	34
07:30 PM	0	0	0	9	1	3	0	1	1	0	0	13	0	0	0	5	28	5	33
07:45 PM	0	1	0	6	2	8	1	2	0	2	0	8	0	3	0	2	18	17	35
Total	0	2	0	38	3	17	1	8	1	3	0	47	0	6	0	9	102	33	135
Grand Total	1	8	1	376	3	46	2	154	2	11	2	225	1	43	1	80	835	121	956
Apprch %	10	80	10		5.9	90.2	3.9		13.3	73.3	13.3		2.2	95.6	2.2				
Total %	0.8	6.6	0.8		2.5	38	1.7		1.7	9.1	1.7		0.8	35.5	0.8		87.3	12.7	

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	1	**1**	**2**	0	**9**	0	**9**	0	**2**	0	**2**	0	**5**	0	**5**	**18**
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
05:45 PM	0	**2**	0	2	0	1	**1**	2	0	1	0	1	0	3	**1**	4	9
06:00 PM	**1**	1	0	2	0	3	0	3	0	1	0	1	0	3	0	3	9
Total Volume	1	4	1	6	0	15	1	16	0	4	0	4	0	16	1	17	43
% App. Total	16.7	66.7	16.7		0	93.8	6.2		0	100	0		0	94.1	5.9		
PHF	.250	.500	.250	.750	.000	.417	.250	.444	.000	.500	.000	.500	.000	.800	.250	.850	.597

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
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Start Date : 5/28/2025
Page No : 11

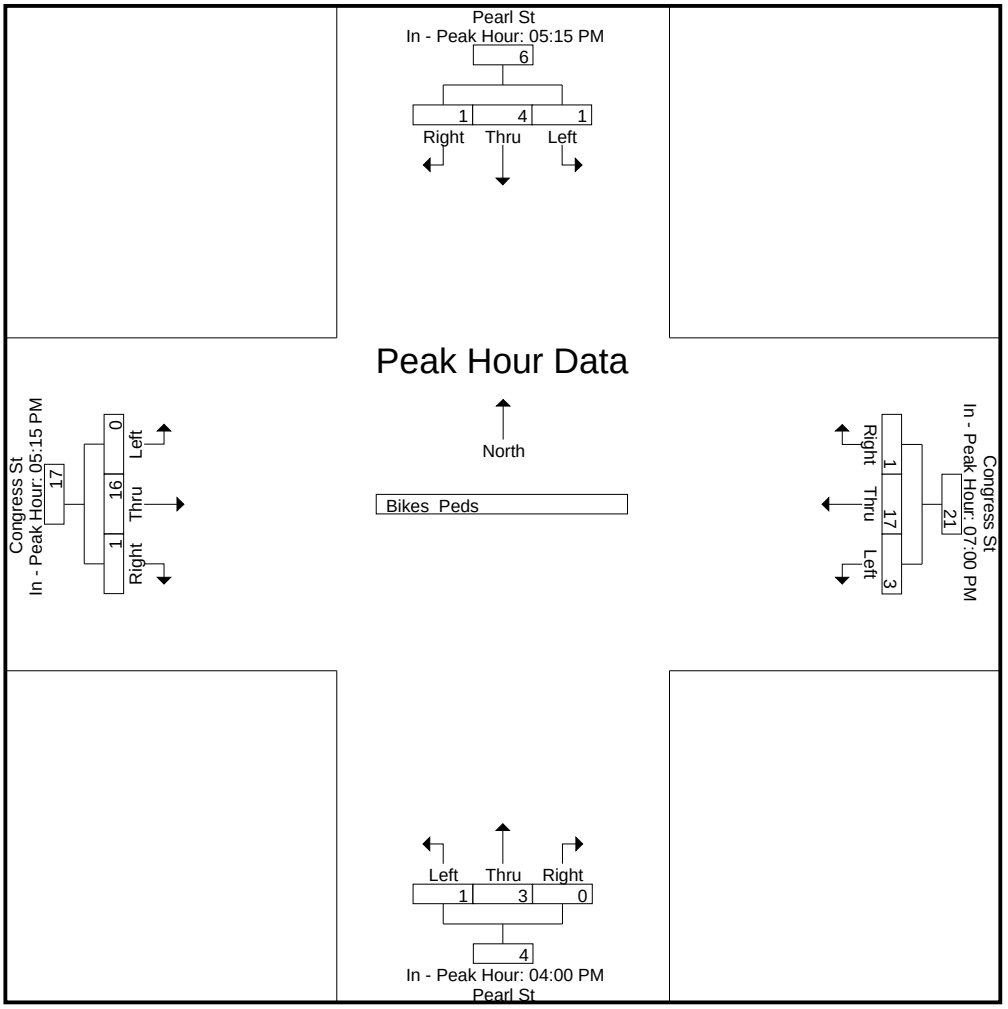


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:15 PM				07:00 PM				04:00 PM				05:15 PM			
+0 mins.	0	1	**1**	**2**	0	4	0	4	0	**2**	0	**2**	0	**5**	0	**5**
+15 mins.	0	0	0	0	0	2	0	2	**1**	1	0	2	0	5	0	5
+30 mins.	0	**2**	0	2	1	3	0	4	0	0	0	0	0	3	**1**	4
+45 mins.	**1**	1	0	2	**2**	**8**	**1**	**11**	0	0	0	0	0	3	0	3
Total Volume	1	4	1	6	3	17	1	21	1	3	0	4	0	16	1	17
% App. Total	16.7	66.7	16.7		14.3	81	4.8		25	75	0		0	94.1	5.9	
PHF	.250	.500	.250	.750	.375	.531	.250	.477	.250	.375	.000	.500	.000	.800	.250	.850

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 1

Groups Printed- Cars - Trucks

	Pearl St From North			Cumberland Ave From East			Pearl St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	13	7	5	41	3	10	53	11	8	52	16	224
04:15 PM	1	14	9	3	39	3	13	54	9	10	57	10	222
04:30 PM	7	19	7	3	36	3	20	59	9	6	66	17	252
04:45 PM	4	13	6	2	35	6	17	52	5	3	54	8	205
Total	17	59	29	13	151	15	60	218	34	27	229	51	903
05:00 PM	2	19	3	5	54	8	14	59	4	13	57	10	248
05:15 PM	3	13	7	3	58	9	10	53	9	9	62	17	253
05:30 PM	2	9	11	3	52	9	10	32	6	5	65	22	226
05:45 PM	3	12	7	4	47	5	8	16	6	8	74	16	206
Total	10	53	28	15	211	31	42	160	25	35	258	65	933
06:00 PM	3	11	6	7	40	4	7	23	4	4	60	7	176
06:15 PM	4	12	9	18	46	2	5	6	2	8	52	21	185
06:30 PM	2	9	13	13	53	7	1	5	1	6	49	16	175
06:45 PM	3	7	8	5	28	6	6	14	7	5	40	10	139
Total	12	39	36	43	167	19	19	48	14	23	201	54	675
07:00 PM	2	8	14	0	30	3	10	14	7	4	32	9	133
07:15 PM	4	11	6	1	43	4	4	12	2	1	37	4	129
07:30 PM	3	7	4	2	23	0	5	8	4	3	29	6	94
07:45 PM	1	4	5	0	24	2	4	13	3	7	36	4	103
Total	10	30	29	3	120	9	23	47	16	15	134	23	459
Grand Total	49	181	122	74	649	74	144	473	89	100	822	193	2970
Apprch %	13.9	51.4	34.7	9.3	81.4	9.3	20.4	67	12.6	9	73.7	17.3	
Total %	1.6	6.1	4.1	2.5	21.9	2.5	4.8	15.9	3	3.4	27.7	6.5	
Cars	49	180	122	74	641	74	144	471	89	100	818	191	2953
% Cars	100	99.4	100	100	98.8	100	100	99.6	100	100	99.5	99	99.4
Trucks	0	1	0	0	8	0	0	2	0	0	4	2	17
% Trucks	0	0.6	0	0	1.2	0	0	0.4	0	0	0.5	1	0.6

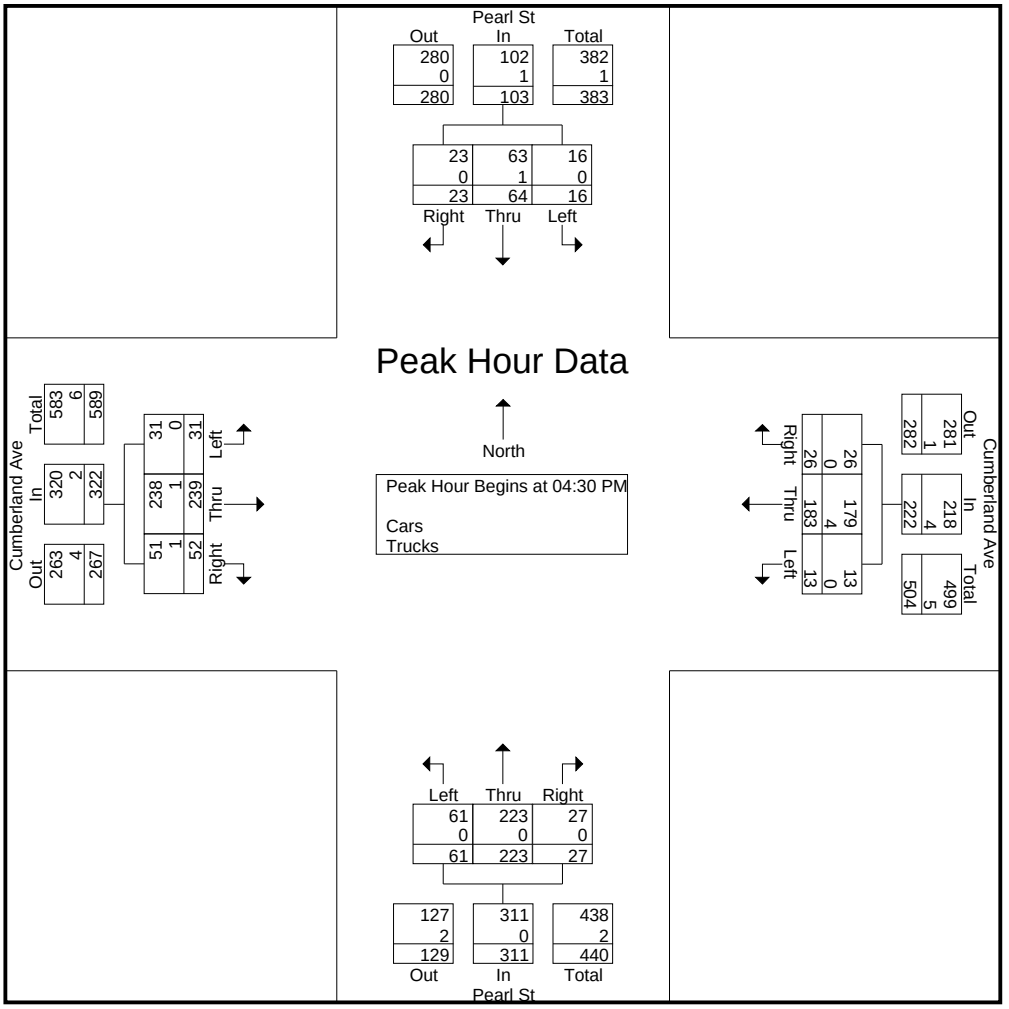
	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**7**	**19**	**7**	**33**	3	36	3	42	**20**	**59**	**9**	**88**	6	**66**	**17**	**89**	252
04:45 PM	4	13	6	23	2	35	6	43	17	52	5	74	3	54	8	65	205
05:00 PM	2	19	3	24	**5**	54	8	67	14	59	4	77	**13**	57	10	80	248
05:15 PM	3	13	7	23	3	**58**	**9**	**70**	10	53	9	72	9	62	17	88	**253**
Total Volume	16	64	23	103	13	183	26	222	61	223	27	311	31	239	52	322	958
% App. Total	15.5	62.1	22.3		5.9	82.4	11.7		19.6	71.7	8.7		9.6	74.2	16.1		
PHF	.571	.842	.821	.780	.650	.789	.722	.793	.763	.945	.750	.884	.596	.905	.765	.904	.947
Cars	16	63	23	102	13	179	26	218	61	223	27	311	31	238	51	320	951
% Cars	100	98.4	100	99.0	100	97.8	100	98.2	100	100	100	100	100	99.6	98.1	99.4	99.3
Trucks	0	1	0	1	0	4	0	4	0	0	0	0	0	1	1	2	7
% Trucks	0	1.6	0	1.0	0	2.2	0	1.8	0	0	0	0	0	0.4	1.9	0.6	0.7

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 2



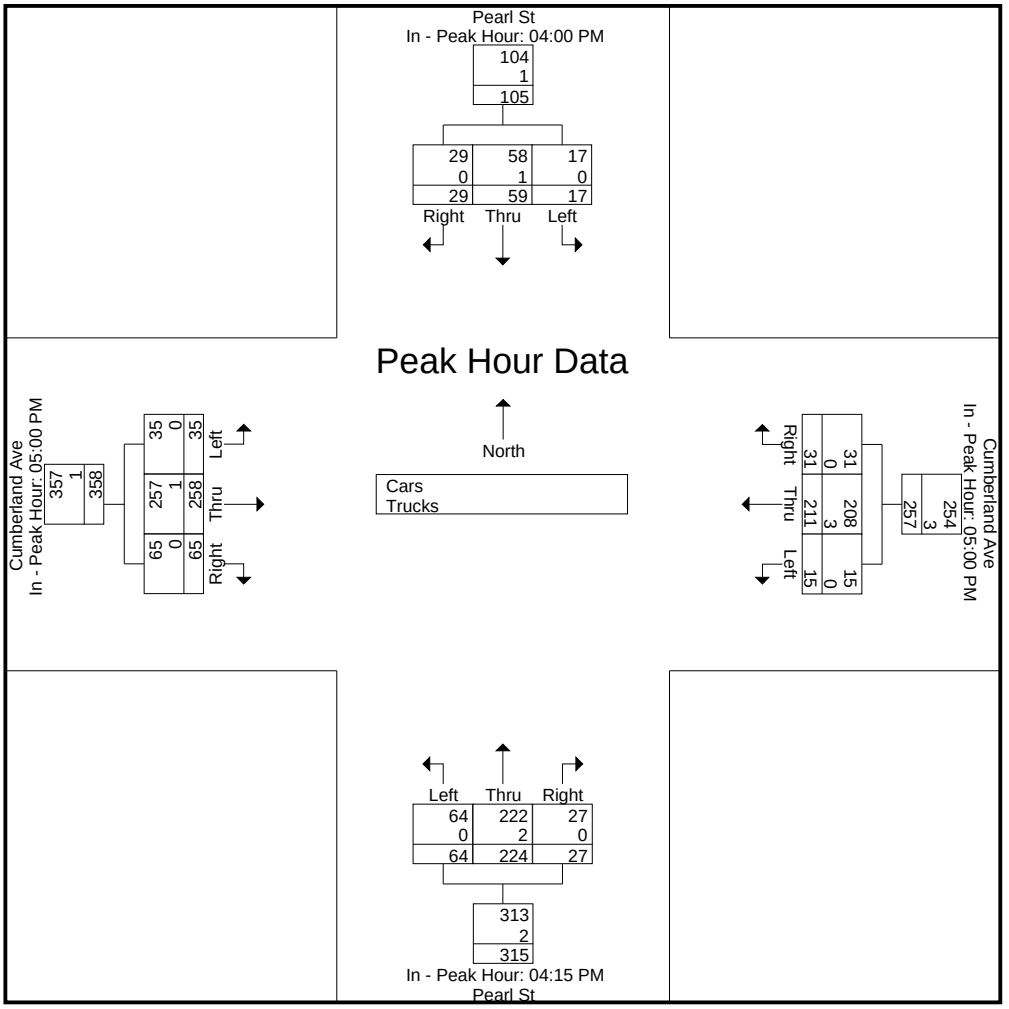
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	5	13	7	25	**5**	54	8	67	13	54	**9**	76	**13**	57	10	80
+15 mins.	1	14	**9**	24	3	**58**	**9**	**70**	**20**	**59**	9	**88**	9	62	17	88
+30 mins.	**7**	**19**	7	**33**	3	52	9	64	17	52	5	74	5	65	**22**	92
+45 mins.	4	13	6	23	4	47	5	56	14	59	4	77	8	**74**	16	**98**
Total Volume	17	59	29	105	15	211	31	257	64	224	27	315	35	258	65	358
% App. Total	16.2	56.2	27.6		5.8	82.1	12.1		20.3	71.1	8.6		9.8	72.1	18.2	
PHF	.607	.776	.806	.795	.750	.909	.861	.918	.800	.949	.750	.895	.673	.872	.739	.913
Cars	17	58	29	104	15	208	31	254	64	222	27	313	35	257	65	357
% Cars	100	98.3	100	99	100	98.6	100	98.8	100	99.1	100	99.4	100	99.6	100	99.7
Trucks	0	1	0	1	0	3	0	3	0	2	0	2	0	1	0	1
% Trucks	0	1.7	0	1	0	1.4	0	1.2	0	0.9	0	0.6	0	0.4	0	0.3

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 4

Groups Printed- Cars

	Pearl St From North			Cumberland Ave From East			Pearl St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	13	7	5	40	3	10	53	11	8	50	15	220
04:15 PM	1	14	9	3	39	3	13	52	9	10	57	10	220
04:30 PM	7	18	7	3	34	3	20	59	9	6	65	16	247
04:45 PM	4	13	6	2	35	6	17	52	5	3	54	8	205
Total	17	58	29	13	148	15	60	216	34	27	226	49	892
05:00 PM	2	19	3	5	53	8	14	59	4	13	57	10	247
05:15 PM	3	13	7	3	57	9	10	53	9	9	62	17	252
05:30 PM	2	9	11	3	52	9	10	32	6	5	65	22	226
05:45 PM	3	12	7	4	46	5	8	16	6	8	73	16	204
Total	10	53	28	15	208	31	42	160	25	35	257	65	929
06:00 PM	3	11	6	7	40	4	7	23	4	4	60	7	176
06:15 PM	4	12	9	18	45	2	5	6	2	8	52	21	184
06:30 PM	2	9	13	13	52	7	1	5	1	6	49	16	174
06:45 PM	3	7	8	5	28	6	6	14	7	5	40	10	139
Total	12	39	36	43	165	19	19	48	14	23	201	54	673
07:00 PM	2	8	14	0	30	3	10	14	7	4	32	9	133
07:15 PM	4	11	6	1	43	4	4	12	2	1	37	4	129
07:30 PM	3	7	4	2	23	0	5	8	4	3	29	6	94
07:45 PM	1	4	5	0	24	2	4	13	3	7	36	4	103
Total	10	30	29	3	120	9	23	47	16	15	134	23	459
Grand Total	49	180	122	74	641	74	144	471	89	100	818	191	2953
Apprch %	14	51.3	34.8	9.4	81.2	9.4	20.5	66.9	12.6	9	73.8	17.2	
Total %	1.7	6.1	4.1	2.5	21.7	2.5	4.9	15.9	3	3.4	27.7	6.5	

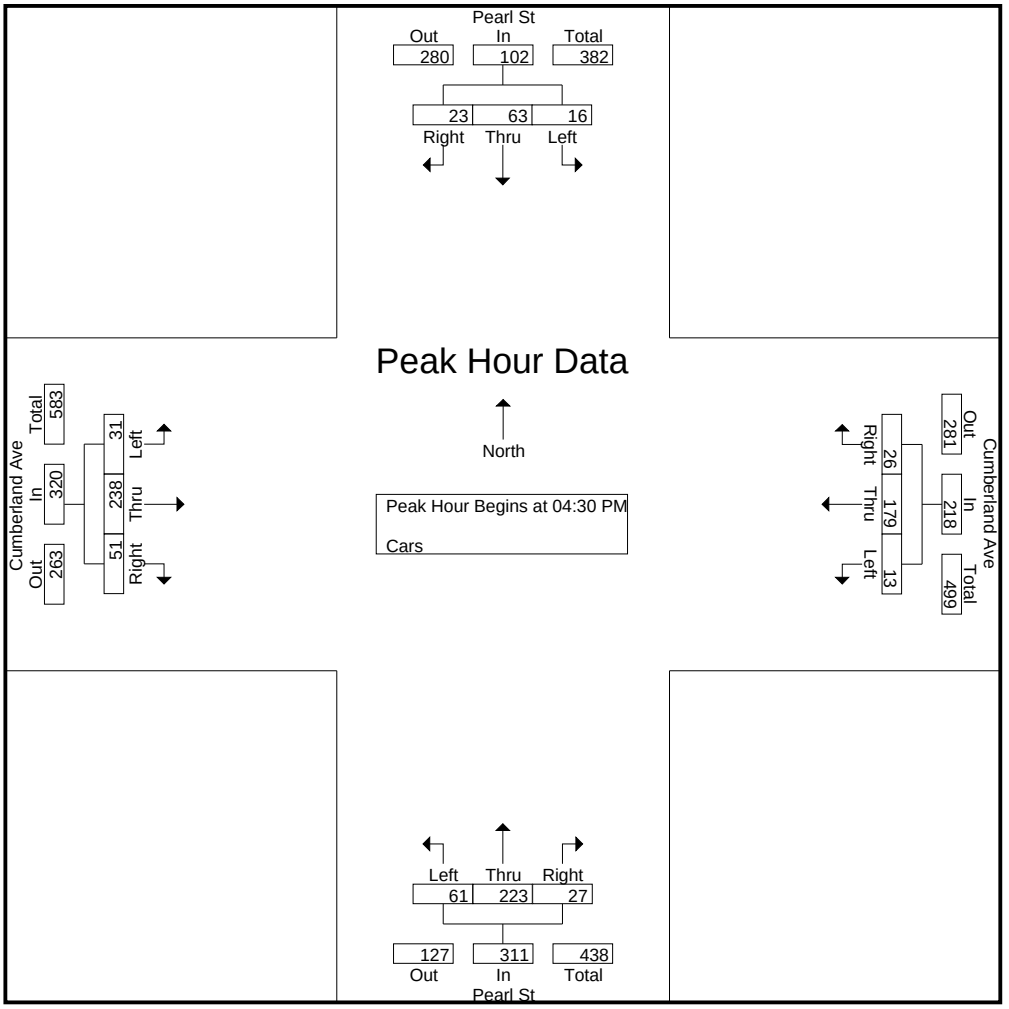
	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**7**	18	**7**	**32**	3	34	3	40	**20**	**59**	**9**	**88**	6	**65**	16	87	247
04:45 PM	4	13	6	23	2	35	6	43	17	52	5	74	3	54	8	65	205
05:00 PM	2	**19**	3	24	**5**	53	8	66	14	59	4	77	**13**	57	10	80	247
05:15 PM	3	13	7	23	3	**57**	**9**	**69**	10	53	9	72	9	62	**17**	**88**	**252**
Total Volume	16	63	23	102	13	179	26	218	61	223	27	311	31	238	51	320	951
% App. Total	15.7	61.8	22.5		6	82.1	11.9		19.6	71.7	8.7		9.7	74.4	15.9		
PHF	.571	.829	.821	.797	.650	.785	.722	.790	.763	.945	.750	.884	.596	.915	.750	.909	.943

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 5



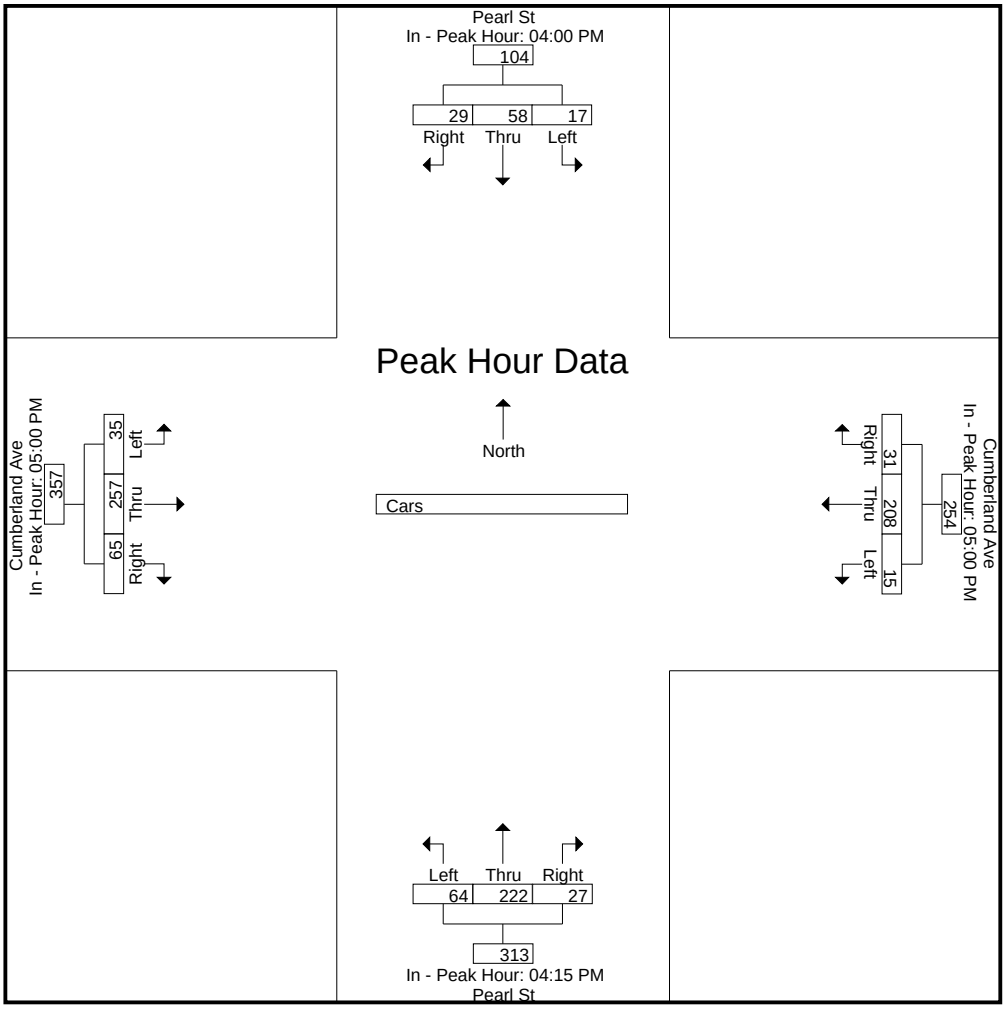
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	5	13	7	25	**5**	53	8	66	13	52	**9**	74	**13**	57	10	80
+15 mins.	1	14	**9**	24	3	**57**	**9**	**69**	**20**	**59**	9	**88**	9	62	17	88
+30 mins.	**7**	**18**	7	**32**	3	52	9	64	17	52	5	74	5	65	**22**	92
+45 mins.	4	13	6	23	4	46	5	55	14	59	4	77	8	**73**	16	**97**
Total Volume	17	58	29	104	15	208	31	254	64	222	27	313	35	257	65	357
% App. Total	16.3	55.8	27.9		5.9	81.9	12.2		20.4	70.9	8.6		9.8	72	18.2	
PHF	.607	.806	.806	.813	.750	.912	.861	.920	.800	.941	.750	.889	.673	.880	.739	.920

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 7

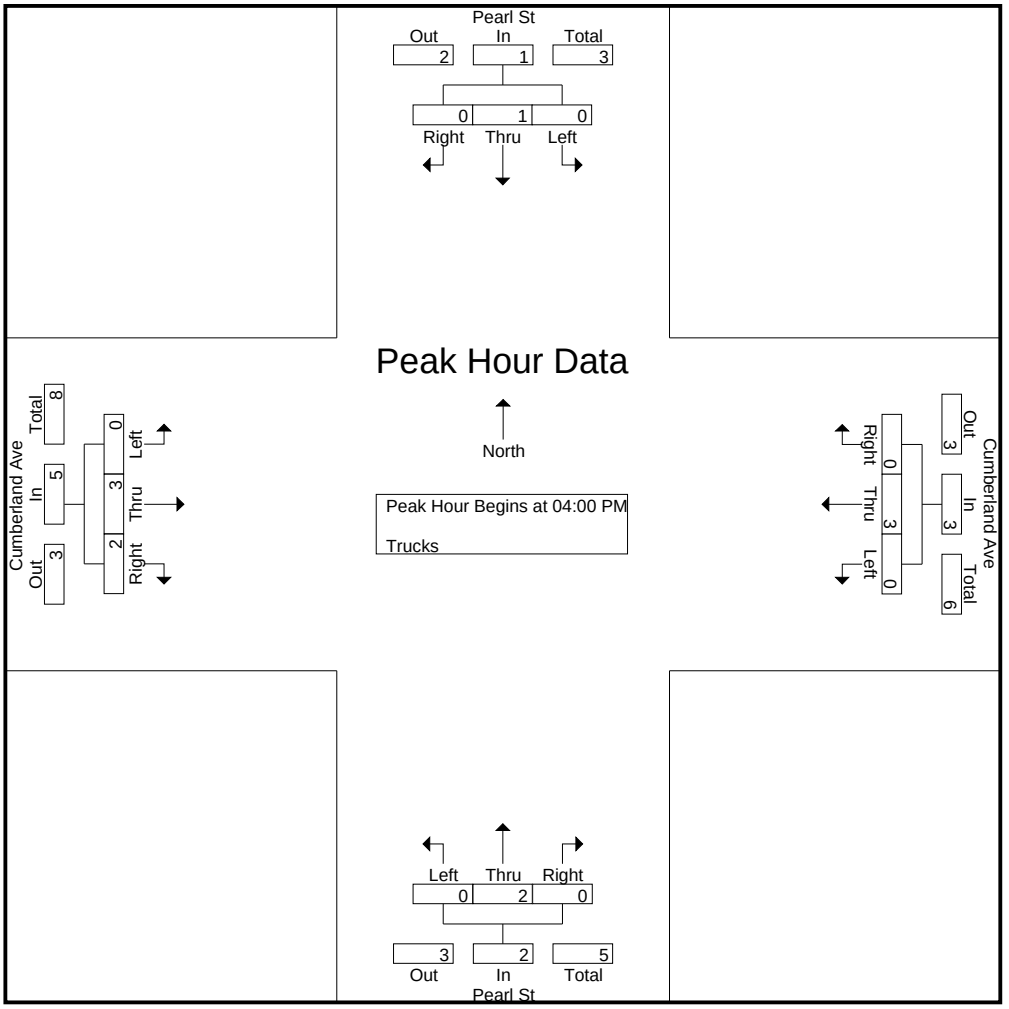
Groups Printed- Trucks

	Pearl St From North			Cumberland Ave From East			Pearl St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	2	1	4
04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	0	1	0	0	2	0	0	0	0	0	1	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	3	0	0	2	0	0	3	2	11
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	8	0	0	2	0	0	4	2	17
Apprch %	0	100	0	0	100	0	0	100	0	0	66.7	33.3	
Total %	0	5.9	0	0	47.1	0	0	11.8	0	0	23.5	11.8	

	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	**1**	**3**	4
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
04:30 PM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	1	1	2	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	3	0	3	0	2	0	2	0	3	2	5	11
% App. Total	0	100	0		0	100	0		0	100	0		0	60	40		
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.250	.000	.250	.000	.375	.500	.417	.550

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 8

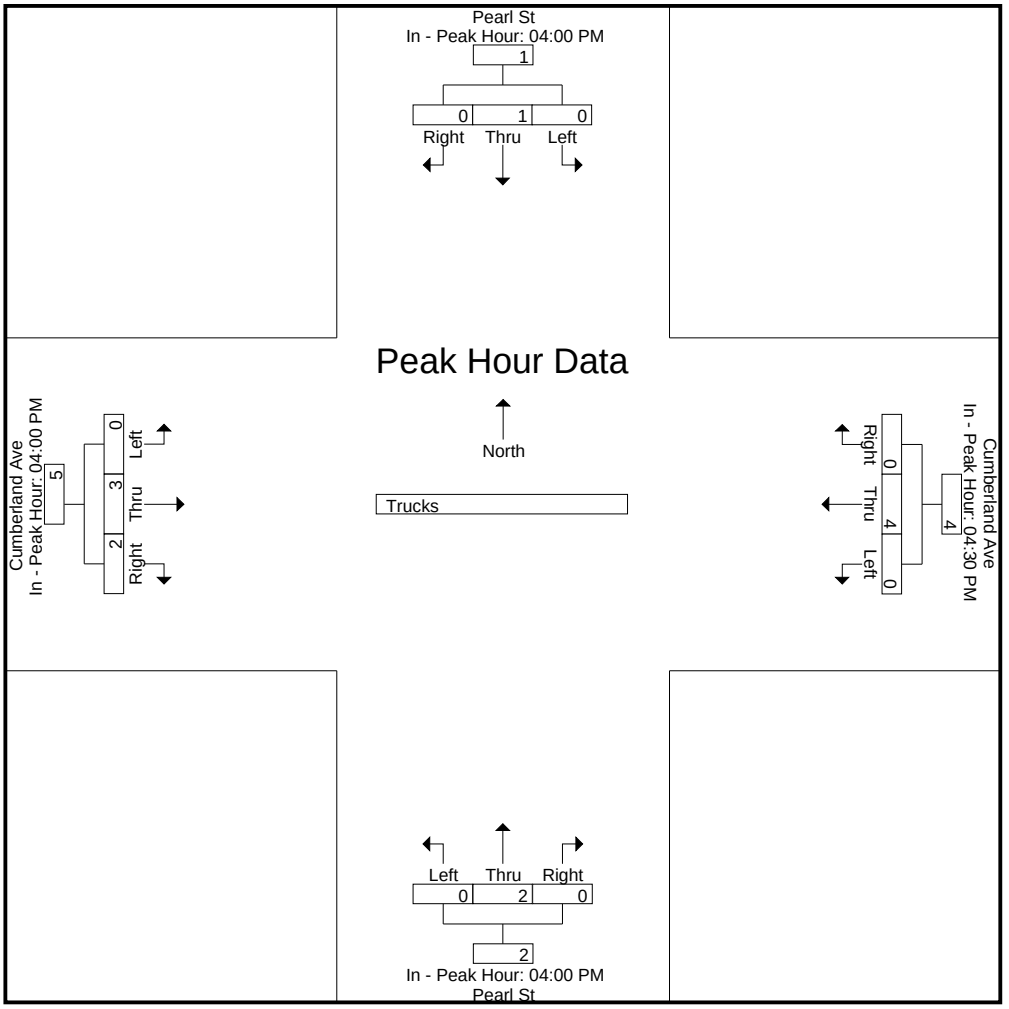


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	4	0	4	0	2	0	2	0	3	2	5
% App. Total	0	100	0		0	100	0		0	100	0		0	60	40	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.500	.417

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 10

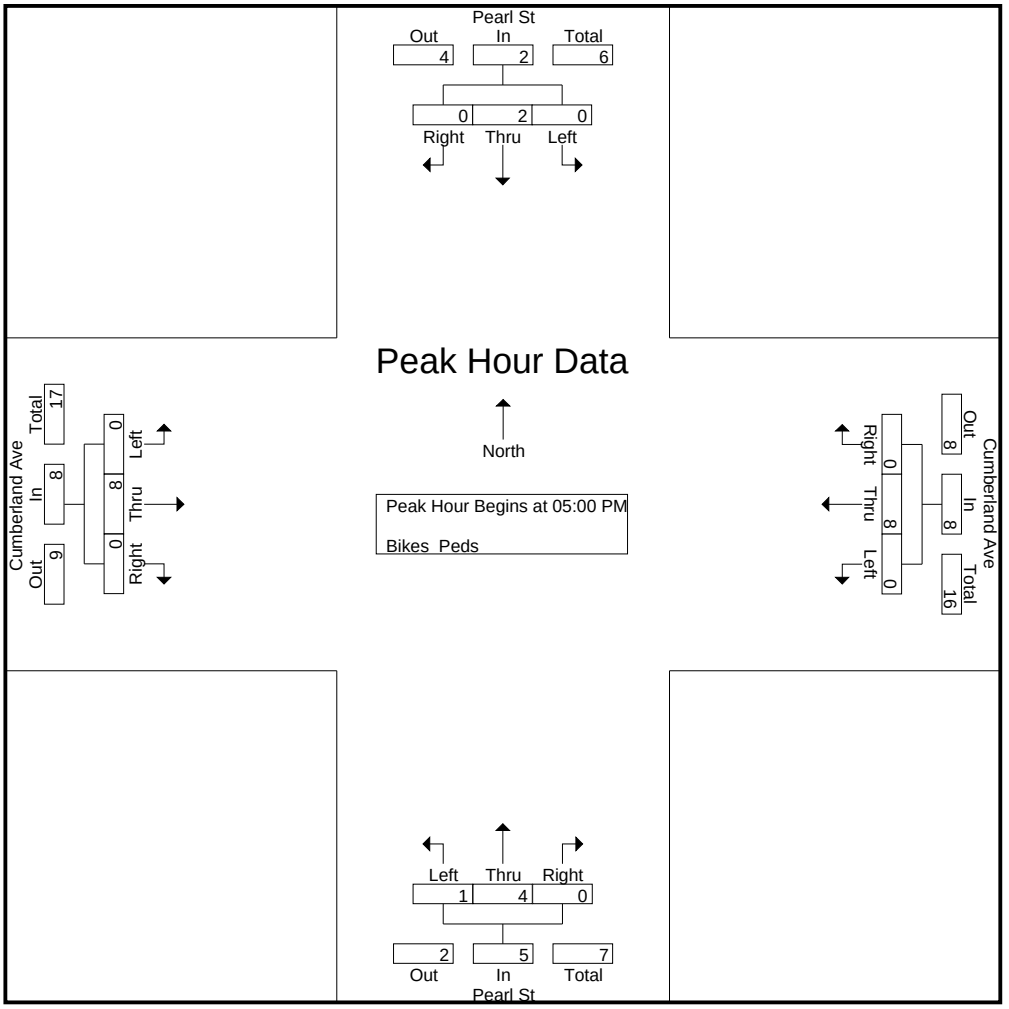
Groups Printed- Bikes Peds

	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	8	0	0	0	9	0	1	0	3	0	1	0	7	27	2	29
04:15 PM	0	0	0	3	0	3	0	1	1	1	0	1	0	1	1	4	9	7	16
04:30 PM	0	0	0	8	0	1	0	3	0	0	0	5	0	4	1	9	25	6	31
04:45 PM	0	0	0	10	0	2	1	2	0	1	0	5	0	0	0	4	21	4	25
Total	0	0	0	29	0	6	1	15	1	3	0	14	0	6	2	24	82	19	101
05:00 PM	0	0	0	11	0	2	0	5	0	0	0	6	0	3	0	8	30	5	35
05:15 PM	0	1	0	7	0	2	0	4	0	1	0	6	0	3	0	0	17	7	24
05:30 PM	0	0	0	10	0	2	0	3	1	1	0	15	0	0	0	3	31	4	35
05:45 PM	0	1	0	11	0	2	0	1	0	2	0	5	0	2	0	4	21	7	28
Total	0	2	0	39	0	8	0	13	1	4	0	32	0	8	0	15	99	23	122
06:00 PM	0	0	0	6	0	1	0	3	0	1	0	15	0	2	1	4	28	5	33
06:15 PM	0	0	0	7	0	3	0	2	0	0	0	11	0	2	0	6	26	5	31
06:30 PM	0	0	0	8	0	2	0	3	0	0	0	12	0	2	0	9	32	4	36
06:45 PM	0	0	0	7	0	0	0	1	0	0	0	9	0	3	0	7	24	3	27
Total	0	0	0	28	0	6	0	9	0	1	0	47	0	9	1	26	110	17	127
07:00 PM	0	0	0	3	0	1	0	2	0	0	0	1	0	1	1	0	6	3	9
07:15 PM	0	0	0	12	0	3	0	3	0	1	0	1	0	3	0	0	16	7	23
07:30 PM	0	0	0	6	0	0	0	1	0	0	0	7	0	0	0	4	18	0	18
07:45 PM	0	1	0	5	0	0	0	0	1	2	0	0	0	0	0	0	5	4	9
Total	0	1	0	26	0	4	0	6	1	3	0	9	0	4	1	4	45	14	59
Grand Total	0	3	0	122	0	24	1	43	3	11	0	102	0	27	4	69	336	73	409
Apprch %	0	100	0		0	96	4		21.4	78.6	0		0	87.1	12.9				
Total %	0	4.1	0		0	32.9	1.4		4.1	15.1	0		0	37	5.5		82.2	17.8	

	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	5
05:15 PM	0	**1**	0	**1**	0	2	0	2	0	1	0	1	0	3	0	3	**7**
05:30 PM	0	0	0	0	0	2	0	2	**1**	1	0	**2**	0	0	0	0	4
05:45 PM	0	1	0	1	0	2	0	2	0	**2**	0	2	0	2	0	2	7
Total Volume	0	2	0	2	0	8	0	8	1	4	0	5	0	8	0	8	23
% App. Total	0	100	0		0	100	0		20	80	0		0	100	0		
PHF	.000	.500	.000	.500	.000	1.00	.000	1.00	.250	.500	.000	.625	.000	.667	.000	.667	.821

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 11

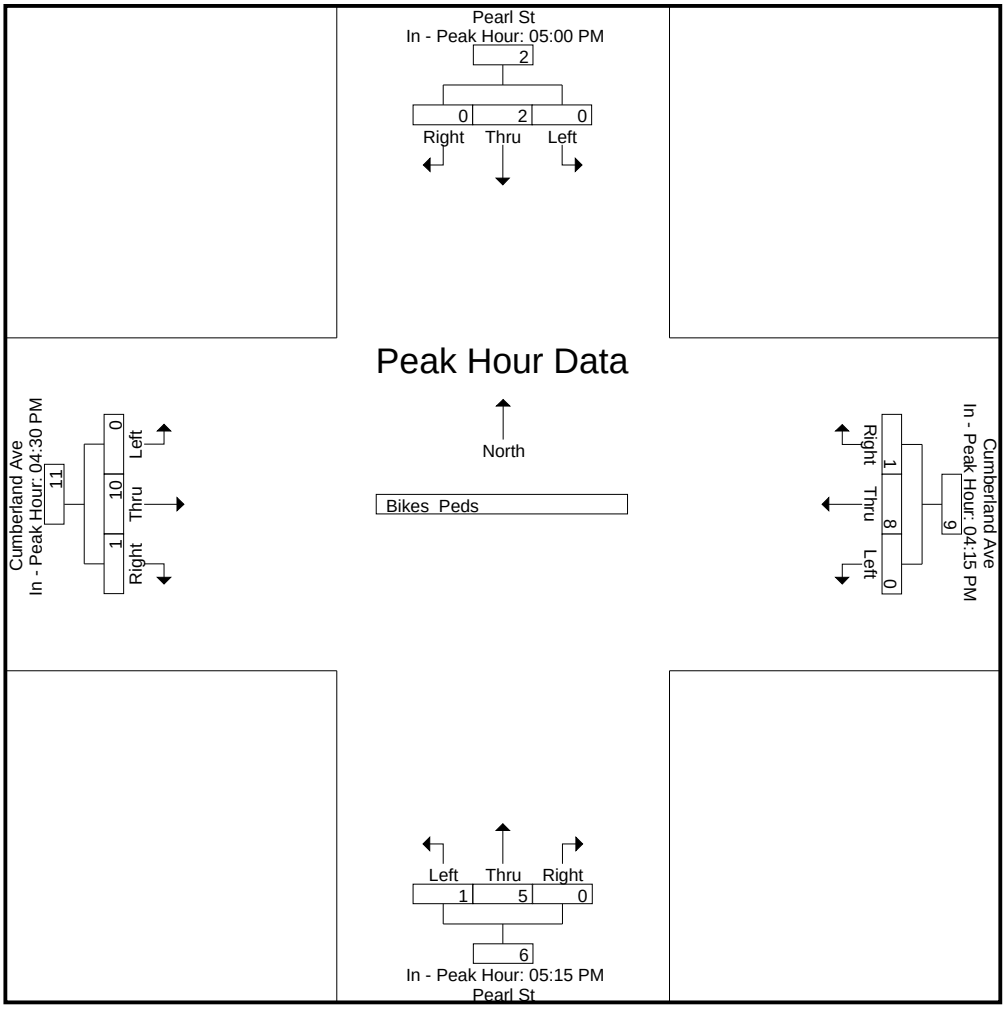


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:15 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	1	0	1	0	**4**	**1**	**5**
+15 mins.	0	**1**	0	**1**	0	1	0	1	**1**	1	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	2	**1**	3	0	**2**	0	2	0	3	0	3
+45 mins.	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3
Total Volume	0	2	0	2	0	8	1	9	1	5	0	6	0	10	1	11
% App. Total	0	100	0		0	88.9	11.1		16.7	83.3	0		0	90.9	9.1	
PHF	.000	.500	.000	.500	.000	.667	.250	.750	.250	.625	.000	.750	.000	.625	.250	.550

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 1

Groups Printed- Cars - Trucks

	Myrtle St From North			Cumberland Ave From East			Myrtle St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	61	0	13	1	8	0	74	0	157
04:15 PM	0	0	0	0	59	2	16	4	13	0	64	0	158
04:30 PM	0	0	0	0	66	0	10	0	8	2	80	0	166
04:45 PM	0	0	0	0	59	0	15	3	6	3	62	0	148
Total	0	0	0	0	245	2	54	8	35	5	280	0	629
05:00 PM	0	0	0	0	67	0	14	1	19	4	65	0	170
05:15 PM	0	0	0	1	70	3	18	5	12	1	80	0	190
05:30 PM	0	0	0	0	71	3	11	4	13	4	82	0	188
05:45 PM	0	0	0	0	64	2	13	1	11	1	89	0	181
Total	0	0	0	1	272	8	56	11	55	10	316	0	729
06:00 PM	0	0	0	0	53	1	8	3	8	2	66	0	141
06:15 PM	0	0	0	0	56	5	9	0	10	2	69	0	151
06:30 PM	0	0	0	0	57	3	15	3	8	2	65	0	153
06:45 PM	0	0	0	0	41	1	2	2	4	0	56	0	106
Total	0	0	0	0	207	10	34	8	30	6	256	0	551
07:00 PM	0	0	0	0	48	3	9	2	3	2	42	0	109
07:15 PM	0	0	0	0	51	2	7	0	2	0	41	0	103
07:30 PM	0	0	0	0	32	1	8	1	2	0	36	0	80
07:45 PM	0	0	0	0	34	1	9	3	3	0	45	0	95
Total	0	0	0	0	165	7	33	6	10	2	164	0	387
Grand Total	0	0	0	1	889	27	177	33	130	23	1016	0	2296
Apprch %	0	0	0	0.1	96.9	2.9	52.1	9.7	38.2	2.2	97.8	0	
Total %	0	0	0	0	38.7	1.2	7.7	1.4	5.7	1	44.3	0	
Cars	0	0	0	0	881	27	177	33	130	23	1010	0	2281
% Cars	0	0	0	0	99.1	100	100	100	100	100	99.4	0	99.3
Trucks	0	0	0	1	8	0	0	0	0	0	6	0	15
% Trucks	0	0	0	100	0.9	0	0	0	0	0	0.6	0	0.7

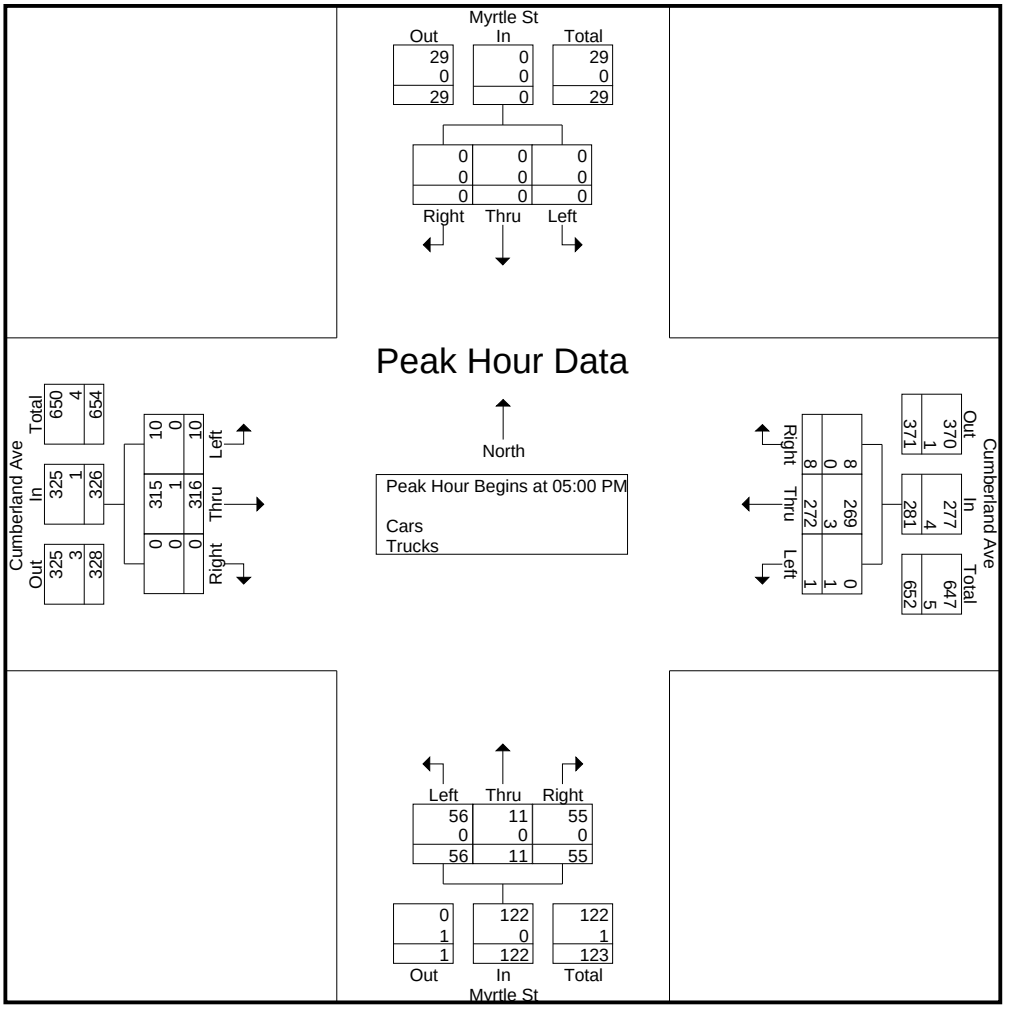
	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	67	0	67	14	1	**19**	34	**4**	65	0	69	170
05:15 PM	0	0	0	0	**1**	70	**3**	**74**	**18**	**5**	12	**35**	1	80	0	81	**190**
05:30 PM	0	0	0	0	0	**71**	3	74	11	4	13	28	4	82	0	86	188
05:45 PM	0	0	0	0	0	64	2	66	13	1	11	25	1	**89**	0	**90**	181
Total Volume	0	0	0	0	1	272	8	281	56	11	55	122	10	316	0	326	729
% App. Total	0	0	0		0.4	96.8	2.8		45.9	9	45.1		3.1	96.9	0		
PHF	.000	.000	.000	.000	.250	.958	.667	.949	.778	.550	.724	.871	.625	.888	.000	.906	.959
Cars	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325	724
% Cars	0	0	0	0	0	98.9	100	98.6	100	100	100	100	100	99.7	0	99.7	99.3
Trucks	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
% Trucks	0	0	0	0	100	1.1	0	1.4	0	0	0	0	0	0.3	0	0.3	0.7

Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 2



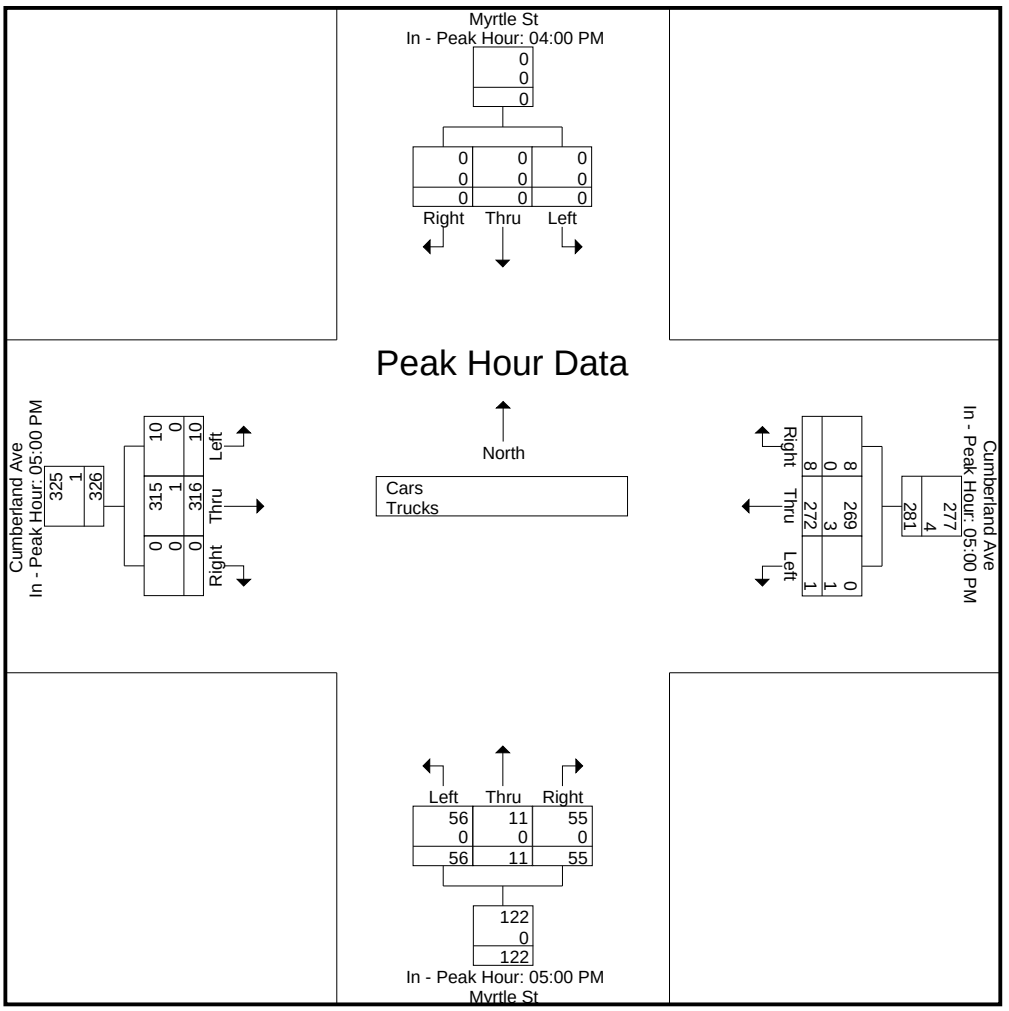
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	67	0	67	14	1	**19**	34	**4**	65	0	69
+15 mins.	0	0	0	0	**1**	70	**3**	**74**	**18**	**5**	12	**35**	1	80	0	81
+30 mins.	0	0	0	0	0	**71**	3	74	11	4	13	28	4	82	0	86
+45 mins.	0	0	0	0	0	64	2	66	13	1	11	25	1	**89**	0	**90**
Total Volume	0	0	0	0	1	272	8	281	56	11	55	122	10	316	0	326
% App. Total	0	0	0		0.4	96.8	2.8		45.9	9	45.1		3.1	96.9	0	
PHF	.000	.000	.000	.000	.250	.958	.667	.949	.778	.550	.724	.871	.625	.888	.000	.906
Cars	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325
% Cars	0	0	0	0	0	98.9	100	98.6	100	100	100	100	100	99.7	0	99.7
Trucks	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1
% Trucks	0	0	0	0	100	1.1	0	1.4	0	0	0	0	0	0.3	0	0.3

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 4

Groups Printed- Cars

	Myrtle St From North			Cumberland Ave From East			Myrtle St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	60	0	13	1	8	0	71	0	153
04:15 PM	0	0	0	0	59	2	16	4	13	0	64	0	158
04:30 PM	0	0	0	0	64	0	10	0	8	2	78	0	162
04:45 PM	0	0	0	0	59	0	15	3	6	3	62	0	148
Total	0	0	0	0	242	2	54	8	35	5	275	0	621
05:00 PM	0	0	0	0	66	0	14	1	19	4	65	0	169
05:15 PM	0	0	0	0	69	3	18	5	12	1	80	0	188
05:30 PM	0	0	0	0	71	3	11	4	13	4	82	0	188
05:45 PM	0	0	0	0	63	2	13	1	11	1	88	0	179
Total	0	0	0	0	269	8	56	11	55	10	315	0	724
06:00 PM	0	0	0	0	53	1	8	3	8	2	66	0	141
06:15 PM	0	0	0	0	55	5	9	0	10	2	69	0	150
06:30 PM	0	0	0	0	56	3	15	3	8	2	65	0	152
06:45 PM	0	0	0	0	41	1	2	2	4	0	56	0	106
Total	0	0	0	0	205	10	34	8	30	6	256	0	549
07:00 PM	0	0	0	0	48	3	9	2	3	2	42	0	109
07:15 PM	0	0	0	0	51	2	7	0	2	0	41	0	103
07:30 PM	0	0	0	0	32	1	8	1	2	0	36	0	80
07:45 PM	0	0	0	0	34	1	9	3	3	0	45	0	95
Total	0	0	0	0	165	7	33	6	10	2	164	0	387
Grand Total	0	0	0	0	881	27	177	33	130	23	1010	0	2281
Apprch %	0	0	0	0	97	3	52.1	9.7	38.2	2.2	97.8	0	
Total %	0	0	0	0	38.6	1.2	7.8	1.4	5.7	1	44.3	0	

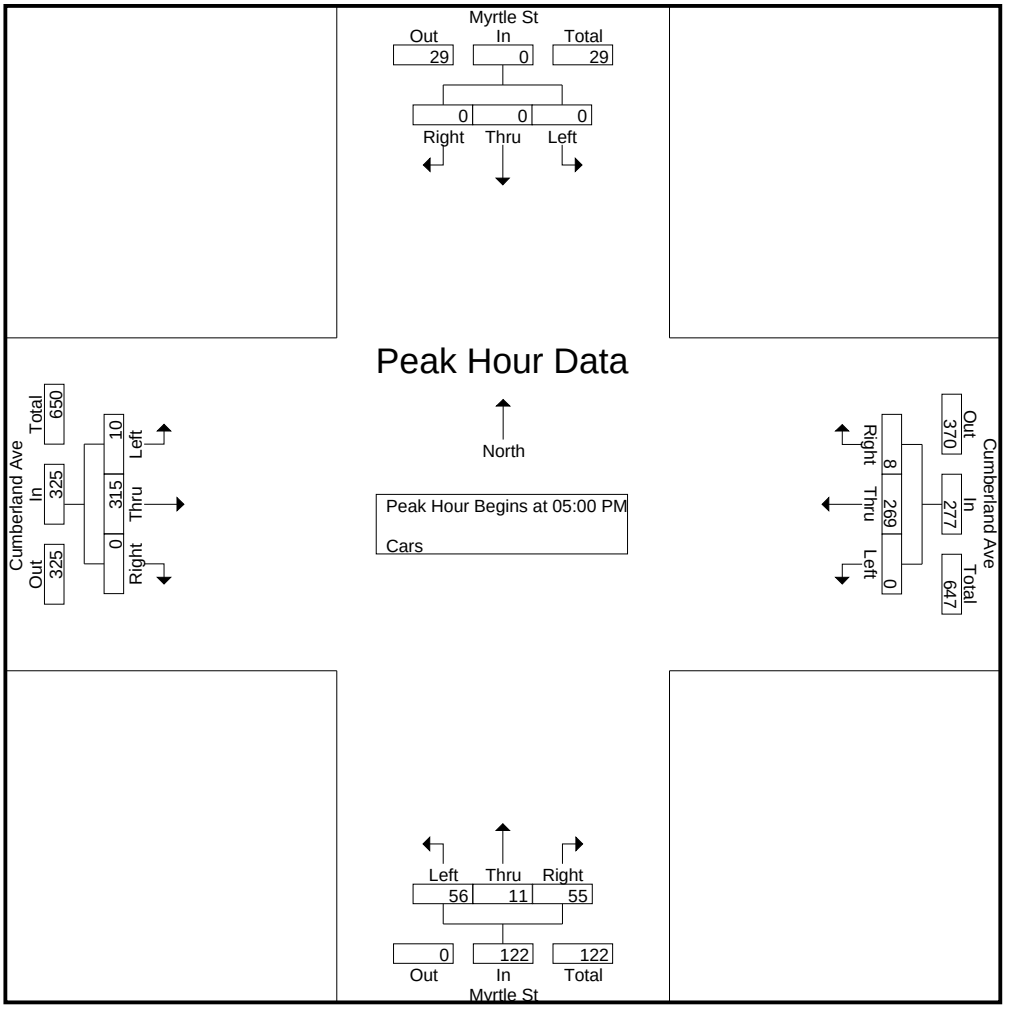
	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	66	0	66	14	1	**19**	34	**4**	65	0	69	169
05:15 PM	0	0	0	0	0	69	**3**	72	**18**	**5**	12	**35**	1	80	0	81	**188**
05:30 PM	0	0	0	0	0	**71**	3	**74**	11	4	13	28	4	82	0	86	188
05:45 PM	0	0	0	0	0	63	2	65	13	1	11	25	1	**88**	0	**89**	179
Total Volume	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325	724
% App. Total	0	0	0		0	97.1	2.9		45.9	9	45.1		3.1	96.9	0		
PHF	.000	.000	.000	.000	.000	.947	.667	.936	.778	.550	.724	.871	.625	.895	.000	.913	.963

Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 5



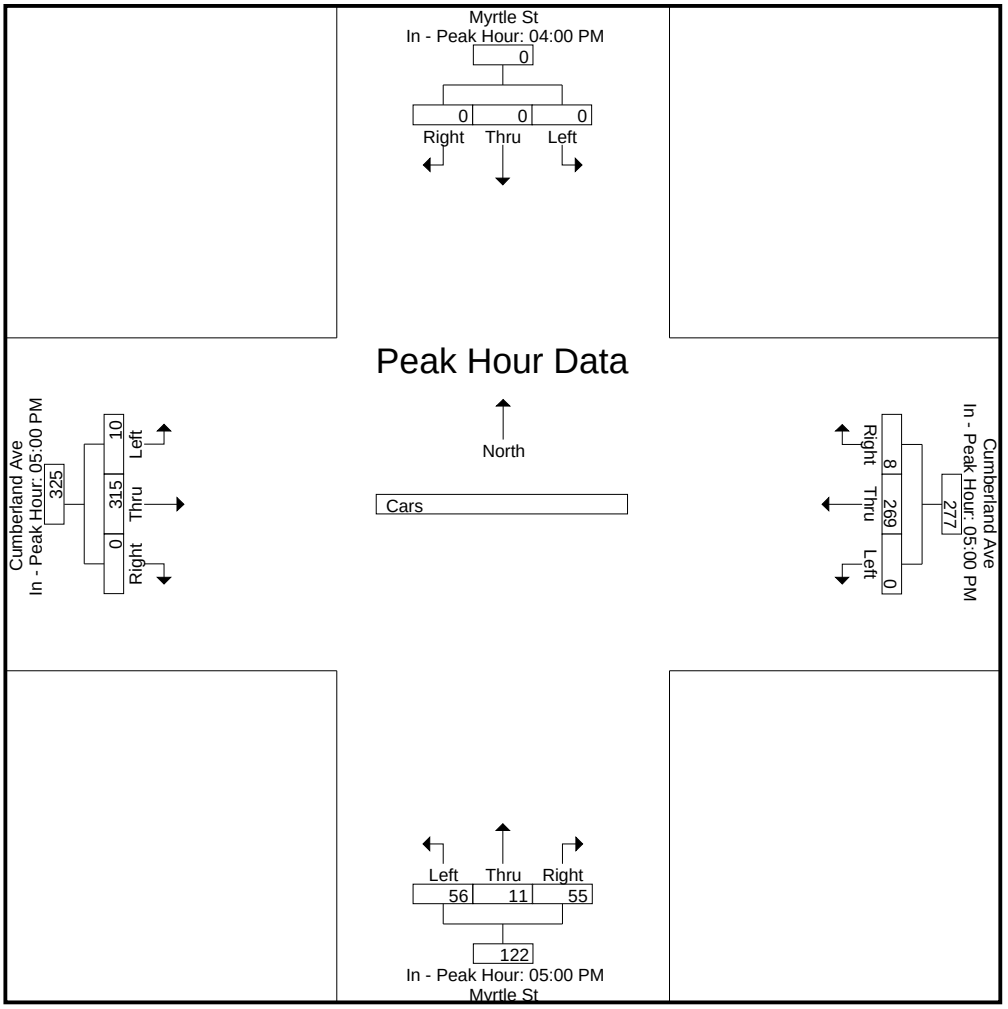
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	66	0	66	14	1	**19**	34	**4**	65	0	69
+15 mins.	0	0	0	0	0	69	**3**	72	**18**	**5**	12	**35**	1	80	0	81
+30 mins.	0	0	0	0	0	**71**	3	**74**	11	4	13	28	4	82	0	86
+45 mins.	0	0	0	0	0	63	2	65	13	1	11	25	1	**88**	0	**89**
Total Volume	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325
% App. Total	0	0	0		0	97.1	2.9		45.9	9	45.1		3.1	96.9	0	
PHF	.000	.000	.000	.000	.000	.947	.667	.936	.778	.550	.724	.871	.625	.895	.000	.913

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 7

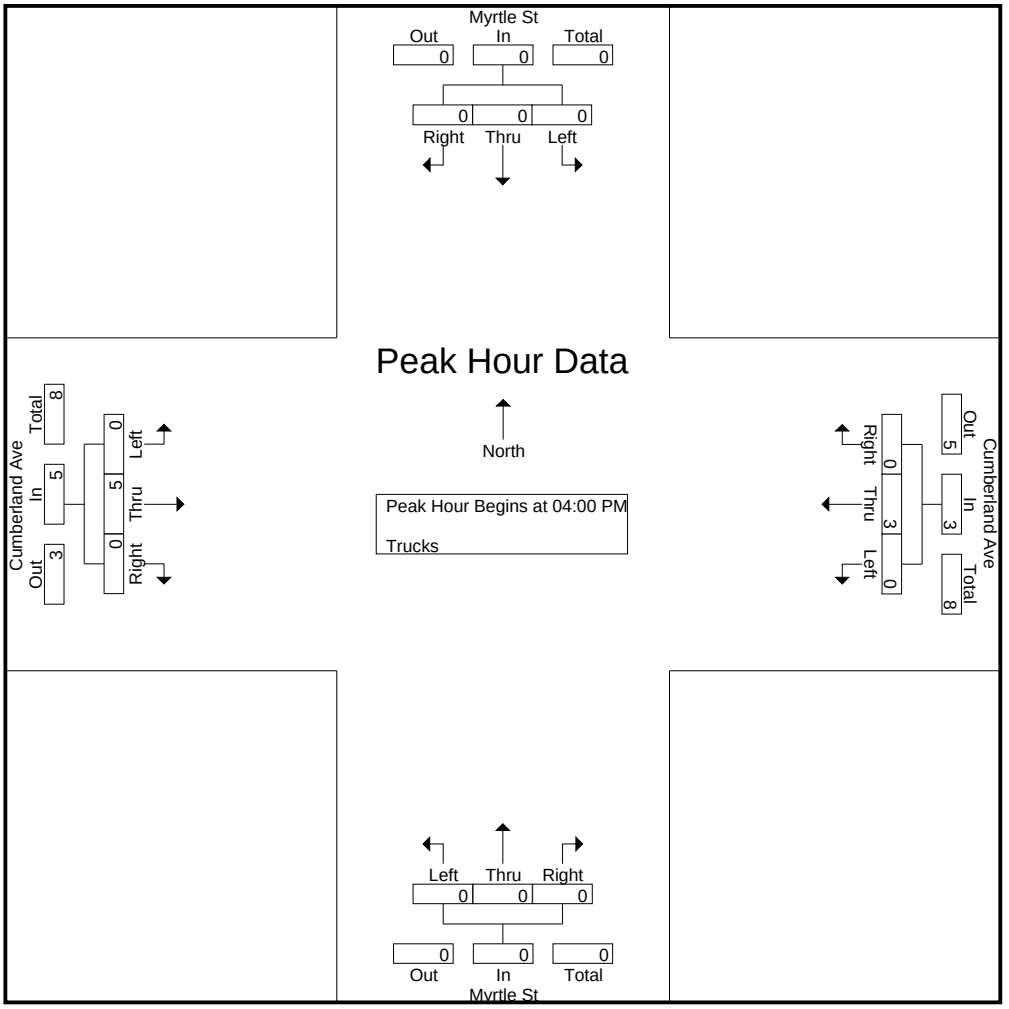
Groups Printed- Trucks

	Myrtle St From North			Cumberland Ave From East			Myrtle St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	0	0	0	5	0	8
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	1	3	0	0	0	0	0	1	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	8	0	0	0	0	0	6	0	15
Apprch %	0	0	0	11.1	88.9	0	0	0	0	0	100	0	
Total %	0	0	0	6.7	53.3	0	0	0	0	0	40	0	

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.417	.000	.417	.500

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 8

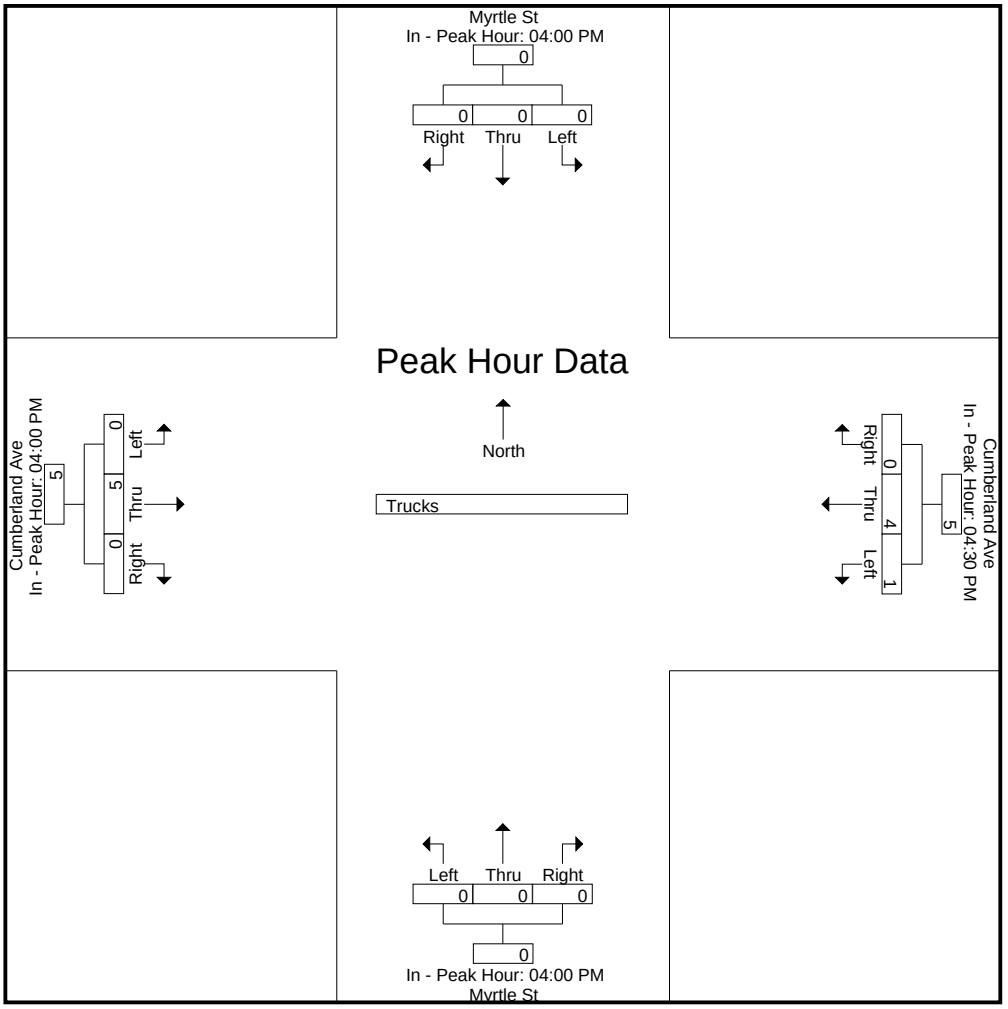


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	**1**	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5
% App. Total	0	0	0		20	80	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.000	.000	.000	.417	.000	.417

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 10

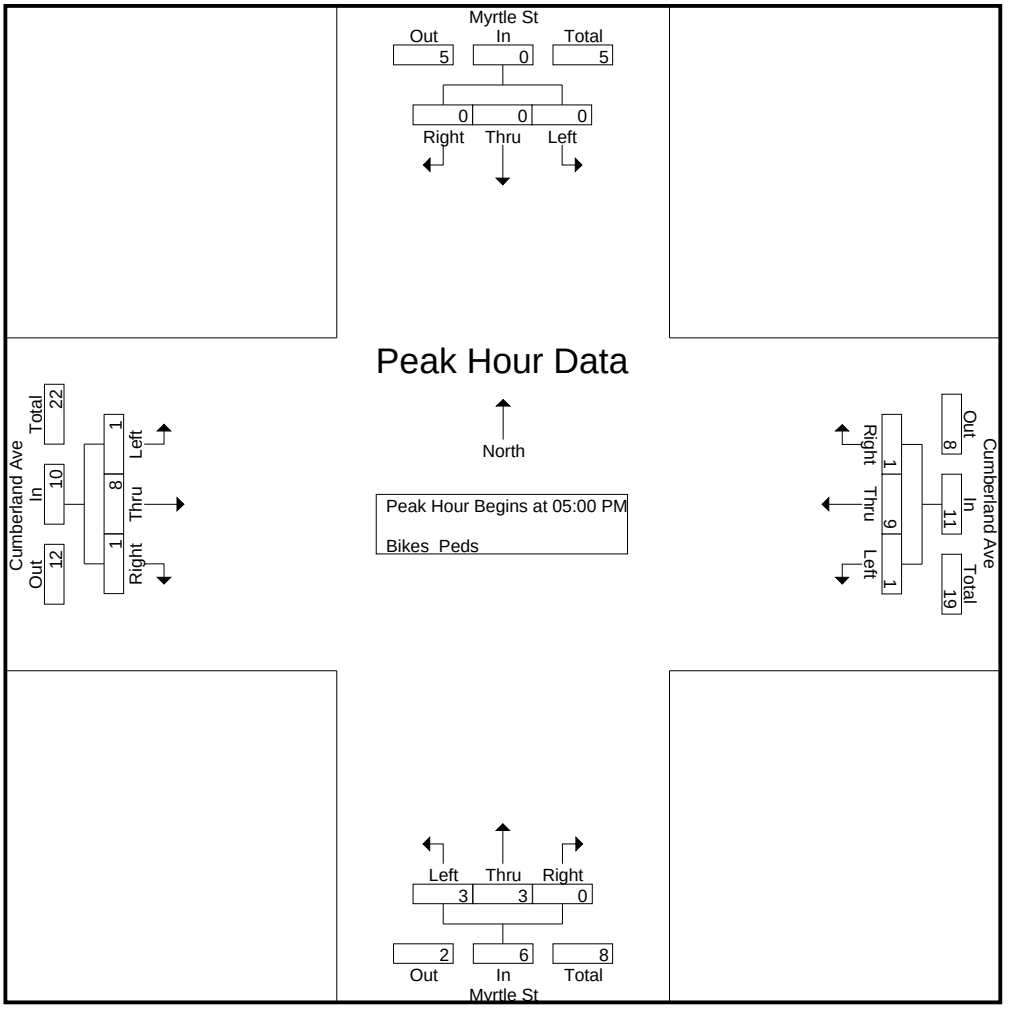
Groups Printed- Bikes Peds

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	4	0	0	0	4	0	0	0	5	0	1	0	9	22	1	23
04:15 PM	0	0	0	4	0	4	0	2	2	0	0	2	0	2	0	13	21	8	29
04:30 PM	0	0	0	11	0	2	0	2	0	0	0	4	0	3	0	22	39	5	44
04:45 PM	0	0	0	10	0	1	0	1	0	0	0	2	0	0	0	15	28	1	29
Total	0	0	0	29	0	7	0	9	2	0	0	13	0	6	0	59	110	15	125
05:00 PM	0	0	0	16	0	3	0	6	0	3	0	6	0	3	0	20	48	9	57
05:15 PM	0	0	0	9	1	0	1	1	2	0	0	2	0	3	1	16	28	8	36
05:30 PM	0	0	0	9	0	4	0	4	0	0	0	10	1	0	0	9	32	5	37
05:45 PM	0	0	0	11	0	2	0	2	1	0	0	9	0	2	0	3	25	5	30
Total	0	0	0	45	1	9	1	13	3	3	0	27	1	8	1	48	133	27	160
06:00 PM	0	0	0	8	0	0	0	5	0	0	1	8	0	3	0	14	35	4	39
06:15 PM	0	0	0	13	0	3	0	2	0	0	0	17	0	2	0	20	52	5	57
06:30 PM	0	0	0	9	0	2	0	1	0	0	0	6	0	2	0	45	61	4	65
06:45 PM	0	0	0	7	0	0	0	2	0	0	0	7	0	4	1	11	27	5	32
Total	0	0	0	37	0	5	0	10	0	0	1	38	0	11	1	90	175	18	193
07:00 PM	0	0	0	2	0	1	0	0	0	0	0	3	0	1	0	2	7	2	9
07:15 PM	0	0	0	12	0	4	0	1	0	0	1	3	0	2	0	13	29	7	36
07:30 PM	0	0	0	4	0	0	1	2	1	0	0	6	0	0	0	4	16	2	18
07:45 PM	0	0	0	4	0	1	0	1	0	0	0	1	0	0	0	0	6	1	7
Total	0	0	0	22	0	6	1	4	1	0	1	13	0	3	0	19	58	12	70
Grand Total	0	0	0	133	1	27	2	36	6	3	2	91	1	28	2	216	476	72	548
Apprch %	0	0	0		3.3	90	6.7		54.5	27.3	18.2		3.2	90.3	6.5				
Total %	0	0	0		1.4	37.5	2.8		8.3	4.2	2.8		1.4	38.9	2.8		86.9	13.1	

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	3	0	3	0	**3**	0	**3**	0	**3**	0	3	**9**
05:15 PM	0	0	0	0	**1**	0	**1**	2	**2**	0	0	2	0	3	**1**	**4**	8
05:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**1**	0	0	1	5
05:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
Total Volume	0	0	0	0	1	9	1	11	3	3	0	6	1	8	1	10	27
% App. Total	0	0	0		9.1	81.8	9.1		50	50	0		10	80	10		
PHF	.000	.000	.000	.000	.250	.563	.250	.688	.375	.250	.000	.500	.250	.667	.250	.625	.750

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 11

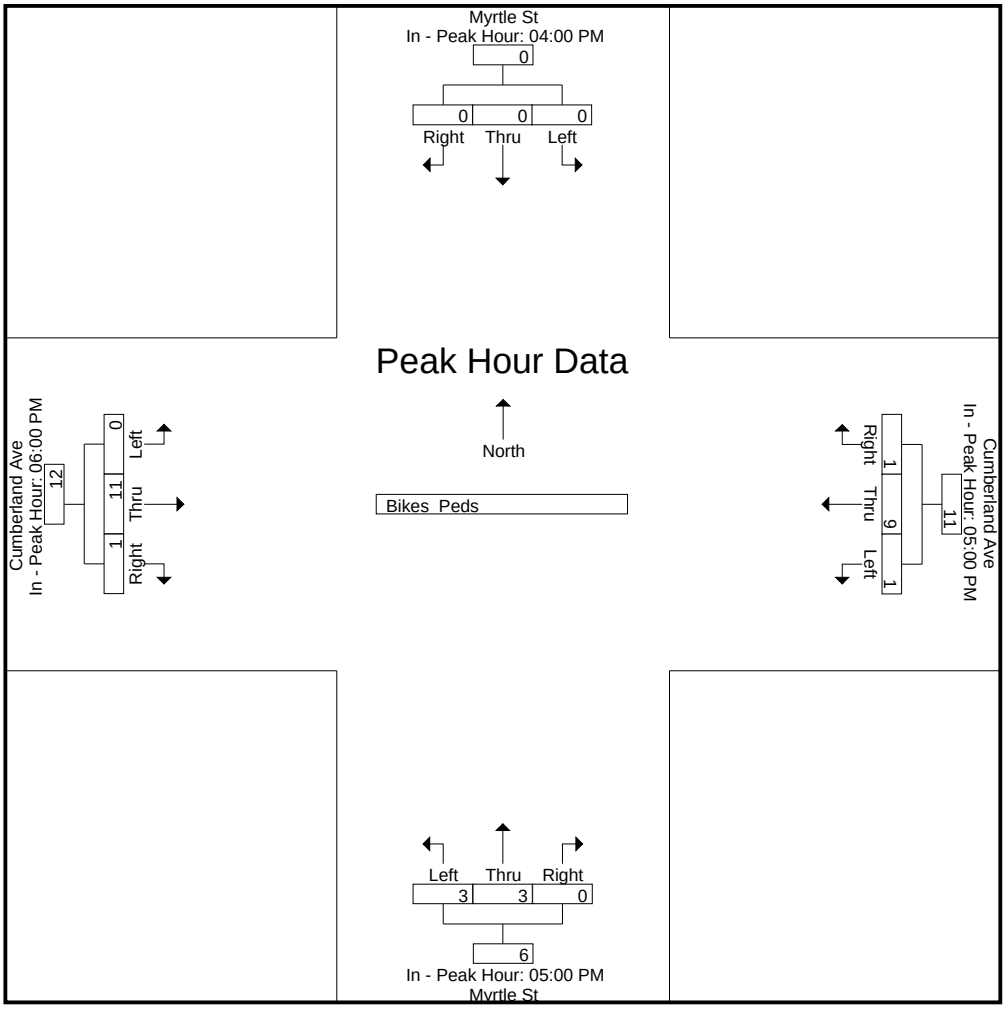


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				06:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	**3**	0	**3**	0	3	0	3
+15 mins.	0	0	0	0	**1**	0	**1**	2	**2**	0	0	2	0	2	0	2
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	**4**	**1**	**5**
Total Volume	0	0	0	0	1	9	1	11	3	3	0	6	0	11	1	12
% App. Total	0	0	0		9.1	81.8	9.1		50	50	0		0	91.7	8.3	
PHF	.000	.000	.000	.000	.250	.563	.250	.688	.375	.250	.000	.500	.000	.688	.250	.600

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
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Accurate Counts

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N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 1

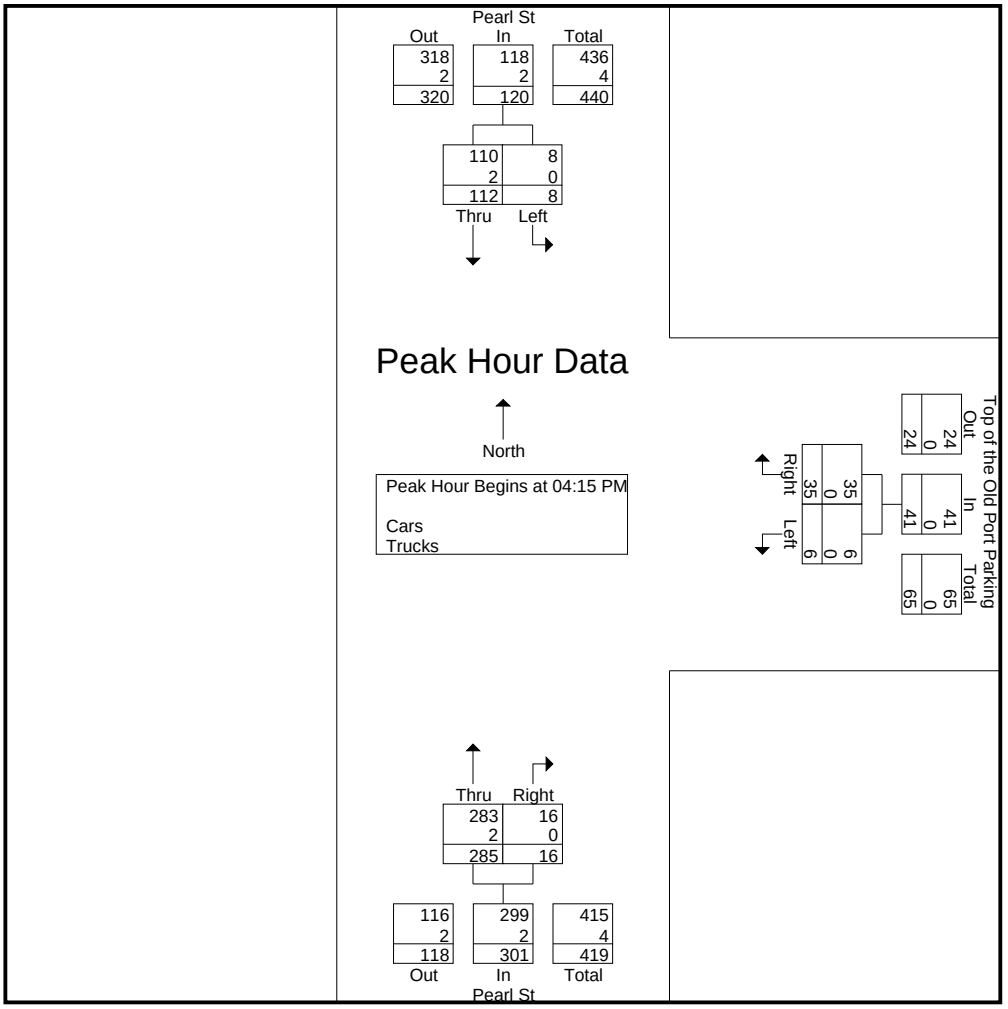
Groups Printed- Cars - Trucks

	Pearl St From North		Top of the Old Port Parking From East		Pearl St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	1	35	1	2	73	0	112
04:15 PM	3	23	0	12	70	2	110
04:30 PM	2	37	1	8	83	3	134
04:45 PM	1	22	2	7	63	5	100
Total	7	117	4	29	289	10	456
05:00 PM	2	30	3	8	69	6	118
05:15 PM	2	31	0	4	66	3	106
05:30 PM	3	31	0	4	43	3	84
05:45 PM	5	26	0	1	27	8	67
Total	12	118	3	17	205	20	375
06:00 PM	7	16	0	3	31	20	77
06:15 PM	15	27	1	3	10	19	75
06:30 PM	17	20	0	3	4	23	67
06:45 PM	6	17	1	2	25	12	63
Total	45	80	2	11	70	74	282
07:00 PM	0	16	0	0	31	1	48
07:15 PM	2	15	0	2	17	0	36
07:30 PM	0	15	1	2	14	0	32
07:45 PM	0	8	0	0	20	1	29
Total	2	54	1	4	82	2	145
Grand Total	66	369	10	61	646	106	1258
Apprch %	15.2	84.8	14.1	85.9	85.9	14.1	
Total %	5.2	29.3	0.8	4.8	51.4	8.4	
Cars	66	366	10	61	644	106	1253
% Cars	100	99.2	100	100	99.7	100	99.6
Trucks	0	3	0	0	2	0	5
% Trucks	0	0.8	0	0	0.3	0	0.4

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**3**	23	26	0	**12**	**12**	70	2	72	110
04:30 PM	2	**37**	**39**	1	8	9	**83**	3	**86**	**134**
04:45 PM	1	22	23	2	7	9	63	5	68	100
05:00 PM	2	30	32	**3**	8	11	69	**6**	75	118
Total Volume	8	112	120	6	35	41	285	16	301	462
% App. Total	6.7	93.3		14.6	85.4		94.7	5.3		
PHF	.667	.757	.769	.500	.729	.854	.858	.667	.875	.862
Cars	8	110	118	6	35	41	283	16	299	458
% Cars	100	98.2	98.3	100	100	100	99.3	100	99.3	99.1
Trucks	0	2	2	0	0	0	2	0	2	4
% Trucks	0	1.8	1.7	0	0	0	0.7	0	0.7	0.9

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 2

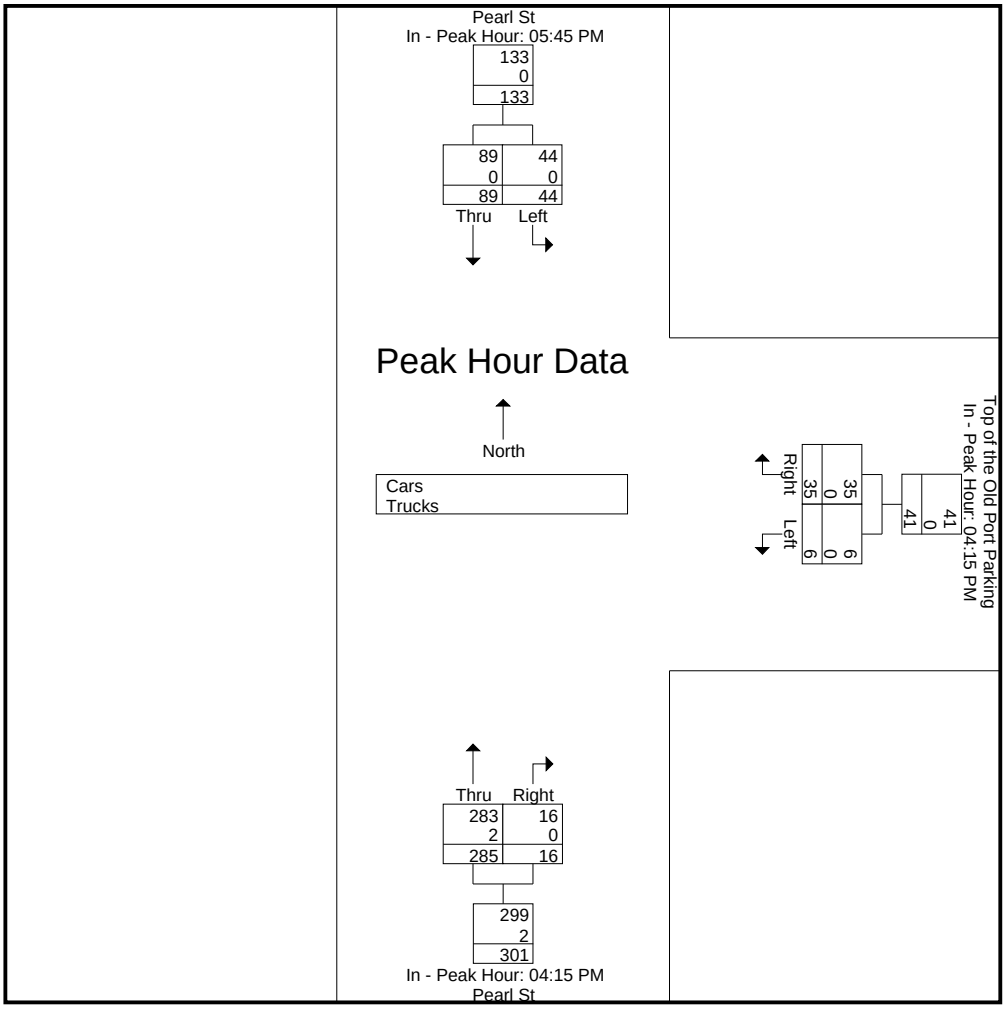


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:45 PM			04:15 PM			04:15 PM		
+0 mins.	5	26	31	0	**12**	**12**	70	2	72
+15 mins.	7	16	23	1	8	9	**83**	3	**86**
+30 mins.	15	**27**	**42**	2	7	9	63	5	68
+45 mins.	**17**	20	37	**3**	8	11	69	**6**	75
Total Volume	44	89	133	6	35	41	285	16	301
% App. Total	33.1	66.9		14.6	85.4		94.7	5.3	
PHF	.647	.824	.792	.500	.729	.854	.858	.667	.875
Cars	44	89	133	6	35	41	283	16	299
% Cars	100	100	100	100	100	100	99.3	100	99.3
Trucks	0	0	0	0	0	0	2	0	2
% Trucks	0	0	0	0	0	0	0.7	0	0.7

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 4

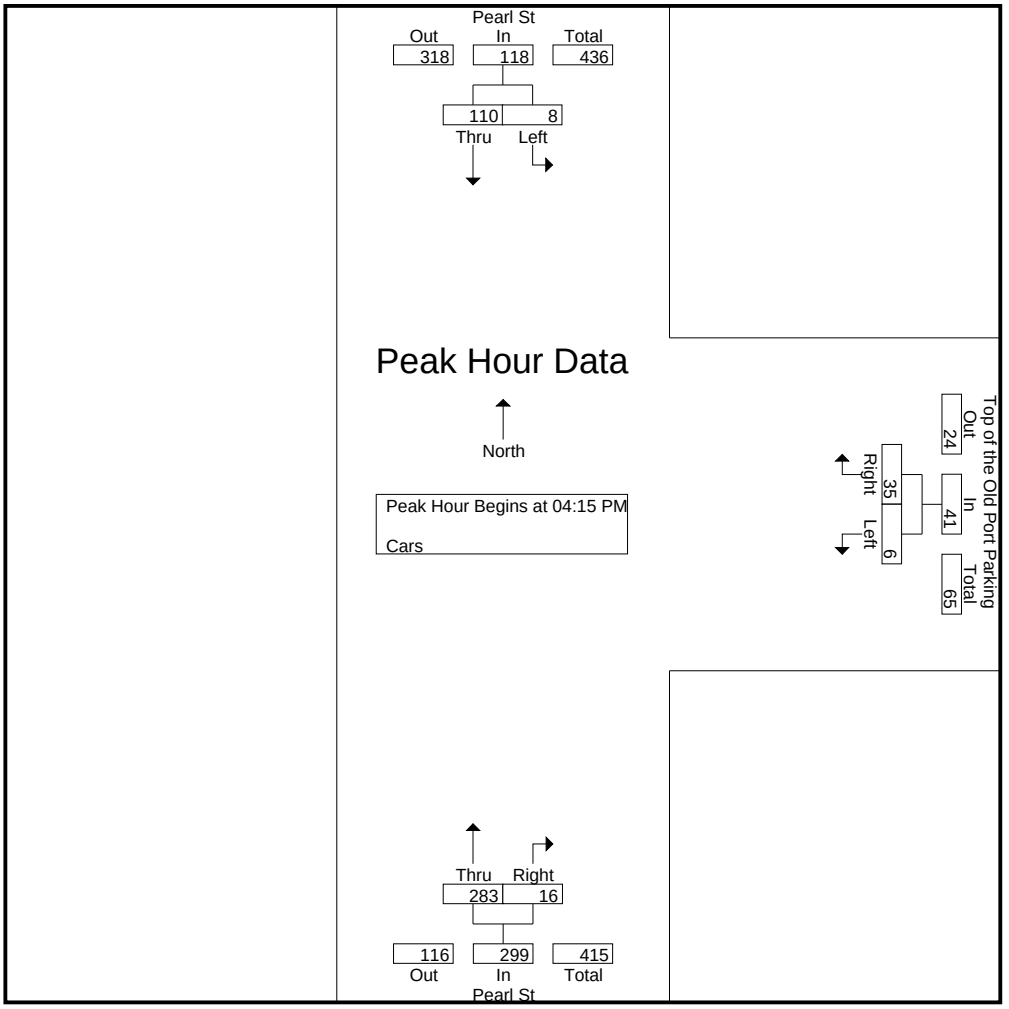
Groups Printed- Cars

	Pearl St From North		Top of the Old Port Parking From East		Pearl St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	1	34	1	2	73	0	111
04:15 PM	3	23	0	12	68	2	108
04:30 PM	2	35	1	8	83	3	132
04:45 PM	1	22	2	7	63	5	100
Total	7	114	4	29	287	10	451
05:00 PM	2	30	3	8	69	6	118
05:15 PM	2	31	0	4	66	3	106
05:30 PM	3	31	0	4	43	3	84
05:45 PM	5	26	0	1	27	8	67
Total	12	118	3	17	205	20	375
06:00 PM	7	16	0	3	31	20	77
06:15 PM	15	27	1	3	10	19	75
06:30 PM	17	20	0	3	4	23	67
06:45 PM	6	17	1	2	25	12	63
Total	45	80	2	11	70	74	282
07:00 PM	0	16	0	0	31	1	48
07:15 PM	2	15	0	2	17	0	36
07:30 PM	0	15	1	2	14	0	32
07:45 PM	0	8	0	0	20	1	29
Total	2	54	1	4	82	2	145
Grand Total	66	366	10	61	644	106	1253
Apprch %	15.3	84.7	14.1	85.9	85.9	14.1	
Total %	5.3	29.2	0.8	4.9	51.4	8.5	

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**3**	23	26	0	**12**	**12**	68	2	70	108
04:30 PM	2	**35**	**37**	1	8	9	**83**	3	**86**	**132**
04:45 PM	1	22	23	2	7	9	63	5	68	100
05:00 PM	2	30	32	**3**	8	11	69	**6**	75	118
Total Volume	8	110	118	6	35	41	283	16	299	458
% App. Total	6.8	93.2		14.6	85.4		94.6	5.4		
PHF	.667	.786	.797	.500	.729	.854	.852	.667	.869	.867

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
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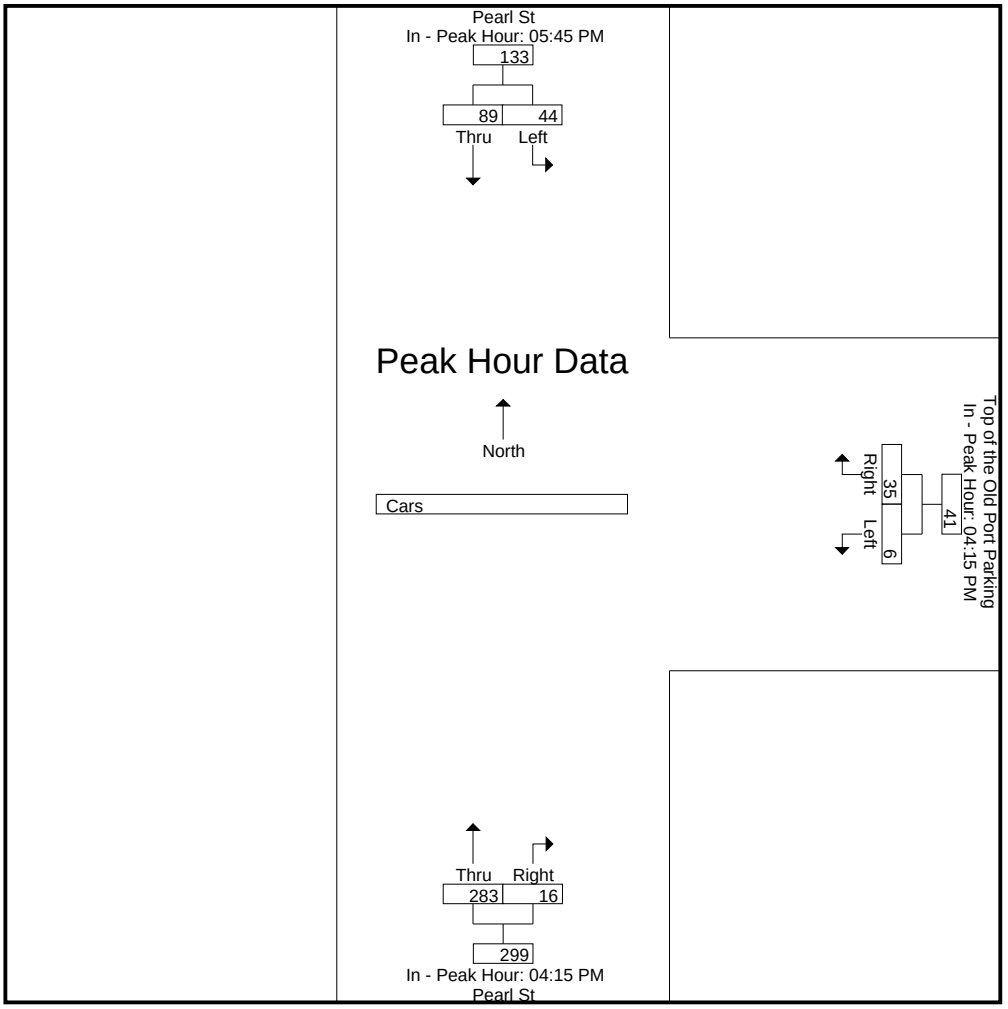


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:45 PM			04:15 PM			04:15 PM		
+0 mins.	5	26	31	0	**12**	**12**	68	2	70
+15 mins.	7	16	23	1	8	9	**83**	3	**86**
+30 mins.	15	**27**	**42**	2	7	9	63	5	68
+45 mins.	**17**	20	37	**3**	8	11	69	**6**	75
Total Volume	44	89	133	6	35	41	283	16	299
% App. Total	33.1	66.9		14.6	85.4		94.6	5.4	
PHF	.647	.824	.792	.500	.729	.854	.852	.667	.869

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
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Accurate Counts

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N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 7

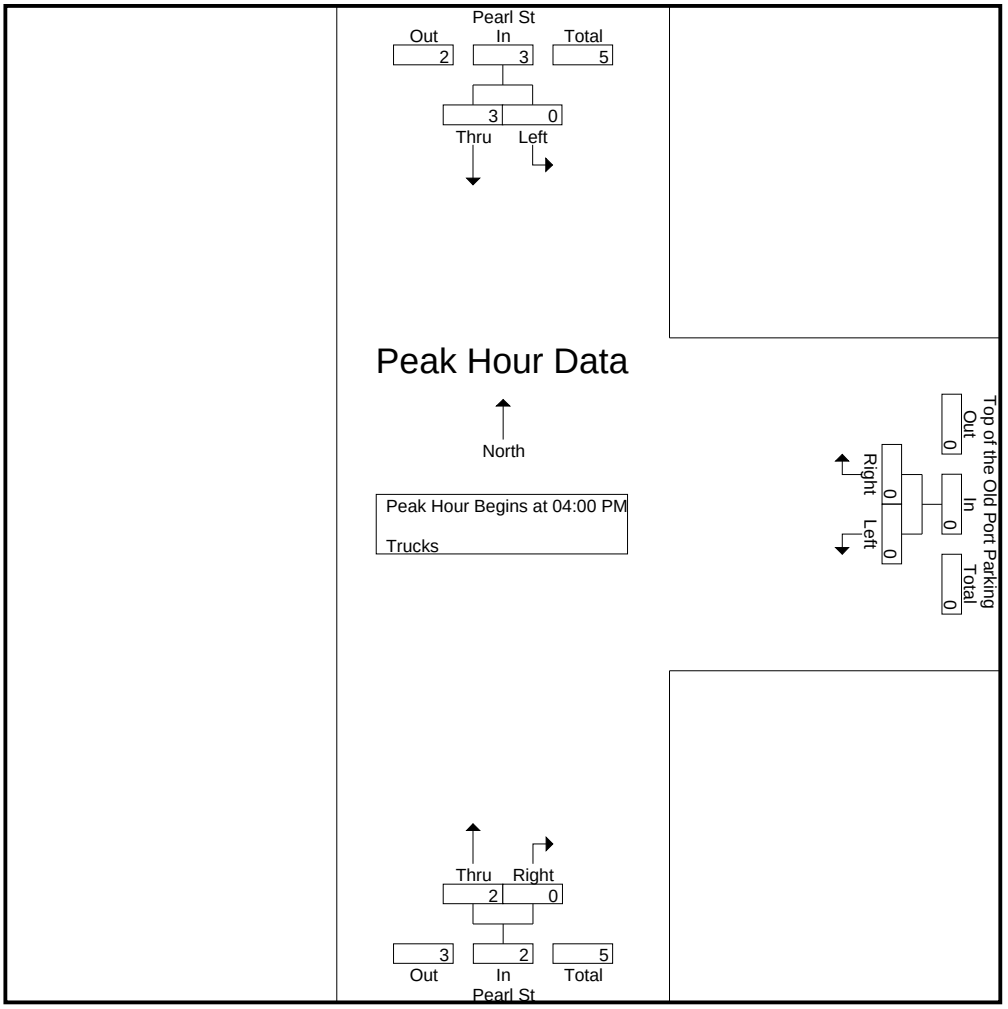
Groups Printed- Trucks

	Pearl St From North		Top of the Old Port Parking From East		Pearl St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	2
04:30 PM	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0
Total	0	3	0	0	2	0	5
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	3	0	0	2	0	5
Apprch %	0	100	0	0	100	0	
Total %	0	60	0	0	40	0	

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
04:30 PM	0	**2**	**2**	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	2	0	2	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250	.625

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 8

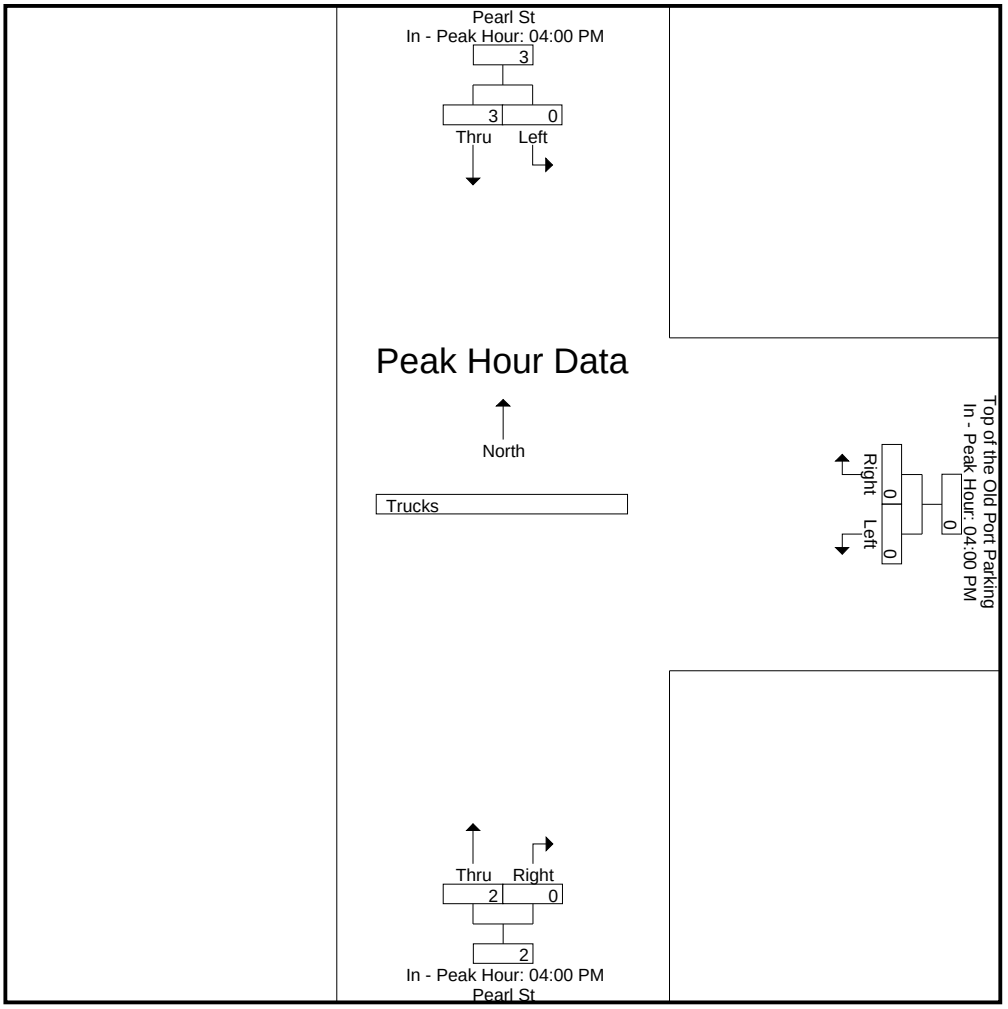


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	**2**	**2**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 10

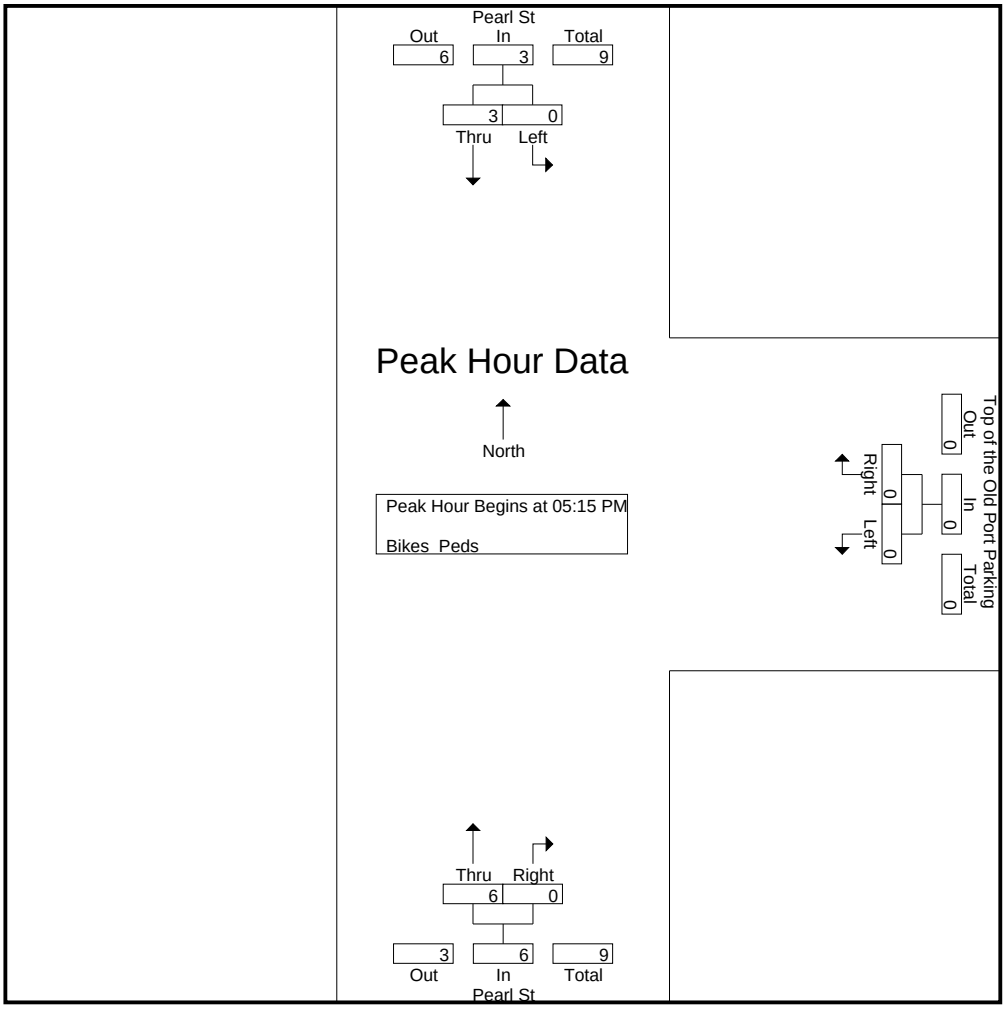
Groups Printed- Bikes Peds

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	9	0	0	2	11	0	11
04:15 PM	0	2	2	0	0	0	1	0	4	6	3	9
04:30 PM	0	0	0	0	0	3	0	0	4	7	0	7
04:45 PM	0	0	0	0	0	6	1	0	7	13	1	14
Total	0	2	2	0	0	18	2	0	17	37	4	41
05:00 PM	0	0	1	0	0	8	0	0	10	19	0	19
05:15 PM	0	1	0	0	0	4	2	0	4	8	3	11
05:30 PM	0	0	2	0	0	6	1	0	4	12	1	13
05:45 PM	0	1	0	0	0	5	2	0	4	9	3	12
Total	0	2	3	0	0	23	5	0	22	48	7	55
06:00 PM	0	1	13	0	0	7	1	0	2	22	2	24
06:15 PM	0	0	44	0	0	3	0	0	11	58	0	58
06:30 PM	0	0	59	0	0	3	0	0	11	73	0	73
06:45 PM	0	0	29	0	0	6	0	0	7	42	0	42
Total	0	1	145	0	0	19	1	0	31	195	2	197
07:00 PM	0	1	0	0	0	2	0	0	1	3	1	4
07:15 PM	0	0	4	0	0	3	1	0	0	7	1	8
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	1	0	0	0	0	3	0	2	2	4	6
Total	0	2	4	0	0	5	4	0	3	12	6	18
Grand Total	0	7	154	0	0	65	12	0	73	292	19	311
Apprch %	0	100		0	0		100	0				
Total %	0	36.8		0	0		63.2	0		93.9	6.1	

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:15 PM										
05:15 PM	0	**1**	**1**	0	0	0	**2**	0	**2**	**3**
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	1	1	0	0	0	2	0	2	3
06:00 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	3	3	0	0	0	6	0	6	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.750	.000	.750	.750

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 11

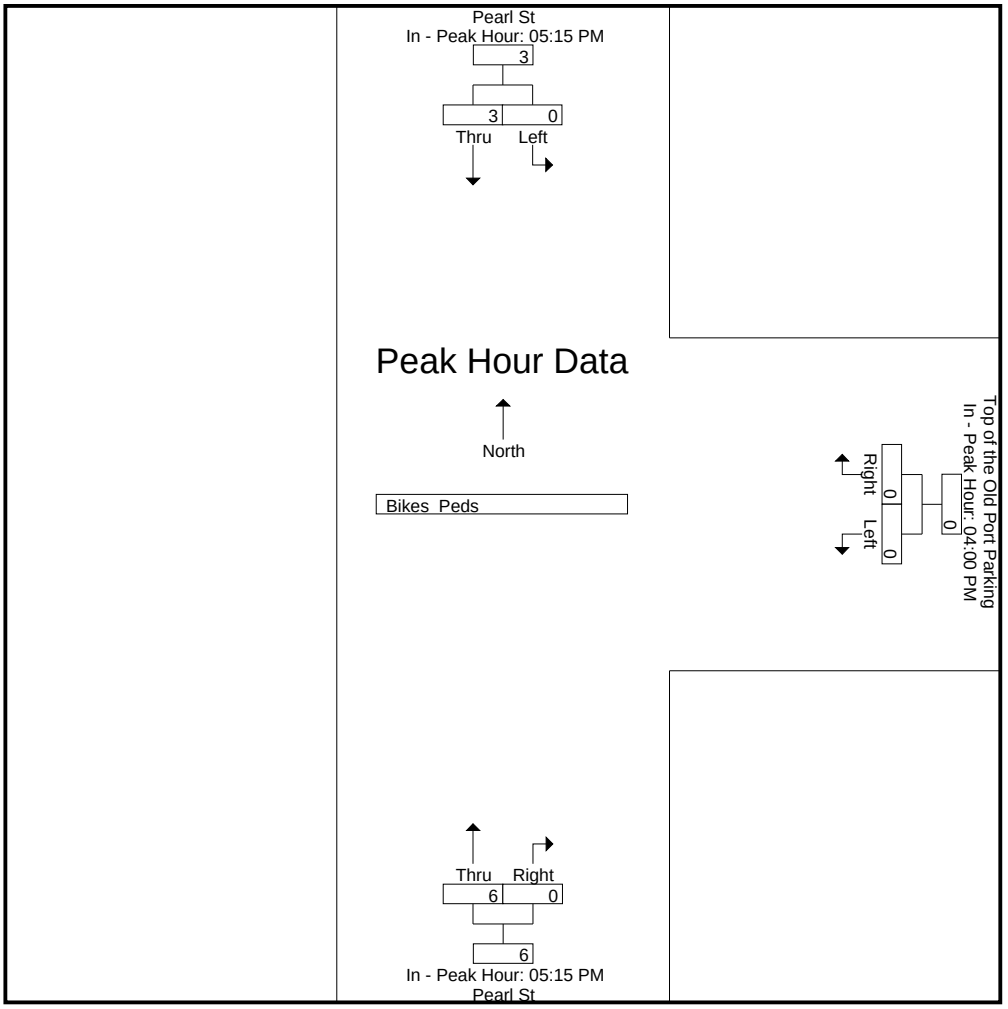


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:15 PM			04:00 PM			05:15 PM		
+0 mins.	0	**1**	**1**	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	2	0	2
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	3	3	0	0	0	6	0	6
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.750	.000	.750

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 12



Appendix C. Previous Traffic Movement Permit

CITY OF PORTLAND, MAINE

PLANNING BOARD

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

February 24, 2023

Joseph Dasco
385 Congress Street LLC
383 Commercial Street
Portland, ME 04101

Marieke Thormann
Fathom Companies
80 Exchange Street
Portland, ME 04101

Project Name:	385 Congress Street	**Project ID:**	PL-001970-2022
Address:	385 Congress Street	**CBL:**	012 P027001

Applicant: 385 Congress Street LLC & Fathom Companies
Planner: Zach Powell

Dear Joesph Dasco and Marieke Thormann:

On February 14, 2023, the Planning Board approved a Traffic Movement Permit application for the proposed phased mixed-use development at 385 Congress Street. The Planning Board voted (6-0, Silk Absent) to approve the application with the following conditions as presented below:

PRIOR TO BUILDING PERMIT SUBMISSION FOR PHASE 1 (HOTEL)

1. The Applicant shall update the site plan set to state that the City will review conditions on Pearl Street post-occupancy and determine the feasibility of on-street parking in a future phase of the MDP, offset the eastbound Congress Street left-turn lane off-set STOP bar by 15 feet, and replace site plan key note 17 on site plan sheet 5 with a metered parking sign (PS6).

PRIOR TO ISSUANCE OF BUILDING PERMIT FOR PHASE 1 (HOTEL)

2. The Applicant shall submit a scope of work for the traffic monitoring program of the valet operations for review and approval by the Planning Authority. The scope of work shall outline specific actions that will be taken by the hotel/valet vendor if vehicle queuing problems are identified.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR PHASE 1 (HOTEL)

3. The Applicant shall upgrade the entire traffic signal system at the intersection of Congress & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground
4. The Applicant shall install pedestrian signal heads at the intersection of Cumberland Avenue & Pearl Street.

POST OCCUPANCY CONDITIONS FOR PHASE 1 (HOTEL)

5. The Applicant shall be required to perform a traffic monitoring program of the valet operations and queuing conditions. The monitoring study shall be performed within the first month of occupancy, three months after occupancy, and annually for at least three years. At the conclusion of Year 3, City Staff shall make a determination on continuation. The monitoring program shall be conducted under normal traffic system conditions and when Myrtle Street is closed. The monitoring program shall report at a minimum vehicle arrival/departure volumes, number of valet personnel, vehicle queuing, impacts of the co-location of automobile and bicycle parking, and photographs of conditions

MAJOR SITE PLAN APPLICATION PHASE 2 (CONDO A)

6. As part of the Major Site Plan application for Phase 2 (Condo A) the Applicant shall submit signal plans for an upgrade to the entire traffic system for the intersection of Cumberland & Pearl Street.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE 3 (CONDO B)

7. The Applicant shall upgrade the entire traffic signal system at the intersection of Cumberland & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground

The approval is based on the submitted plans and findings related to site plan review as contained in the Planning Board report dated February 10, 2023 for application #PL-002156-2022, which is attached.

If there are any questions, please contact Zach Powell at 207-756-8083 or at zpowell@portlandmaine.gov.

Sincerely,



Maggie Stanley, Chair

Attachments:

1. Planning Board Public Hearing Report (February 10, 2023)

Planning Board Report
Planning and Urban Development Department

385 Congress Street
Major Site Plan Review and MDP Traffic Movement Permit Review
PL-002156-2023
Fathom Congress, LLC., Applicant

Submitted to:	Portland Planning Board	**Prepared By:**	Zach Powell
Public Hearing Date:	February 14, 2023	**Date:**	February, 10, 2023

I. INTRODUCTION

Fathom Congress, LLC has submitted an application for Major Site Plan Review to facilitate the construction of a mixed-use development including 179 hotel rooms on the southeast corner of the site. The project is part of a larger Master Development Plan that was approved by the Planning Board on August 9, 2022, and the subject property received subdivision approval by the Planning Board on January 24, 2023. The applicant is currently seeking Major Site Plan Approval for the project's first phase and approval of the Traffic Movement Permit associated with the larger Master Development Plan.



Figure 1: Perspective View from Congress & Exchange Street looking northwest with rendered elevations of the proposed hotel in black and brown, and the massing of future phases in light gray.

From the last meeting, the Applicant has updated the submitted plans to add an additional floor that will be occupied by 20 additional hotel rooms.

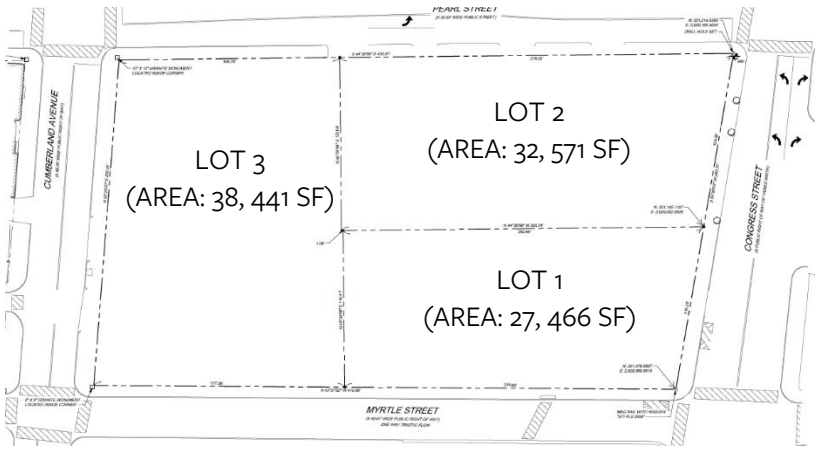


Figure 2: Map of subdivision approved at January 24, 2023 Planning Board Hearing, with the subject site plan application involving the redevelopment of Lot 1.

The Planning and Urban Development Department mailed 104 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the February 4, 2023 edition of the *Portland Press Herald*.

Applicant: Marieke Thormann, Fathom Congress, LLC
Consultants: Daniel Riley, Sebago Technics Inc.; Gregory Lemon & Tobias Strohe, JNS Architecture and Interior Design

II. REQUIRED REVIEWS

Review	Applicable Standards
Major Site Plan Review	Section 14.6
B-3 Design Review Standards	Design Manual & August 2, 2022 MDP Design Memorandum (**Attachment 1**)
Traffic Movement Permit (TMP)	Technical Manual Section 1.1
Waivers Granted Under August 9, 2022 MDP Approval	**Applicable Standard**
Sec. 7.3 – Table 7-E: Mixed-Use Zone Dimensional Standards – to vary the front setbacks on Cumberland Avenue, Myrtle Street, and Pearl Street up to 22 feet.	Sec. 7.3 – The maximum permitted front setback from all street frontages in the B-3 zone is 5 feet.
Technical Standards - Sec. 14.1.2 – to construct structured parking on the portion of the site identified as Lots '2' and '3' where 96 of the total 267 spaces (±35%) will be compact parking spaces and construct structured parking on the portion of the site identified as 'Lot 1' that is 100% comprised of compact spaces.	Sec. 14.1.2 – Parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces.
Technical Standards - Sec. 14.1.3 – to stripe parking spaces on the portion of the site identified as 'Lot 1' that have parallel valet parking spaces across the ends of double-stacked, 90-degree compact spaces.	Sec. 14.1.3 – Parking lot layout shall conform to Figures I-28 thru I-32.
Technical Standards - Sec. 14.1.5 – to waive the minimum 24' drive aisle width in the garage on the portion of the site identified as 'Lot 1' to allow parallel valet parking spaces across the ends of double stacked, 90-degree compact spaces and an aisle width of 15 feet.	Sec. 14.1.5. – Vehicular access shall be provided by one or more aisles. The minimum widths of aisles are illustrated in Figures I-28 thru I-31.

III. PROJECT DATA

Existing Zoning	B-3 Downtown Business, Downtown Entertainment Overlay, PAD Encouragement Area		
Existing Use	Off-Street Parking (Surface and Structured) (141 spaces) Storage (±3,914 SF)		
Proposed Use	Hotel	118,083SF (179 rooms)	
	Condominiums	16,315 SF (9 units)	
	Restaurant	4,630 SF (1 restaurant)	
	Retail Space	755 SF (1 unit)	
	Passive Recreation Space (Amenity Deck)	6,128 SF	
	Structured Parking	27,425 SF (75 spaces)	
Property Size	27,466 SF (0.63 acres)		
	Existing	*Proposed*	*Net Change*
Building Footprint	16,694 SF	20,875 SF	+ 4,181 SF

Building Floor Area	16,694 SF	152,387 SF	+135693 SF
Automobile Parking Spaces	44 (29 surface; 15 structured)	75 structured spaces	+31 spaces
Bicycle Parking Spaces	0 spaces	18 spaces	+18 spaces
Curb Cuts	1	2	+1 curb cut
Trees in Streetscape	9	7	-2

IV. EXISTING CONDITIONS

The site is bounded to the South by Myrtle Street, to the East by Congress Street, and to the North and West by parcels created through the recent subdivision that will not be held under common ownership. The Comprehensive Plan, Portland 2030, identifies Congress Street as a priority corridor. Priority corridors are key corridors that connect major nodes and neighborhoods and therefore serve as areas that can accommodate additional mixed-use, higher-density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.

The subject block and immediate area is 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, #7, and the Husky Line begin and end their routes. METRO bus routes #1, #7, #8, #9A, #9B, and the Biddeford Saco Old Orchard Beach Transit 60 Green line can be accessed along Congress Street within one block of the site. South Portland Bus routes 21, 24A, and 24B can be accessed along Congress Street roughly two blocks southwest of the site. METRO bus route 8 is located along Cumberland Avenue less than one block from the site.

The site was formerly occupied by a number of commercial and residential structures. In the 1960s, a portion of the site served as the printing facilities for the Portland Press Herald. Currently, the site serves as off-street parking (both surface and structured) for daily and monthly parking .The existing parking structure: (±13,408 SF) is proposed to be demolished to facilitate the development of the site.

V. RIGHT, TITLE & INTEREST

The owner of the property is 385 Congress, LLC. The owner and applicant for the construction of the hotel (The Fathom Companies d/b/a Fathom Congress, LLC) have entered into a Purchase and Sale Agreement which serves as sufficient right-title-interest documentation for The Fathom Companies for the purpose of reviewing a site plan application.

The submitted existing conditions survey (**P.46** and **P.47**) indicates the property has no existing easements. Sidewalk access and maintenance agreements along Myrtle Street, Congress Street & Cumberland Avenue will be established for the expanded sidewalk area on the subject property. As noted in the Purchase and Sale Agreement, utility easements will be created to facilitate access pre-and and post-construction.

VI. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter of financial capacity from their financial institutions as documentation stating that the Applicant is in good standing (**Attachments H and I**).

VII. ZONING ANALYSIS

The site is encompassed by the B-3 Downtown Business Zone, the Pedestrian Activities District (PAD) encouragement area, and the Downtown Entertainment Overlay Zone.

The purpose statement for the B-3 zone includes the following relevant to the proposal:

- *Enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working and visitor populations;*
- *Encourage increased housing opportunity downtown for a diverse residential population;*
- *Enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment;*
- *To encourage excellence in urban design;*
- *In the PAD Overlay Zone, to create continuity of pedestrian-oriented uses along streets where such uses predominate and along streets which, over time, will establish and maintain a strong retail and pedestrian-oriented use pattern.*

The zoning dimensional requirements are intentionally permissive in this urban downtown zone and are intended to facilitate intensive forms of development which maximize site coverage and maintain the existing street wall pattern. Regarding height for this block, there is a 50-foot maximum street wall height within 15 feet of the property line along Congress and Myrtle Streets, and a maximum building height of 150 feet as per the Downtown Height Overlay map. Compliance with the B-3 dimensional requirements is shown in Table 1. Based on the waivers granted during the review of the MDP and approval of the proposed subdivision, the submitted Major Site Plan application complies with the zoning.

Table 1: Compliance with B-3 Dimensional Lot Standards

Standard	Required	Proposed
Maximum Front Setback	5 feet	3-20 feet (Waiver Granted with MDP Approval)
Minimum Cumulative Stepback at 50 feet (Congress & Myrtle)	15 feet	15 feet (Met at ground level)
Minimum Side & Rear Setbacks	N/A	Complies
Maximum length of undifferentiated blank wall	30 feet	20 feet (Complies)
Maximum Floor Area	15,000 square feet for each floor above 125 feet	Complies. L11 has ±8,535 square feet of floor area.
Maximum Structure Height	150 feet with a 90-foot maximum street wall height on Pearl Street and a 50-foot maximum on Congress and Myrtle Streets	143.75 feet (Complies)
Maximum Lot Coverage	25% of lot area for portions of structures exceeding 125 feet in height or 10,500 square feet, whichever is more	Complies. Proposed floor area of L11 is 10,500 square feet.

Downtown Urban Design Guidelines & Pedestrian Activities District (PAD) Encouragement Area: The site is required to comply with the Downtown Urban Design Guidelines. Additionally, the Congress Street frontage falls within the Pedestrian Activities District (PAD) encouragement area. This overlay zone is intended to encourage ground floor uses that activate pedestrian spaces, creating a safe and vibrant pedestrian environment in Portland's downtown. Buildings located within the encouragement area are required to be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone. Further, all sidewalk areas and open spaces shall be designed to complement the general pattern of the downtown pedestrian environment.

During the MDP review, the Applicant took steps to develop a more pedestrian-centric design by:

- Expansion of the sidewalk area along Congress Street;
- Addition of a pedestrian entrance facing and visible from Congress Street;
- Inclusion of a retail unit that wraps around the corner of Congress & Myrtle Street, and
- Increased accessibility to the Amenity Deck from the street level.

Further discussion of compliance with the PAD Overlay & B-3 design standards is provided in the following Section of this report.

VIII. DESIGN REVIEW

A total of three design reviews have been completed for the project, dated respectively October 19, 2022, January 6, 2023, and February 8, 2023 (**Attachments 3-5**). The reviews were conducted by Sean King, Urban Designer, Evan Schueckler, Historic Preservation Manager, Rob Weiner, Historic Preservation Compliance Coordinator, Kevin Kraft, Deputy Director of Planning and Urban Development, and Zach Powell, Senior Planner. Key updates to the application based on the Design Review Memorandums are included below:

- Reduction in the number of proposed materials along the ground level to create a stronger, more cohesive building design by using masonry banding along the Congress & Myrtle Street frontages for the majority of the massing, with the corner of the building near the intersection of Congress & Myrtle Streets with the curtain wall and ground floor commercial unit utilizing an ironspot brick.
- Replacement of black metal panels along the retail space on the corner of Congress and Myrtle streets with ironspot brick.
- Inclusion of a horizontal belt course along the building's 1-2 story base and recessed elements that are consistent with the historical character of surrounding buildings.
- Breaking up the vertical scale of the building through a delineation in building materials.
- Creation of a unified window pattern on the ground floor through the substitution of vertical windows at ground level along Congress Street and the interior northern elevation with storefront windows to match the hotel lobby façade.
- Development of a more prominent entrance along Congress Street through the recession of entrance doors, articulation through changes in material, and alignment of the suspended canopy with the canopy proposed on the northern elevation.
- Consistency in paving materials for publicly-accessible paved areas and delineation of changes in material with a flush band to the edges of paved surfaces.
- Reconfiguration of planters along the expanded Congress Street sidewalk/linear park area to develop a more inviting, connected space for pedestrians.

The final design review memorandum (**Attachment 5**) recommends two conditions of approval related to the final review and approval of proposed fencing along Myrtle Street to access the exterior staircase and elevator, the proposed final design for the railing on the rooftop. Through the incorporation of the changes mentioned above and the recommended conditions of approval, the submitted application meets the applicable B-3, PAD Overlay, Multiple-family, and MDP design standards.

IX. TRAFFIC MOVEMENT PERMIT

At the August 9, 2022 Planning Board Hearing for the Master Development Plan, the Board approved a condition that the Traffic Movement Permit (TMP) shall receive approval prior to the approval of the first site plan application. The Applicant submitted a draft methodology to City Staff for trip generation estimations and traffic counts pursuant to TMP application requirements on August 5, 2022. Upon review of these materials, City Staff recommended changing the Institute of Traffic Engineers (ITE) Land Use Codes (LUCs) to derive estimates, with these changes shown in Table 2 below.

Table 2: Changes to ITE Land Use Codes

Use(s)	March 24, 2022 Submission	August 5, 2022 Update
Hotel & Restaurant	310- Hotel	310- Hotel
Residential & Retail	232- High-Rise Residential with 1,000-25,000 square feet of ground floor commercial	222 – Multifamily Housing (Highrise)
		932- High-Turnover (Sit-Down) Restaurant

The Applicant submitted an updated and expanded TMP application on December 16, 2022 (**Attachment N**) that included updated information on existing parking demand and crash data, a relocated garage access point from Cumberland Avenue to Pearl Street, relocation of an existing mid-block crosswalk on Myrtle Street, and parking management plan.

Comments from the consulting Traffic Engineer Tom Errico (**Attachment 8**) have focused on:

- Assessing parking lot usage at 385 Congress Street and the Top of the Old Parking Lot in future phases to use more accurate counts, given that parking occupancy has not returned to pre-COVID conditions.
- Assessing the restriping of Pearl Street in regards to on-street parking, and removal of the dedicated left turn lane for the Top of the Old Port Parking Lot post-occupancy to better understand multi-modal impacts.
- Ensuring that there will not be significant queuing/sidewalk obstructions waiting for garage doors to open through doors opening in advance of a vehicle arriving.
- Upgrading the traffic signal (except for the controller cabinet) at the Congress & Pearl Street intersection to meet the City's Traffic Signal Policy and Guidance Manual.
- Upgrading the traffic signal at the Cumberland Avenue & Pearl Street intersection to meet the City's Traffic Signal Policy and Guidance Manual.
- Conducting ADA facility assessments of pedestrian facilities at all intersections of the MDP block and upgrade as necessary, based on proposed signal improvements.
- Recommendation for monitoring at 1-month, 3-months, and annually through three years after issuance of a Certificate of Occupancy to better assess the impacts of valet operations, given that the block serves as automobile parking for the Press Hotel.

- Requesting the submission of parking demand estimates from the ITE, 5th Edition to better quantify the anticipated parking demand for the site.

To address these comments, conditions have been recommended for the TMP. Through the adoption of the recommended conditions, the proposed application will satisfy the requirements of the TMP.

As a condition of the TMP, the applicant will be required to replace/upgrade the traffic signal equipment and associated street, ramp, and sidewalk conditions at the intersections of Congress Street and Pearl Street. As a result of the required upgrades the applicant is requesting a modification of the transportation related impact fees (**Attachment QQ**) for the costs associated with sidewalk and street improvements directly related to the traffic signal upgrades, at the corners across from the site. Additionally, the applicant is requesting that costs associated with traffic signal improvements be applied as a credit against the Transportation Impact Fee.

The 2018 Impact Fee Study identifies the need for signal improvements and facilities as an element of growth-related costs. City staff has identified that improvements to traffic signals and sidewalks not along the project's frontage are eligible for credits against the transportation impact fee. The total impact fee credit shall be calculated based on cost estimates submitted at the time of a building permit application and to be reviewed and approved by the Planning Authority and the Department of Public Works.

X. STAFF REVIEW

A. Site Plan Review Standards Section 14.6

Section 14.6 of the City's Land Use Code establishes standards under which Site Plan applications must be reviewed. Per this section, Site Plans shall adhere to the following requirements:

Section 14.6.1. Transportation Standards

A. Impact on Surrounding Street Systems

Please refer to Section IX of this staff report for a review of the proposed project on the surrounding street systems, as well as the recommended conditions of approval for the proposed TMP.

In regards to the anticipated construction impacts of the proposed Phase 1 project, a Construction Management Plan (**Attachment PP**) has been submitted to City Staff and is currently under review. Submission and finalization of the Construction Management Plan is a standard condition of approval, and should include specific provisions to ensure a provision for a pedestrian facility on the western side of Congress Street throughout construction and the installation of applicable parking signage on Cumberland Avenue in the event that driveways are blocked off during construction.

B. Access and Circulation

1. In General

The proposed project is not expected to create or aggravate any significant hazard to safety on the surrounding street or increase congestion. The proposed project will include a driveway entrance accessed via Congress Street and a garage entrance for exiting onto Myrtle Street. The proposed hotel and retail space would include primary entrances facing Congress Street. An expanded sidewalk would be included for the building's entire frontage along Congress Street to accommodate pedestrians. The site is located in a walkable Downtown Portland location that is accessible to public transit.

2. Loading and Servicing

The subject property has frontages on Congress & Myrtle Streets, with one proposed curb cut on Congress Street and one on Myrtle Street. Additionally, the lower garage level will establish an access easement with the property to the west to be able to access that parking level from Cumberland Avenue. The proposed dimensions of the ground level structured parking allows the movement of box trucks, but is not anticipated based on narratives provided by the Applicant. City staff has discouraged the use of the Level 1 structured parking for deliveries and loading as well, given that the design of the parking/waivers for the parking was predicated on the sole use of area by valet drivers. The Applicant has proposed the designation of a loading space on the north side of Myrtle Street to align with the proposed loading area. Updates to the design have helped provide better separation between the proposed loading space and the mid-block pedestrian crossing on Myrtle Street, as well as sufficient space from the existing loading space on the south side of Myrtle Street to ensure safe access for emergency vehicles.

3. Curb and sidewalks

ADA improvements on Congress Street at the intersection of Myrtle Street have been identified by City Staff based on the current slope. Conditions to ensure assessment of the ADA compliance of the Congress & Pearl Street intersection has been recommended as a condition, along with final review by the Department of Public Works, the City's Historic Preservation Staff, and the Planning Authority to ensure that the collective sidewalk improvements meet City Technical and Design standards.

Together with the recommended conditions of approval for the TMP and site plan, the proposed application has ensured that the proposed access and circulation for the site will not result in negative impacts on the surrounding area.

C. Public Transit Access

Staff Comment: The site is located within a quarter mile of an existing transit shelter on Congress Street and is not required to provide a transit shelter on-site.

D. Parking

1. Vehicular parking

The proposed development proposes 75 automobile parking spaces on two levels of parking. The subject property is located within a quarter mile of an existing fixed transit route and is further required, based upon the scope of the project as a major site plan, to complete a parking study. The parking study has been completed as part of the larger TMP for the MDP application. Please refer to Section IX of this report for additional information on the scope and results of the TMP. A TDM plan has been developed for the project and is further discussed in the review of standards for Section 14.6.1.E. As mentioned at the beginning of this report, the Applicant received waivers for the number of compact spaces, parking layout, and required width of access aisles. Through the completion of the TMP and the previously approved waivers, the proposed application is meeting the parking requirements for the proposed development.

2. Bicycle parking

Sixteen bicycle parking spaces are required in total, with nine being for the hotel, four being for the condominium units, and three being for the restaurant. The Applicant has provided 18 bicycle parking spaces within level one of the parking garage, with two of those spaces, (10% of the total provided in level one) meeting the distance requirements from the main egress by being located no further from the entrance than

the nearest five spaces. Section 1.15.4 of the City Technical Manual at the time of application submission (Current Section 1.12.4) states that if bicycle parking is not directly visible from the public right-of-way, directional signage shall be provided indicating the availability and location of bicycle parking facilities. Based on the proposed location of the bicycle parking in the garage, recommended conditions of approval have been included to require the submission of signage that indicates the availability and location of the facilities to meet the standard of Section 1.15.4 of the City's Technical Manual.

3. Snow storage

The proposed parking for the hotel is to be located within structured parking, which is anticipated to have minimal snow storage impacts. Access points and any existing surface parking on the block is proposed to have snow transported off-site, which has been proposed as well for the right-of-way along Congress and Myrtle Streets.

4. Electric Vehicle (EV) charging

Sixteen of the 75 proposed parking spaces (21%) have been identified as having electric vehicle charging stations, which exceeds the minimum required (20%) by the City's Technical Manual.

With the recommended conditions and updates to the application, the proposed project is not anticipated to result in negative parking impacts for the site and the surrounding area.

E. Transportation Demand Management

Staff Comment: The application was reviewed on January 5, 2023 by the City's Transportation Program Manager Bruce Hyman, who provided the following comments:

Based on the applicant's memo, the following items appear to be outstanding/unresolved:

- *The parking reduction target – The Applicant has not stated a parking reduction target but references that the parking to be allocated to the hotel is already below the national average. Clarification was (and still is) requested whether a parking reduction target will be developed.*
- *Level of transit subsidy to be provided to employees – The Applicant states that the level of transit subsidy will be determined by the hotel operator based upon its staffing plan. An updated TDM Plan with this information should be required to be approved prior to Certificate of Occupancy.*
- *A commitment to information related to transportation options to the hotel on the hotel's website should be required in an updated TDM Plan to be approved prior to Certificate of Occupancy – an electronic kiosk in the hotel lobby is highly recommended to highlight the education materials identified in the draft TDM Plan (transit schedules and stop locations, real-time departure for transit routes, transportation alternatives, pedestrian routes, etc.)*

The Applicant has updated the submitted TDM plan to include a baseline anticipated number of trips (AM: 52 | PM: 53) that the hotel will generate and a proposed reduction of 10% (5 trips) through the implementation of TDM strategies. The Applicant has also stated that a TDM kiosk will be provided in the main lobby and that transportation options will be posted on the hotel's website. The level of transit subsidy to be offered to employees has not been finalized since the eventual hotel chain/operator is not known at this time. This standard has been met. A recommended condition has been included at the end of this report requiring the Applicant to submit and receive approval from the Planning Authority for an updated TDM plan that includes the level of transit subsidy to be provided for employees.

Section 14.6.2. Environmental Quality Standards

A. Preservation of Significant Natural Features

Staff Comment: As a lot used for parking, both surface and within an existing building) within a densely developed urban context, there are no significant natural features located on the subject property.

B. Landscape Preservation

Staff Comment: As a condition of the Master Development Plan, the Applicant was required to consult with the City Arborist to evaluate the preservation of existing street trees along Congress Street. Based on this consultation with City Arborist Jeff Tarling, preservation of the existing street trees has been determined to not be viable based on the proposed work. Replacement street trees have been proposed as part of the site plan application.

C. Site Landscaping and Buffers

Staff Comment: §14.6.2.C.1. of the Land Use Code states that all development subject to required zoning setbacks shall include a minimum of one shade tree or six plantings (Shrub, ornamental grass, or three perennials) per 30 linear feet of all frontages as measured along the property line (370 feet of frontage/30 feet = 12.3 = 12 shade trees or six plantings) and can be planted anywhere on the site.

Four moveable and three permanent planters have been proposed at street level. 6 trees, 90 shrubs, 92 ornamental grasses and 216 perennials have been proposed on the amenity deck. Together, the proposed landscaping plan complies with §14.6.2.C.4. of the Land Use Code.

The site is required to provide 9 street trees for the proposed multi-family requirement (1 street tree per dwelling unit) and for commercial uses, providing a street tree every 35-45 feet (370 feet of frontage/ 35-45 feet = 8-11 street trees). The Applicant has included 7 street trees with a spacing of one tree every 22-23 feet. Trees originally proposed for Myrtle Street were deemed not viable by the Forester Jeff Tarling and the Department of Public Works due to space constraints and sunlight.

The applicant will be required to contribute $4,000 (10 trees x $400 contribution = $4,000) into the city's Tree Fund for the remaining 10 required street trees.

D. Water Quality, Stormwater Management, and Erosion Control

Staff Comment: The Applicant has identified erosion & sediment control measures proposed for the site and has proposed on-site detention & will reroute stormwater to the combined sewer on Pearl Street in anticipation of future separation by the City and reduce impacts on the combined sewer at Myrtle Street.

A review of the application documents by Consulting Stormwater Engineer Lauren Swett noted that:

- *The Applicant has provided a detail for sediment barrier, but has not shown any sediment barrier erosion controls on their grading plan. This may be able to be addressed as part of the construction management plan, understanding that barrier controls may move around as construction happens; the current construction management plan just refers back to the approved erosion control plan.*
- *Building demolition sites are proposed to be left with gravel surfaces, and erosion controls should be in place until these areas have permanent stabilization.*

A recommended condition of approval has been included to document the proposed erosion controls and ensure that adequate perimeter erosion controls are provided throughout all areas of the site with measures to remain until each area reaches permanent stabilization.

Section 14.6.3. Public Infrastructure and Community Safety Standards

A. Consistency with City Master Plans

Staff Comment: The submitted plan is consistent with City Council-approved master plans by:

- Improving transportation access to arts and cultural venues throughout the City by enhancing intersection and mid-block connections to Merrill Auditorium (**Arts District Plan, 1996**),
- Proposing the construction of dense housing in Downtown and pedestrian enhancements such as curb extensions and expanded sidewalks to promote walkability and traffic calming (**Peninsula Transit Plan, 2009**), and
- 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 residential density as well as employment and job density that can support and drive transit ridership as well as walk to work opportunities **(One Climate Future, 2021)**.

B. Public Safety and Fire Prevention

Staff Comment: Based on staff comments, the Applicant has provided additional information on how access will be provided to the amenity deck from the street level after the completion of Phase 2 (Condo A). The submitted lighting plan provides sufficient lighting to ensure clear sight lines between the property and the right-of-way.

The site includes two frontages (Congress & Myrtle Streets) that provide sufficient access for emergency vehicles. The application has been reviewed by City Staff to ensure the safe travel of emergency vehicles onto Myrtle Street with the new curb extensions at Congress Street, given that the street is used by fire trucks at the Central Fire Station across the street.

Based on these updates and the submitted design, the proposed project will not result in negative public safety issues and will provide sufficient access for emergency vehicles to the site.

C. Public Utilities

Staff Comment: The site currently provides electrical service underground and the proposed development continues to provide underground service.

The Applicant has coordinated with the City to address Combined Sewer Overflow (CSO) capacity issues through the use of on-site detention and rerouting of stormwater to Pearl Street.

Attachment Y1 from the Portland Water District provides an ability to serve letter for the proposed project, with noted improvements that will need to be made as part of providing service.

The Applicant is proposing to provide on-site trash & recycling storage interior to the building at street level next to the structured parking area, with trash receptacles being moved out to the street curb for collection. This standard is met.

Section 14.6.4. Site Design Standards

A. Massing, Ventilation, and Wind Impact

Staff Comment: Based upon the submitted architectural plans depicting massing, location, and height of the proposed building the development is not anticipated to result in a substantial diminution in the value of neighboring structures.

B. Shadows

Staff Comment: This standard is not applicable since the property is located in the B-3 zone. However, shadow impacts of the proposed development were reviewed under the Master Development Plan approval and found that the proposed design would not result in significant negative impacts on adjacent open spaces (City Hall Plaza & Lincoln Park) from the hours of 10:00 AM to 2:00 PM.

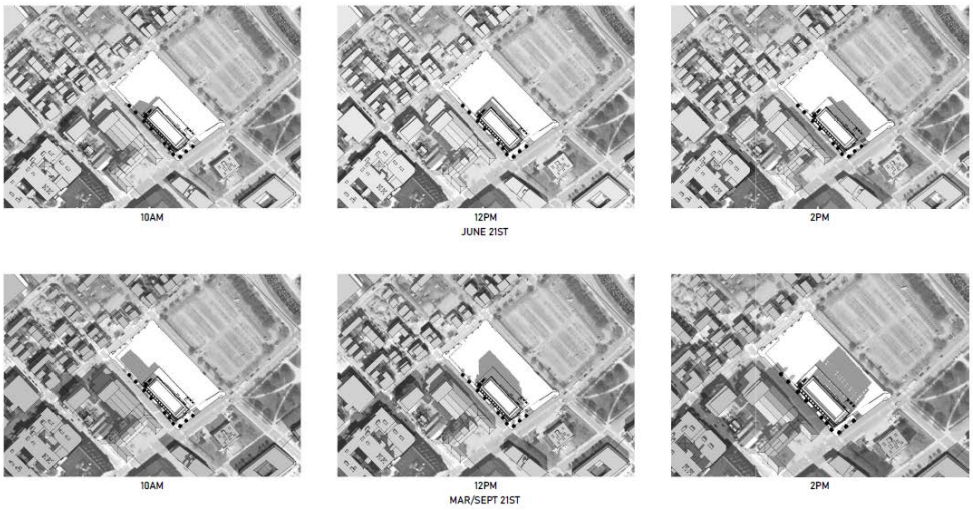


Figure 3: Shadow Study for Phase 1, which does not demonstrate any negative shadow impacts on nearby open spaces at City Hall Plaza or Lincoln Park.

C. Snow and Ice Loading

Staff Comment: Based on comments from City Staff, the Applicant has updated the application to remove a proposed art installation in front of the Myrtle Street staircase and has confirmed that snow would be removed from the site to meet City requirements.

The updates to the application, along with the proposed flat roof design will prevent significant amounts of accumulated snow and ice from loading or falling onto the right-of-way or adjacent properties.

D. View Corridors

Staff Comment: The project site is located adjacent to a view corridor along Congress Street. Feedback from the MDP review resulted in the Applicant matching the front setback of the building along Congress Street

with City Hall to provide more consistency in the street wall. This also provides additional viewshed benefits. Based upon these findings this standard is considered met.

E. Historic Resources

Staff Comment: The proposed development is not located within a locally designated historic district. Since the site is adjacent to the Congress Street Historic District and local landmark City Hall, an advisory historic preservation review was provided by Historic Preservation staff as part of the City design review to ensure compatibility with the neighboring district and landmarks.

F. Exterior Lighting

Staff Comment: The Applicant has submitted photometric plans and lighting details (**Attachment NN and P.22a**) for the site and for street lighting. At street level, the Application is complying with the maximum permitted illumination levels of the Technical Manual. Final review and approval of the photometric plan by the Planning Authority has been included as a recommended condition to ensure that the proposed lighting on the Myrtle Street staircase and Level 2 (Amenity Deck) meets the maximum permitted illumination levels of Section 12.3 of the City's Technical Manual.

G. Noise and Vibration

Staff Comment: The proposed mechanical equipment will be located on Level 12 and the roof. Equipment on the roof is set back from the street frontages and screened by walls. Based on the proposed use of the site, it is anticipated that the mechanical equipment will comply with State and Federal emissions requirements.

H. Signage and Wayfinding

Staff Comment: Finalized signage has not been included as part of the site plan application materials. Future review of signage with the standards of Article 20 will occur upon submission of separate sign permits.

I. Design Standards

Staff Comment: Please refer to the comments in Section VIII of this report.

XI. NEIGHBORHOOD MEETING & PUBLIC COMMENT

As of the writing of this report, no written public comments have been received.. The applicant held a Neighborhood Meeting on October 6, 2022, and 2 members of the public attended (**Attachment II**). Questions raised at the Neighborhood Meeting addressed the following topics:

- Security at the amenity deck;
- Phasing, and
- Retention of on-street parking.

XII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff recommends that the Planning Board find that application #PL-002156-2022 meets the applicable standards of Portland's Land Use Code.

XIII. PROPOSED MOTIONS

A. TRAFFIC MOVEMENT PERMIT

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 relevant to Portland's Technical Standards and other regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with 23 M.R.S. §704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits, subject to the following conditions of approval:

PRIOR TO BUILDING PERMIT SUBMISSION FOR PHASE 1 (HOTEL)

1. The Applicant shall update the site plan set to state that the City will review conditions on Pearl Street post-occupancy and determine the feasibility of on-street parking in a future phase of the MDP, offset the eastbound Congress Street left-turn lane off-set STOP bar by 15 feet, and replace site plan key note 17 on site plan sheet 5 with a metered parking sign (PS6).

PRIOR TO ISSUANCE OF BUILDING PERMIT FOR PHASE 1 (HOTEL)

2. The Applicant shall submit a scope of work for the traffic monitoring program of the valet operations for review and approval by the Planning Authority. The scope of work shall outline specific actions that will be taken by the hotel/valet vendor if vehicle queuing problems are identified.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR PHASE 1 (HOTEL)

3. The Applicant shall upgrade the entire traffic signal system at the intersection of Congress & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground
4. The Applicant shall install pedestrian signal heads at the intersection of Cumberland Avenue & Pearl Street.

POST OCCUPANCY CONDITIONS FOR PHASE 1 (HOTEL)

5. The Applicant shall be required to perform a traffic monitoring program of the valet operations and queuing conditions. The monitoring study shall be performed within the first month of occupancy, three months after occupancy, and annually for at least three years. At the conclusion of Year 3, City Staff shall make a determination on continuation. The monitoring program shall be conducted under normal traffic system conditions and when Myrtle Street is closed. The monitoring program shall report at a minimum vehicle arrival/departure volumes, number of valet personnel, vehicle queuing, impacts of the co-location of automobile and bicycle parking, and photographs of conditions

MAJOR SITE PLAN APPLICATION PHASE 2 (CONDO A)

6. As part of the Major Site Plan application for Phase 2 (Condo A) the Applicant shall submit signal plans for an upgrade to the entire traffic system for the intersection of Cumberland & Pearl Street.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE 3 (CONDO B)

7. The Applicant shall upgrade the entire traffic signal system at the intersection of Cumberland & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground

B. INCLUSIONARY ZONING FOR HOTEL PROJECTS CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 at 385 Congress Street relevant to Portland's Inclusionary Zoning Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] the proposed project meets the requirements of section 18.2.5 and section 18.2.3 with the following condition(s):

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Should the applicant choose to provide the required low-income housing units on-site the Applicant and the City shall enter into an agreed upon Affordable Housing Agreement (AHA).

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

2. The applicant shall pay an agreed upon fee-in-lieu into the City's Housing Trust Fund calculated at time of Building Permit application or should the applicant choose to provide the required Hotel Inclusionary Zoning low-income units on-site an Affordable Housing Agreement (AHA) shall be filed as a covenant to the property's deed with the Cumberland County Registry of Deeds.

C. MAJOR SITE PLAN

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 relevant to the Site Plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the Site Plan standards of the Land Use Code, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A DEMOLITION PERMIT APPLICATION FOR PHASE 1 (HOTEL)

1. The Applicant shall coordinate erosion control shown on their grading plan and referred to in the construction management plan to ensure that adequate perimeter erosion controls are provided on all areas of the site, including the main building construction site and on the building demolition areas, with these measures to remain in place until each area reaches permanent stabilization.

PRIOR TO BUILDING PERMIT SUBMISSION FOR PHASE 1 (HOTEL)

2. The Applicant shall submit an updated site plan to the set delineating the boundaries of the proposed work as part of Phase 1, and shall extend 2 hour limit parking spaces along closed driveways to the site, as applicable.

3. The Applicant shall submit an updated photometric plan to the Planning Authority to confirm the proposed lighting on the Myrtle Street staircase and Level 2 (Amenity Deck) meets the maximum permitted illumination levels of Section 12.3 of the City's Technical Manual.
4. The Applicant shall submit details of the security fence facing Myrtle Street to access the exterior staircase and elevator and final railing details to the Planning Authority for final review and approval.
5. The Applicant shall submit directional signage details for review and approval by the Planning Authority that indicate the availability and location of bicycle parking facilities.
6. The applicant shall submit the final Construction Management Plan (CMP) to the Planning Authority for review and approval.

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR PHASE 1 (HOTEL)

7. Public Access Easement: That the pedestrian plaza area along Congress Street and the publicly accessible staircase/walkway area located along Myrtle Street, shall be accessible to the public, and managed and maintained by the operator of the hotel. A public access easement confirming this and other details shall be finalized to the satisfaction of the Planning Authority and Corporation Counsel.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE 1 (HOTEL)

8. Due to site constraints preventing the planting of required street trees in the right-of-way, the applicant shall contribute $4,000 for the 10 remaining required street trees (10 x $400 - $4,000).
9. The Applicant shall submit an updated TDM plan that confirms the level of transit subsidy to be provided to employees to be reviewed and approved by the Planning Authority.
10. The Hotel Operator/Valet Vendor shall identify off-site parking locations that meet the parking demand estimate and the parking spaces shall be located in close proximity to the hotel to allow for efficient valet operations. Documentation of off-site parking shall be provided in conjunction with the valet monitoring requirement.

D. IMPACT FEES

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 relevant to the Site Plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the Site Plan standards and impact fee regulations of the Land Use Code, and the impact fee modification shall be granted under the following conditions:

11. Impact fee credits are available for portions of the traffic signal upgrade at Congress & Pearl Street and sidewalk ADA improvements on non-applicant frontages.
12. Prior to issuance of a Building Permit, the applicant shall provide plans, details, and cost estimates to be prepared by a licensed professional engineer and approved by the Planning Authority and the Department of Public Works for the Congress & Pearl Street intersection upgraded traffic signal system and sidewalk ADA upgrades on non-applicant frontages.

Appendix D. Parking Facilities Map

NOTES:

INFORMATION CONTAINED ON THIS PLAN IS BASED PRIMARILY OR ENTIRELY ON PUBLICLY AVAILABLE INFORMATION.

PARKING LOCATIONS AND SPACE COUNTS DERIVED FROM THE PORTLAND MAINE MARCH 2025 PARKING SURVEY.

EXTERNAL DATA SOURCES:
CITY OF PORTLAND, MAINE
MAINE GEOLIBRARY
2020 ORTHOREGIONAL IMAGERY

MARGINAL WAY PARK & RIDE 175 SPACES
CHESTNUT & LANCASTER PARKING GARAGE 450 SPACES
TOP OF THE OLD PORT 540 SPACES
2 INDIA STREET LOT 20 SPACES
CUMBERLAND COUNTY COURTHOUSE GARAGE 328 SPACES
PUBLIC MARKET GARAGE 595 SPACES
ELM STREET GARAGE 398 SPACES
SIMBA PARKING LOT 115 SPACES
HUB FURNITURE PARKING LOT 32 SPACES
MIDDLE & PEARL LOT 208 SPACES
EAST BROWN COW LOT 46 SPACES
CASCO BAY GARAGE 419 SPACES
MONUMENT SQUARE GARAGE 340 SPACES
CUSTOM HOUSE SQUARE GARAGE 761 SPACES
ARTS DISTRICT GARAGE 270 SPACES
MAINE HISTORICAL SOCIETY 37 SPACES
ONE CITY CENTER PARKING GARAGE 600 SPACES
TEMPLE STREET GARAGE 620 SPACES
FORE STREET GARAGE 423 SPACES
DIMILLO'S ON THE WHARF 317 SPACES
MIDTOWN PARKING LOT 175 SPACES
PORTLAND SQUARE 237 SPACES
FREE STREET LOT: OPPOSITE ARENA 44 SPACES
PORTLAND HARBOR HOTEL 195 SPACES
FISHERMAN'S WHARF 250 SPACES
VENTURE PARKING LOT 48 SPACES
FREE STREET: MAINE HEALTH LOT 155 SPACES
SPRING STREET GARAGE 569 SPACES
14 YORK STREET 66 SPACES
HOLIDAY INN BY THE BAY 285 SPACES
CENTER STREET PARKING 63 SPACES
4/10 MILE

PORTLAND MUSIC HALL
DISTANCE BUFFER FROM VENUE - 4/10 MI
PARKING LOCATIONS
DIMENSIONS & NOTES
PORTLAND TAX PARCELS
TAX
CONVEYANCE
0 150 300 600 900 1,200 1,500 Feet

GIS PLAN

NOT FOR CONSTRUCTION

REV:	BY:	DATE:	STATUS:

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South Portland, Bridgton, Sanford and Bath

PORTLAND PENINSULA PARKING FACILITIES

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR:
MILE MARKER INVESTMENTS
200 US ROUTE 1, SUITE 200
SCARBOROUGH, MAINE 04074

DESIGNED	
DRAWN	MTM
CHECKED	
DATE	4/14/2025
SCALE	1" = 300'
PROJECT	19371-05

SHEET 1 OF 1

Appendix E. Queueing System Model Spreadsheet Output

M/M/s Queuing System Model Analysis

λ	4.2	mean arrival rate
μ	2	mean service rate
s	4	# of spaces

L	2.29534	mean # of customers in system
Lq	0.212	mean # of customers in queue
W	0.55088	mean time customer remains in system
Wq	0.05088	mean time customer waits in queue
ρ	0.52083	utilization per station
τ	2.08333	Traffic Intensity, how many positions fully occupied
s-1-τ	0.91667	s-1-τ
C	0.19504	probability of queueing on arrival

	Arrivals
VEH/HR	250
VEH/Min	4.16667
	Service
Min/Veh	0.5

n	τ^n/n!
0	1
1	2.083333
2	2.170139
3	1.507041
4	0.784917
5	0.327049
6	0.113559
7	0.033797
8	0.008801
9	0.002037
10	0.000424
11	8.04E-05
12	1.4E-05
p0	0.119067

n	pn	Pn
0	0.119067	0.119067
1	0.248057	0.367125
2	0.258393	0.625518
3	0.17944	0.804957
4	0.093458	0.898415
5	0.048676	0.947091
6	0.025352	0.972443
7	0.013204	0.985648
8	0.006877	0.992525
9	0.003582	0.996107
10	0.001866	0.997972
11	0.000972	0.998944
12	0.000506	0.99945

pn *Probability of n customers in system*
Pn *po+p1+…pn*

t	P(w > t)	P(wq > t)
0.0	1	0.195043
0.2	0.714101	0.090609
0.4	0.499015	0.042093
0.6	0.343948	0.019555
0.8	0.234945	0.009084
1.0	0.159527	0.00422
1.2	0.107882	0.001961
1.4	0.072755	0.000911
1.6	0.048974	0.000423
1.8	0.032923	0.000197
2.0	0.022113	9.13E-05
2.2	0.014843	4.24E-05
2.4	0.009959	1.97E-05

Appendix F. MGM Boston Music Hall

EXPANDED PROJECT NOTIFICATION FORM

12-28 Lansdowne Street

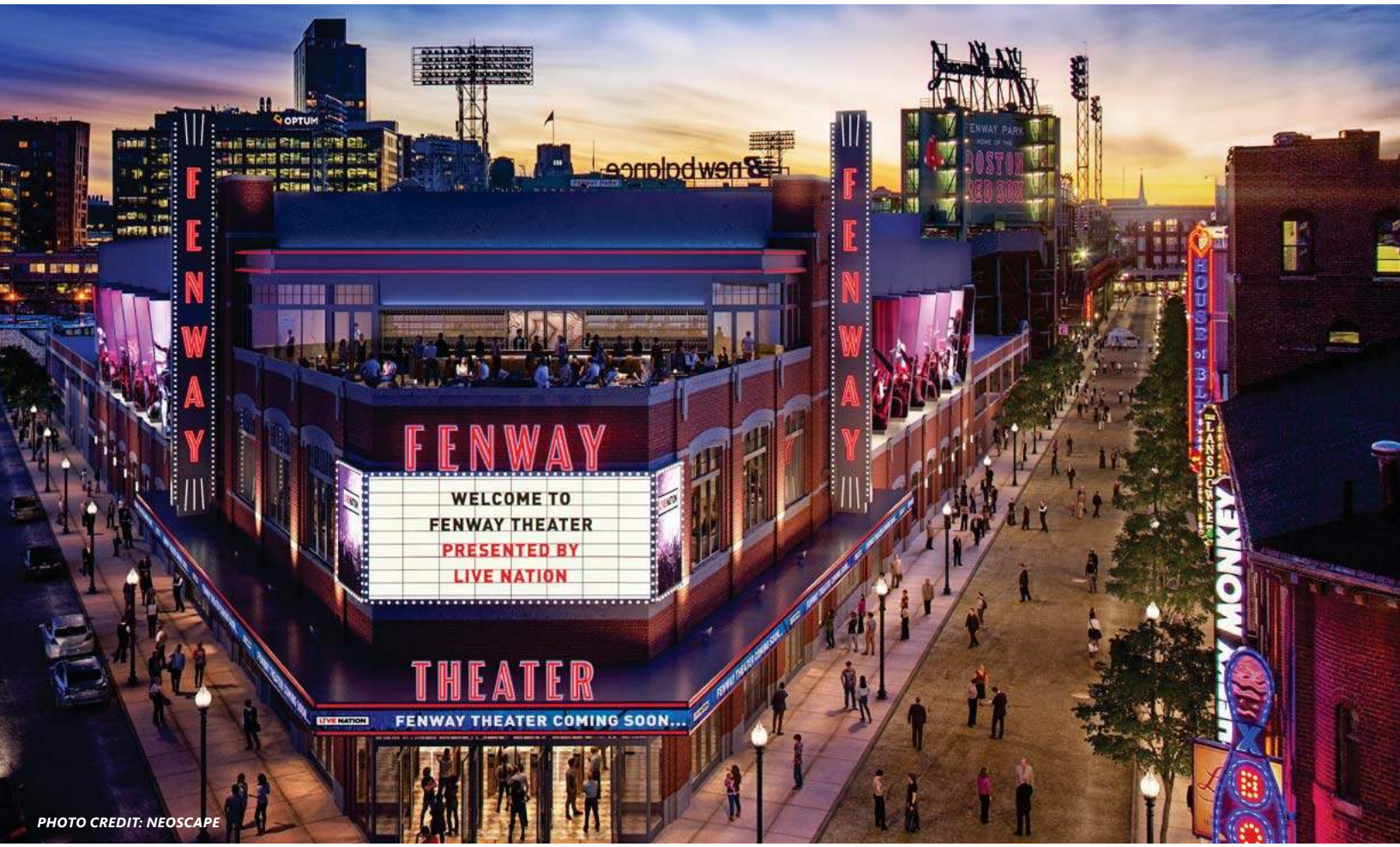


PHOTO CREDIT: NEOSCAPE

SUBMITTED TO

Boston Planning and Development Agency

SUBMITTED BY

175 Ipswich Street, LLC
c/o Fenway Sports Group Real Estate

February 22, 2019

PREPARED BY

flink CONSULTING

vhb

IN ASSOCIATION WITH

DAIQ Architects
Jones Lang LaSalle
Foley Hoag LLP
Tremont Preservation
WSP
Neoscape
McNamara Salvia
Howe Engineers
Haley & Aldrich
Golder Associates, LSP
Axiom Partners, Inc.

4.5 Build Conditions

The proposed site plan is shown in Figure 4.11, which identifies the Project's pedestrian and service vehicle access locations.

The 2023 Build transportation conditions were developed by estimating Project generated trips by mode, distributing these trips by time and geography, and assigning the new trips to the relevant transportation infrastructure network. For the roadway network, the traffic volumes expected to be generated by the Project were added to the 2023 No-Build Conditions to create the 2023 Build Conditions.

4.5.1 Project Trip Generation

The primary component of the Project, as currently conceptualized, involves construction of the Fenway Theater, a new, state-of-the-art, approximately 5,400-person capacity multi-purpose performing arts center at the intersection of Lansdowne and Ipswich Streets. The Fenway Theater will fill a void in the landscape of performance venues in Boston, by providing a state-of-the art facility whose capacity sits between those venues that accommodate less than 2,500 patrons, and the larger arena/stadium venues. The Fenway Theater will host a wide variety of live entertainment and civic events on a year-round basis, enlivening the Lansdowne Street entertainment district on both Fenway Park event days and non-event days, and providing a steady stream of patrons for the neighborhood's many restaurants and retail establishments. The Theater will be operated in a newly formed joint venture with Live Nation, which will also operate the nearby House of Blues, and is expected to have many of the same transportation characteristics as that facility.

The Fenway Park Improvements will include a new vertical addition constructed above the existing roof of the Fenway Garage building, featuring concession stands, restrooms and other elements designed to enhance the fan experience in the bleachers. Additionally, the Fenway Park Improvements will include a new function space for 500 to 600 persons with views of Fenway Park suitable for large pre-game groups and/or private events at other times. These Fenway Park improvements result in a net reduction of approximately +/- 300 seats, however these enhancements will not change the licensed capacity of Fenway Park and, as such, are not expected to appreciably change game day transportation demands.

Finally, the Interior Renovations will modify existing spaces to enable them to be shared between the operators of Fenway Park and the Fenway Theater (including a shared lobby, commissary, loading dock, trash and utility areas). Any anticipated changes in employment for these functions are captured within the theater employment estimates.

No on-site parking is planned as part of the Project and there will be a net reduction of 105 parking spaces as a result of the repurposing and demolition of existing parking within the Fenway Garage building.

To assess the impact of the proposed Project, trip estimates were based on the:

- Expected use of the theater (frequency and type of event);
- Anticipated on-site attendance during events (employees and patrons);
- Estimated mode of arrival; and
- Temporal characteristics of these trips.

4.5.1.1 Expected Use and Attendance

The Fenway Theater will be a state-of-the-art performing arts center. It will be built to house best in class amenities for musical performances and will also be designed to host a wide variety of events and private functions. In contemplating this Project, a market analysis was completed to better understand the need for and desired capacity for an indoor live entertainment venue. The range of anticipated use and attendance at the Fenway Theater is summarized in Table 4-3.

Table 4-3 Anticipated Utilization of the Fenway Theater*

	Range of Use	
Theater Patrons	**Low Scenario**	**High Scenario**
Total Capacity (persons)	5,400	5,400
Number of Theater Events per year	110	150
Average Theater Attendance	3,510	4,590
Number of Special Events per year	55	75
Average Special Event Attendance	800	800

*Based on a market study completed by the Fenway Sports Group Real Estate and Live Nation.

The transportation impact assessment presented in this chapter assumes an average theater attendance of 4,590 persons.

The theater is expected to provide approximately 80 full-time and 450 part-time jobs. Table 4-4 summarizes the expected number of employees that will be on-site at any one time, depending on the time of day and scheduled events.

Table 4-4 Anticipated Employment at the Fenway Theater

Day/Time/Condition	**Estimated Employees***
Typical Weekday (Non-Event Day)	50
Typical Weekday (Event Day)	60
Peak Event Weeknight/Weekend	150

*Based on data provided by House of Blues and Live Nation.

It is expected that approximately 50 employees will be on-site on typical weekdays when there are no events scheduled and 60 to 150 employees on the day of an event, depending on the nature and time of the event. The transportation impact

assessment presented in this chapter assumes 150 employees on-site during an evening performance.

4.5.1.2 Mode Share

To understand how patrons are expected to travel to/from the theater, transportation surveys were completed at Fenway Park and the House of Blues during the fall of 2018. It was found that mode choices vary by day of week, time of day, weather conditions, and type of event. In general, personal car use to Fenway Park and venues like the House of Blues is measurably lower on weekdays than on weekends. Average mode shares found through the 2018 surveys were used for this analysis and applied to the expected theater attendance, as summarized in Table 4-5.

Table 4-5 Fenway Theater Anticipated Average Attendance Estimates by Mode of Travel

Mode	Mode Share[1]	Estimated Theater Attendance by Mode
Personal Car	47.1%	2,160
Public Transportation	23.3%	1,070
Shared Ride (Taxi, Uber, Lyft, Limo, etc.)	16.3%	750
Walk	12.8%	590
Bike	0.5%	20
Total	100%	4,590

1 Based on patron surveys conducted at Fenway Park and the House of Blues in the fall of 2018.

Mode splits for theater employees are based on the BTD mode share guidelines for the area (Zone 4), as follows:

- 38 percent will travel by personal car;
- 37 percent will travel by public transportation; and
- 25 percent will walk or bike.

4.5.1.3 Temporal Characteristics of Project Trips

The Fenway Theater is expected to be most active during the evening hours. Based on programming data from the House of Blues, which is expected to be similar to programming at the Fenway Theater, most performances are expected to begin at approximately 8:00 PM, with doors opening 60 to 90 minutes before the show. As such, the majority of transportation demands is expected to occur after the evening commuter peak period. Fenway Park and House of Blues survey data did reveal that a segment of patrons (5 to 10 percent) come to the Fenway area in advance of

events to have dinner, shop, or go to bars. Based on this data, the analysis assumes that 10 percent of patron arrivals would coincide with the evening peak period.

Employee arrival and departure patterns are expected to be similar to that of House of Blues with about 50 percent of the peak staffing arriving during the afternoon and 50 percent arriving during the evening commuter peak.

4.5.1.4 Project Trip Generation

Results of the total Project trip generation estimates are shown in Table 4-6 and Table 4-7 for Fenway Theater patrons and employees, respectively.

Table 4-6 Total Project Trip Generation: Theater Patrons

Time Period/Direction	Walk/Bike[1]	Transit[1]	Shared Ride[2]	Vehicle[2]
Daily				
Inbound	610	1,070	270	770
Outbound	610	1,070	270	770
Total	1,220	2,140	540	1,540
PM Peak Hour				
Inbound	61	107	27	77
Outbound	Neg.	Neg.	Neg.	Neg.
Total	61	107	27	77

1 Project-generated person trips.
2 Project-generated patron vehicle-trips based on vehicle occupancy of 2.8 persons per vehicle based on patron surveys conducted at Fenway Park and the House of Blues in the fall of 2018.
Neg. = Negligible

Table 4-7 Project Trip Generation: Theater Employees (Event Day)

Time Period/Direction	Walk/Bike/Shared-Ride[1]	Transit[1]	Vehicle[2]
PM Peak Hour			
Inbound	19	28	25
Outbound	Neg.	Neg.	Neg.
Total	19	28	25

1 Project-generated person trips.
2 Project-generated vehicle-trips based on vehicle occupancy of 1.1 persons per vehicle.
Neg. = Negligible

4.5.2 Trip Distribution and Assignment

Project trip distribution is based on ticket sales data provided by the House of Blues, a general admission concert venue located at 15 Lansdowne Street across the street

from Fenway Park. The data provides the home towns of people that buy tickets to the venue and was assumed to reasonably approximate the patterns to the new theater.

Table 4-8 summarizes the results of the distribution analysis and the assignment of project generated trips to study area roadways.

Table 4-8 Expected Geographic Distribution of Project Traffic

Corridor	Distribution
Commonwealth Avenue (West)	9%
Beacon Street (East)	6%
Beacon Street (West)	2%
Boylston Street (West)	10%
Storrow Drive	32%
Soldier's Field Road	21%
Hemenway Street (South)	8%
Massachusetts Avenue (North)	6%
Massachusetts Avenue (South)	6%
Total	100%

Geographic distribution for the employees of the theater was assumed to be aligned with the patron distribution and follow similar patterns to get to the Fenway Theater. Build traffic volumes are presented in Figure 4.12.

4.5.3 Traffic Operations Analysis

Synchro 9.0 software, endorsed by the BTD, was used to evaluate the Vehicular Level of Service (LOS) operations at the study area intersections for the 2018 Existing, 2023 No-Build, and 2023 Build Conditions. This software is based on the 2000 Highway Capacity Manual (HCM).

LOS is a measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections:

- For signalized intersections, the analysis considers the operations of each lane or lane group entering the intersection, and the overall LOS designation at the intersection is a blended average of all the individual turning movements.

› For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. The LOS is only determined for left turns from the main street and all movements from the minor street. The LOS designation is for the most critical movement, which is most often the left turn out of the side street.

Table 4-9 presents the delay threshold criteria for LOS, as defined in the HCM. Tables 4-10 and 4-11 present the results of the Level of Service analyses for signalized and unsignalized study area intersections, respectively.

Table 4-9 Level of Service Intersection Delay Thresholds[1]

Level of Service	Signalized Intersection Control Delay (sec/vehicle)	Unsignalized Intersection Control Delay (sec/vehicle)
LOS A	≤ 10	0 – 10
LOS B	> 10 – 20	> 10 – 15
LOS C	> 20 – 35	> 15 – 25
LOS D	> 35 – 55	> 25 – 35
LOS E	> 55 – 80	> 35 – 50
LOS F	> 80	> 50

[1] Highway Capacity Manual, Transportation research Board, 2000.

During non-Fenway Park event days, all intersections (signalized and unsignalized) operate at an overall LOS C or better during the evening peak hour for all scenarios analyzed. Traffic generated from the Project is not expected to measurably affect vehicular mobility at the study area intersections.

During Fenway Park events, as previously discussed, Lansdowne Street and the portions of Jersey Street and Van Ness Street adjacent to Fenway Park are closed to vehicular traffic. During the pre-event period, critical study area intersections operate under police officer control. Due to street closures and the influx of fans to Fenway Park, Brookline and Boylston Streets are more congested during this period. Similarly, during the post-event period, study area intersections operate under police officer control until area traffic is cleared (30 to 60 minutes post event).

Appendix G. SimTraffic Reports

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1870	1936	1901	1898	1893	1918	1940
Vehs Exited	1872	1938	1915	1911	1889	1935	1940
Starting Vehs	29	29	30	36	24	34	24
Ending Vehs	27	27	16	23	28	17	24
Travel Distance (mi)	399	409	399	400	402	408	410
Travel Time (hr)	26.4	27.6	26.3	26.8	27.5	27.2	27.4
Total Delay (hr)	9.5	10.3	9.5	10.0	10.5	10.0	10.1
Total Stops	1720	1812	1712	1687	1759	1722	1810
Fuel Used (gal)	17.5	18.1	17.4	17.6	17.8	17.8	18.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1968	1960	1882	1915
Vehs Exited	1966	1970	1900	1923
Starting Vehs	29	31	36	26
Ending Vehs	31	21	18	18
Travel Distance (mi)	414	415	400	406
Travel Time (hr)	28.2	27.5	26.7	27.2
Total Delay (hr)	10.6	9.9	9.7	10.0
Total Stops	1832	1792	1695	1753
Fuel Used (gal)	18.3	18.2	17.6	17.8

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	446	489	450	419	432	454	450
Vehs Exited	455	485	452	434	436	463	455
Starting Vehs	29	29	30	36	24	34	24
Ending Vehs	20	33	28	21	20	25	19
Travel Distance (mi)	97	103	95	89	93	99	94
Travel Time (hr)	6.3	6.9	6.2	5.9	5.9	6.3	6.1
Total Delay (hr)	2.2	2.5	2.2	2.1	1.9	2.2	2.1
Total Stops	394	454	393	378	348	365	397
Fuel Used (gal)	4.2	4.5	4.1	3.9	4.0	4.2	4.1

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	448	476	440	449
Vehs Exited	450	488	442	456
Starting Vehs	29	31	36	26
Ending Vehs	27	19	34	20
Travel Distance (mi)	95	102	94	96
Travel Time (hr)	6.4	6.6	5.8	6.2
Total Delay (hr)	2.4	2.3	1.8	2.2
Total Stops	424	421	336	390
Fuel Used (gal)	4.2	4.4	3.9	4.2

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	577	538	568	570	577	560	590
Vehs Exited	570	546	562	549	552	549	579
Starting Vehs	20	33	28	21	20	25	19
Ending Vehs	27	25	34	42	45	36	30
Travel Distance (mi)	122	113	117	117	119	115	124
Travel Time (hr)	8.6	8.2	8.1	8.3	8.9	8.1	8.9
Total Delay (hr)	3.3	3.4	3.1	3.3	3.8	3.2	3.7
Total Stops	561	545	535	533	581	545	597
Fuel Used (gal)	5.4	5.1	5.2	5.2	5.4	5.2	5.7

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	8	9	10	Avg
Vehs Entered	588	540	566	564
Vehs Exited	578	512	571	558
Starting Vehs	27	19	34	20
Ending Vehs	37	47	29	29
Travel Distance (mi)	121	109	119	117
Travel Time (hr)	8.7	7.5	8.5	8.4
Total Delay (hr)	3.6	2.9	3.4	3.4
Total Stops	566	531	571	553
Fuel Used (gal)	5.5	4.9	5.4	5.3

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	438	441	434	421	441	438	440
Vehs Exited	451	445	443	438	459	455	443
Starting Vehs	27	25	34	42	45	36	30
Ending Vehs	14	21	25	25	27	19	27
Travel Distance (mi)	95	93	93	90	97	96	94
Travel Time (hr)	6.4	5.9	6.1	6.0	6.9	6.1	6.0
Total Delay (hr)	2.3	2.0	2.2	2.2	2.9	2.1	2.0
Total Stops	426	379	396	370	454	378	400
Fuel Used (gal)	4.3	4.0	4.1	4.0	4.4	4.0	4.0

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	443	442	433	435
Vehs Exited	446	464	430	446
Starting Vehs	37	47	29	29
Ending Vehs	34	25	32	19
Travel Distance (mi)	94	96	92	94
Travel Time (hr)	6.2	6.2	5.9	6.2
Total Delay (hr)	2.2	2.1	2.0	2.2
Total Stops	384	374	387	395
Fuel Used (gal)	4.1	4.1	4.0	4.1

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	409	468	449	488	443	466	460
Vehs Exited	396	462	458	490	442	468	463
Starting Vehs	14	21	25	25	27	19	27
Ending Vehs	27	27	16	23	28	17	24
Travel Distance (mi)	84	100	94	103	93	98	99
Travel Time (hr)	5.2	6.6	6.0	6.7	5.8	6.6	6.4
Total Delay (hr)	1.6	2.4	2.0	2.3	1.9	2.5	2.3
Total Stops	339	434	388	406	376	434	416
Fuel Used (gal)	3.6	4.4	4.0	4.4	4.0	4.3	4.3

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	489	502	443	459
Vehs Exited	492	506	457	463
Starting Vehs	34	25	32	19
Ending Vehs	31	21	18	18
Travel Distance (mi)	104	108	95	98
Travel Time (hr)	6.9	7.2	6.6	6.4
Total Delay (hr)	2.5	2.7	2.5	2.3
Total Stops	458	466	401	411
Fuel Used (gal)	4.5	4.8	4.2	4.3

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.4	0.1	0.1	0.2	3.5	0.5	0.4
Total Del/Veh (s)	26.0	16.3	9.7	23.7	21.3	16.0	14.7	9.5	7.1	14.3	8.8	7.6

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.1

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Del/Veh (s)	17.1	10.7	5.5	14.1	12.6	9.7	12.9	10.2	6.8	15.8	9.4	5.6

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	10.7

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.2
Total Del/Veh (s)	17.8	16.5	9.8	5.7	2.4	2.2	1.6	4.3

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.0	0.1	0.1
Total Del/Veh (s)	10.4	9.5	6.1	3.0	0.6	1.2	1.2	2.2

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	0.8	1.3	1.3	7.7	6.6	1.7

Total Zone Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	594.4

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	140	243	187	100	79	172
Average Queue (ft)	53	116	47	70	27	85
95th Queue (ft)	106	201	132	116	66	151
Link Distance (ft)	182	365	233			334
Upstream Blk Time (%)	0		0			
Queuing Penalty (veh)	0		0			
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			0	7	2	17
Queuing Penalty (veh)			1	4	6	7

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	92	184	201	149
Average Queue (ft)	39	96	95	65
95th Queue (ft)	78	164	165	121
Link Distance (ft)	373	191	220	434
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		1	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	142	133	96
Average Queue (ft)	49	41	23
95th Queue (ft)	95	101	71
Link Distance (ft)	354	455	233
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	83	66	68
Average Queue (ft)	40	12	8
95th Queue (ft)	67	45	41
Link Distance (ft)	412	288	220
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	27	14	55
Average Queue (ft)	2	1	24
95th Queue (ft)	14	9	55
Link Distance (ft)	191	182	46
Upstream Blk Time (%)			1
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 19

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2185	2138	2163	2079	2141	2116	2187
Vehs Exited	2188	2145	2159	2096	2156	2122	2191
Starting Vehs	25	33	25	34	41	37	28
Ending Vehs	22	26	29	17	26	31	24
Travel Distance (mi)	446	434	436	423	434	429	443
Travel Time (hr)	31.8	30.5	31.2	29.1	30.8	29.6	31.4
Total Delay (hr)	12.8	11.9	12.5	11.0	12.3	11.3	12.5
Total Stops	2173	2125	2161	1973	2139	2067	2122
Fuel Used (gal)	20.5	19.7	20.1	19.0	19.9	19.4	20.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2124	2130	2137	2139
Vehs Exited	2136	2125	2148	2146
Starting Vehs	38	26	37	27
Ending Vehs	26	31	26	18
Travel Distance (mi)	437	433	438	435
Travel Time (hr)	31.9	32.6	29.9	30.9
Total Delay (hr)	13.2	14.1	11.2	12.3
Total Stops	2192	2173	2049	2117
Fuel Used (gal)	20.2	20.3	19.6	19.9

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	522	517	492	483	518	483	520
Vehs Exited	515	529	495	496	537	491	519
Starting Vehs	25	33	25	34	41	37	28
Ending Vehs	32	21	22	21	22	29	29
Travel Distance (mi)	107	108	100	101	107	99	107
Travel Time (hr)	7.3	7.8	6.7	6.5	7.4	6.3	7.9
Total Delay (hr)	2.7	3.2	2.4	2.2	2.8	2.1	3.3
Total Stops	508	533	454	432	519	441	509
Fuel Used (gal)	4.8	5.0	4.5	4.4	4.8	4.3	5.0

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	431	480	485	489
Vehs Exited	447	477	496	497
Starting Vehs	38	26	37	27
Ending Vehs	22	29	26	18
Travel Distance (mi)	92	98	101	102
Travel Time (hr)	6.3	6.5	6.6	6.9
Total Delay (hr)	2.3	2.3	2.3	2.6
Total Stops	434	421	460	468
Fuel Used (gal)	4.1	4.3	4.4	4.6

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	699	608	683	605	628	636	653
Vehs Exited	690	589	665	589	600	632	644
Starting Vehs	32	21	22	21	22	29	29
Ending Vehs	41	40	40	37	50	33	38
Travel Distance (mi)	137	115	129	117	120	125	130
Travel Time (hr)	10.8	8.3	10.1	8.4	9.0	9.2	9.7
Total Delay (hr)	4.9	3.4	4.5	3.3	3.8	3.9	4.1
Total Stops	724	594	714	577	638	663	682
Fuel Used (gal)	6.6	5.3	6.2	5.3	5.6	5.8	6.0

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	8	9	10	Avg
Vehs Entered	642	666	620	645
Vehs Exited	621	652	607	627
Starting Vehs	22	29	26	18
Ending Vehs	43	43	39	36
Travel Distance (mi)	125	129	120	125
Travel Time (hr)	9.9	11.9	8.6	9.6
Total Delay (hr)	4.5	6.3	3.4	4.2
Total Stops	677	779	616	664
Fuel Used (gal)	6.0	6.7	5.5	5.9

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	465	496	499	472	530	487	524
Vehs Exited	474	500	511	480	549	491	539
Starting Vehs	41	40	40	37	50	33	38
Ending Vehs	32	36	28	29	31	29	23
Travel Distance (mi)	100	103	105	98	111	100	107
Travel Time (hr)	7.0	7.0	7.4	6.9	8.0	6.8	7.3
Total Delay (hr)	2.7	2.6	2.9	2.7	3.2	2.5	2.8
Total Stops	487	479	526	465	538	452	502
Fuel Used (gal)	4.5	4.6	4.8	4.5	5.2	4.4	4.8

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	505	487	513	497
Vehs Exited	527	499	521	512
Starting Vehs	43	43	39	36
Ending Vehs	21	31	31	24
Travel Distance (mi)	107	103	108	104
Travel Time (hr)	8.0	7.1	7.5	7.3
Total Delay (hr)	3.4	2.7	2.9	2.8
Total Stops	541	484	501	498
Fuel Used (gal)	5.0	4.6	4.9	4.7

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	499	517	489	519	465	510	490
Vehs Exited	509	527	488	531	470	508	489
Starting Vehs	32	36	28	29	31	29	23
Ending Vehs	22	26	29	17	26	31	24
Travel Distance (mi)	102	107	102	107	95	105	99
Travel Time (hr)	6.8	7.3	6.9	7.2	6.5	7.3	6.5
Total Delay (hr)	2.5	2.8	2.6	2.7	2.4	2.8	2.3
Total Stops	454	519	467	499	444	511	429
Fuel Used (gal)	4.6	4.8	4.6	4.8	4.2	4.8	4.3

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	546	497	519	503
Vehs Exited	541	497	524	510
Starting Vehs	21	31	31	24
Ending Vehs	26	31	26	18
Travel Distance (mi)	112	103	109	104
Travel Time (hr)	7.8	7.1	7.3	7.1
Total Delay (hr)	3.0	2.7	2.6	2.6
Total Stops	540	489	472	483
Fuel Used (gal)	5.1	4.7	4.8	4.7

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.4	0.4	0.1	0.1	0.0	3.5	0.5	0.5
Total Del/Veh (s)	33.5	19.7	13.8	24.5	23.1	17.7	15.9	8.2	5.7	14.5	9.4	7.6

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.9

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.2	0.0	0.0	0.1	0.2	0.3	0.3
Total Del/Veh (s)	16.1	11.6	6.2	15.0	14.3	10.3	13.4	10.6	7.3	15.5	9.8	6.8

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.4

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.3	0.0	0.1	0.2
Total Del/Veh (s)	21.4	20.1	12.6	6.6	2.7	1.3	1.2	4.4

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.4	0.3	0.1	0.0	0.2
Total Del/Veh (s)	12.1	6.9	7.4	3.4	0.7	1.3	1.1	2.6

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	1.3	2.3	6.6	1.9	1.9	7.5		3.3	7.2	7.3	2.4

Total Zone Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	494.7

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	160	281	155	100	81	221
Average Queue (ft)	66	126	48	70	27	93
95th Queue (ft)	129	229	118	110	67	170
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)	1	0	1	1		
Queuing Penalty (veh)	1	0	5	0		
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			0	6	2	19
Queuing Penalty (veh)			1	4	7	8

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	110	186	199	155
Average Queue (ft)	42	106	105	71
95th Queue (ft)	84	179	174	127
Link Distance (ft)	373	182	220	434
Upstream Blk Time (%)		1	0	
Queuing Penalty (veh)		3	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	165	146	85
Average Queue (ft)	52	47	24
95th Queue (ft)	110	109	70
Link Distance (ft)	355	455	74
Upstream Blk Time (%)			1
Queuing Penalty (veh)			3
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	125	62	59
Average Queue (ft)	49	13	8
95th Queue (ft)	92	46	36
Link Distance (ft)	216	288	220
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	121	29	54
Average Queue (ft)	7	12	12	23
95th Queue (ft)	38	62	35	51
Link Distance (ft)	182	186	32	44
Upstream Blk Time (%)			2	1
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 33

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2394	2375	2355	2394	2377	2406	2366
Vehs Exited	2384	2361	2348	2379	2382	2379	2370
Starting Vehs	23	36	25	27	26	19	41
Ending Vehs	33	50	32	42	21	46	37
Travel Distance (mi)	488	480	483	486	484	484	484
Travel Time (hr)	45.2	35.8	35.4	36.2	36.8	35.9	40.1
Total Delay (hr)	24.2	15.2	14.6	15.4	16.0	15.1	19.3
Total Stops	2735	2404	2462	2391	2482	2533	2676
Fuel Used (gal)	24.8	22.4	22.3	22.5	22.8	22.6	23.6

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2227	2402	2421	2370
Vehs Exited	2244	2401	2415	2365
Starting Vehs	40	38	37	26
Ending Vehs	23	39	43	33
Travel Distance (mi)	452	489	497	483
Travel Time (hr)	31.9	37.2	39.9	37.4
Total Delay (hr)	12.5	16.1	18.6	16.7
Total Stops	2216	2563	2611	2504
Fuel Used (gal)	20.6	23.1	23.8	22.9

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	521	559	566	545	543	567	566
Vehs Exited	523	567	568	546	520	548	570
Starting Vehs	23	36	25	27	26	19	41
Ending Vehs	21	28	23	26	49	38	37
Travel Distance (mi)	108	117	118	112	110	114	116
Travel Time (hr)	7.6	8.9	8.5	8.4	8.0	7.9	8.5
Total Delay (hr)	3.0	4.0	3.4	3.6	3.3	3.0	3.6
Total Stops	543	585	582	563	547	578	589
Fuel Used (gal)	4.9	5.6	5.4	5.3	5.1	5.1	5.3

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	517	551	550	548
Vehs Exited	533	566	554	549
Starting Vehs	40	38	37	26
Ending Vehs	24	23	33	25
Travel Distance (mi)	107	117	116	114
Travel Time (hr)	7.4	8.6	8.5	8.2
Total Delay (hr)	2.8	3.6	3.5	3.4
Total Stops	507	582	570	565
Fuel Used (gal)	4.8	5.4	5.3	5.2

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	736	700	713	743	751	700	749
Vehs Exited	696	672	706	707	745	693	721
Starting Vehs	21	28	23	26	49	38	37
Ending Vehs	61	56	30	62	55	45	65
Travel Distance (mi)	139	134	142	142	146	136	144
Travel Time (hr)	14.9	10.1	11.3	11.7	12.6	11.3	15.5
Total Delay (hr)	8.9	4.4	5.2	5.6	6.3	5.5	9.2
Total Stops	867	690	806	779	839	768	965
Fuel Used (gal)	7.6	6.3	6.8	6.9	7.2	6.7	7.9

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	8	9	10	Avg
Vehs Entered	653	747	727	722
Vehs Exited	636	700	704	698
Starting Vehs	24	23	33	25
Ending Vehs	41	70	56	49
Travel Distance (mi)	126	139	140	139
Travel Time (hr)	9.3	11.6	12.4	12.1
Total Delay (hr)	3.9	5.6	6.3	6.1
Total Stops	639	824	832	802
Fuel Used (gal)	5.8	6.9	7.1	6.9

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	571	532	522	520	561	551	520
Vehs Exited	598	559	523	541	579	566	552
Starting Vehs	61	56	30	62	55	45	65
Ending Vehs	34	29	29	41	37	30	33
Travel Distance (mi)	125	110	110	111	118	116	114
Travel Time (hr)	14.5	8.1	7.5	7.7	8.8	8.5	8.3
Total Delay (hr)	9.1	3.4	2.8	2.9	3.8	3.5	3.5
Total Stops	745	545	524	493	590	611	587
Fuel Used (gal)	7.1	5.1	5.0	4.9	5.5	5.4	5.3

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	531	528	567	538
Vehs Exited	545	565	576	558
Starting Vehs	41	70	56	49
Ending Vehs	27	33	47	33
Travel Distance (mi)	111	114	121	115
Travel Time (hr)	7.9	8.6	10.4	9.0
Total Delay (hr)	3.1	3.7	5.2	4.1
Total Stops	531	594	640	585
Fuel Used (gal)	5.1	5.4	6.0	5.5

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	566	584	554	586	522	588	531
Vehs Exited	567	563	551	585	538	572	527
Starting Vehs	34	29	29	41	37	30	33
Ending Vehs	33	50	32	42	21	46	37
Travel Distance (mi)	116	120	113	122	110	118	110
Travel Time (hr)	8.1	8.6	8.0	8.5	7.4	8.2	7.7
Total Delay (hr)	3.1	3.4	3.2	3.2	2.7	3.1	3.0
Total Stops	580	584	550	556	506	576	535
Fuel Used (gal)	5.3	5.5	5.1	5.4	4.9	5.4	5.1

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	526	576	577	562
Vehs Exited	530	570	581	556
Starting Vehs	27	33	47	33
Ending Vehs	23	39	43	33
Travel Distance (mi)	107	118	120	115
Travel Time (hr)	7.3	8.3	8.7	8.1
Total Delay (hr)	2.7	3.2	3.6	3.1
Total Stops	539	563	569	556
Fuel Used (gal)	4.9	5.4	5.5	5.2

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.7	0.7	0.1	0.1	0.2	3.4	0.5	0.6
Total Del/Veh (s)	42.2	23.8	20.1	37.3	30.3	25.5	17.1	8.3	6.1	15.6	9.9	8.0

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	16.6

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.4	0.3	0.3	0.3
Total Del/Veh (s)	20.9	13.9	9.5	16.8	16.2	12.6	15.2	12.3	9.6	17.9	11.8	10.0

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	13.3

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.4	0.0	0.0	0.2
Total Del/Veh (s)	35.7	32.7	19.1	7.9	3.5	1.2	0.7	5.9

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.0	0.3	0.4	0.3	0.0	0.0	0.2
Total Del/Veh (s)	14.4	6.6	10.5	4.6	1.6	1.3	0.9	3.5

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.1
Total Del/Veh (s)	6.7	3.5	2.6	5.6	2.3	2.3	11.8	1.3	6.6	21.0	10.3	3.8

Total Zone Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	493.6

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	198	321	154	100	84	219
Average Queue (ft)	96	149	60	75	32	103
95th Queue (ft)	178	276	139	115	76	181
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)	4	1	2	1		
Queuing Penalty (veh)	10	0	9	0		
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			1	7	3	22
Queuing Penalty (veh)			5	5	11	11

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	145	196	223	213
Average Queue (ft)	61	111	119	82
95th Queue (ft)	121	189	200	166
Link Distance (ft)	373	182	220	434
Upstream Blk Time (%)		2	1	
Queuing Penalty (veh)		7	7	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	233	192	83
Average Queue (ft)	63	56	28
95th Queue (ft)	152	134	72
Link Distance (ft)	355	455	74
Upstream Blk Time (%)			1
Queuing Penalty (veh)			2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	133	111	67
Average Queue (ft)	55	22	9
95th Queue (ft)	107	82	42
Link Distance (ft)	216	288	220
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	117	116	30	55
Average Queue (ft)	24	17	10	26
95th Queue (ft)	89	72	32	55
Link Distance (ft)	182	186	32	44
Upstream Blk Time (%)	1	0	3	3
Queuing Penalty (veh)	4	0	0	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 74

Appendix H. Existing Conditions and Site Plan

GENERAL NOTES:

1. 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.
2. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. 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.

4. TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 6F. TOPOGRAPHIC INFORMATION SHOWN HEREON. SEBAGO TECHNICS INC. UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. OCTOBER , 2019.
7. PLAN REFERENCES:
   - A. 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.
   - B. 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.
   - C. 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.
   - D. 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.
   - E. 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.
   - F. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
8. 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' (NAVD88 68.95')
9. THE CITY OF PORTLAND DISCONTINUED THAT PORTION OF CHAPEL STREET ''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, PUBLIC AND PRIVATE RIGHTS MAY EXIST FOR PUBLIC HIGHWAY AND UTILITIES THAT STILL LIE WITHIN THE LIMITS OF CHAPEL STREET. SEBAGO TECHNICS, INC. SUGGEST LEGAL COUNSEL BE SOUGHT TO CLARIFY THE INTEREST OF OTHERS IN THESE RIGHTS.
10. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
11. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
12. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
13. BENCHMARK:

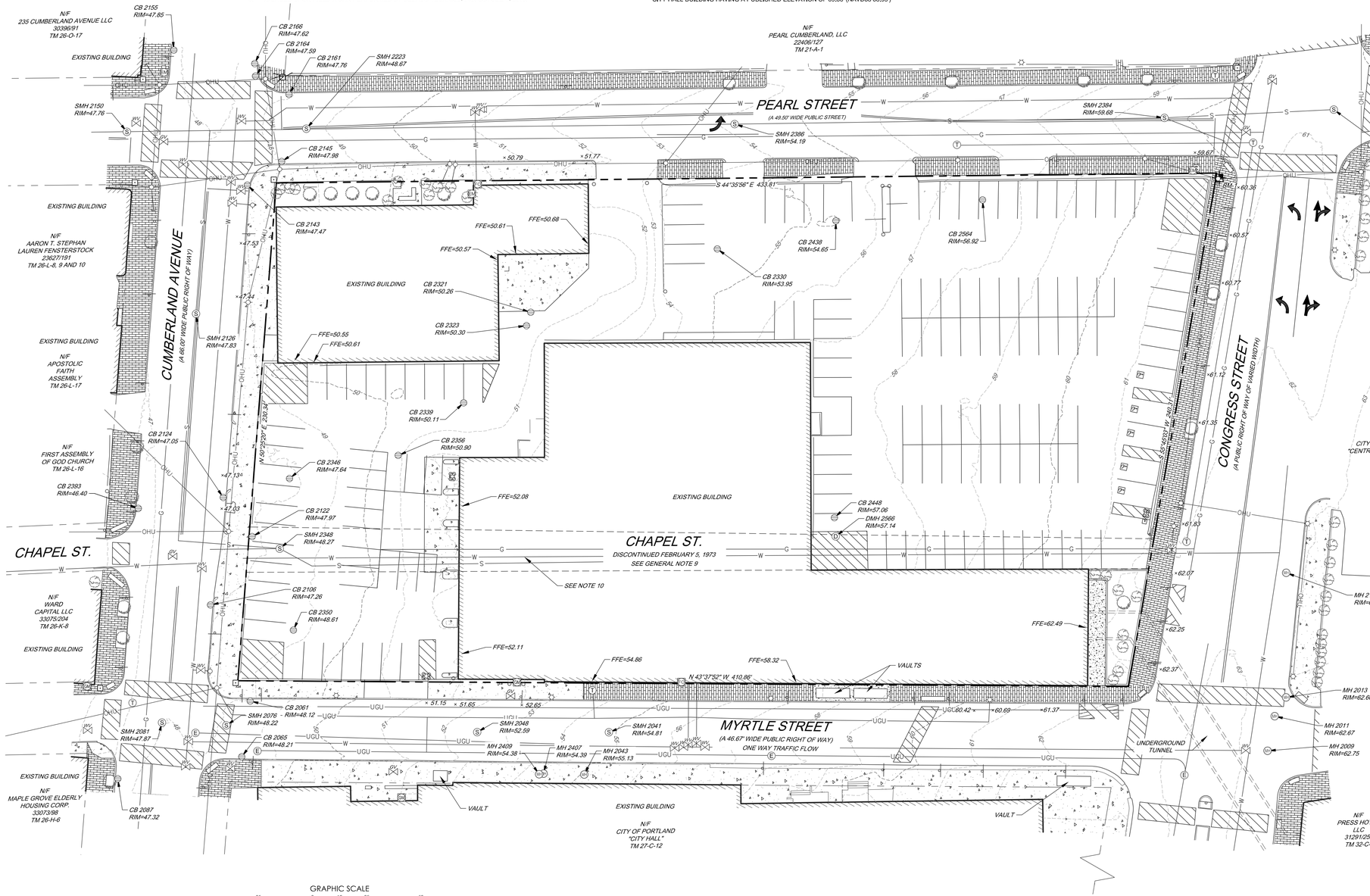
BM-1 EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)



LOCATION MAP N.T.S.

JOSHUA R. EON, PLS 2558

STATE OF MAINE JOSHUA EON 2558 PROFESSIONAL LAND SURVEYOR



LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- DEED LINE/R.O.W.
- N/F NOW OR FORMERLY
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- CURB LINE
- 120 118 CONTOURS
- DECIDUOUS TREE
- SHRUB
- BOLLARD
- SIGN
- G GAS
- GAS GATE VALVE
- GAS METER
- W WATER
- WATER GATE VALVE
- HYDRANT
- S SANITARY SEWER
- SANITARY MANHOLE
- UNKNOWN MANHOLE
- D DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UGU UNDERGROUND UTILITY
- E ELECTRICAL MANHOLE
- ELECTRIC METER
- COMMUNICATIONS BOX
- T TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- BM-1 BENCHMARK
- FIRE DEPARTMENT HOOKUP
- GRANITE MONUMENT

GRAPHIC SCALE

25 0 12 25 50

(IN FEET)
1 INCH = 25 FT.

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'

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.

JOSHUA R. EON, PLS 2558 12/16/2019

REV:	BY:	DATE:	STATUS:
A.	JRE	12/16/2019	ISSUED TO CLIENT FOR REVIEW
B.	JRE	1/09/2020	CORRECTED SPACE AND BULK CRITERIA PER PM REQUEST
C.	JRE	1/20/2020	MINOR DRAFTING REVISIONS PER PM REQUEST
D.	JRE	2/7/2020	MINOR DRAFTING REVISIONS PER PM REQUEST, ADDED NOTE 9
E.	JRE	2/10/2020	ADDED NOTE 10
F.	JRE	2/20/2020	ADDED STRUCTURE INFO AND MINOR DRAFTING REVISIONS

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.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS PLAN
OF:
CONGRESS / PEARL BLOCK
CONGRESS STREET AND PEARL STREET
PORTLAND, MAINE 04101
FOR RECORD OWNER:
385 CONGRESS STREET, LLC.
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	-
DRAWN	RHS/TSL
CHECKED	JRE/CDM
DATE	12/16/19
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 2

19371EC.dwg TABEC1

GENERAL NOTES:

1. 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.
2. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. SPACE AND BULK CRITERIA FOR THE B3 DISTRICT ARE AS FOLLOWS:

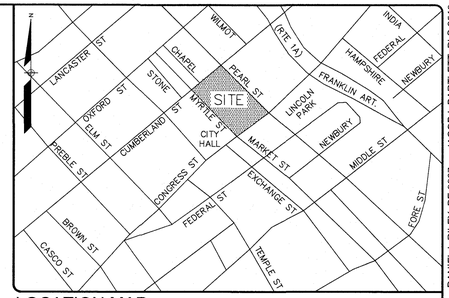
MINIMUM LOT SIZE:	N/A
MINIMUM STREET FRONTAGE:	15 FEET
MINIMUM FRONT YARD:	N/A
MINIMUM SIDE YARD:	N/A
MINIMUM REAR YARD:	N/A
MAXIMUM BUILDING HEIGHT:	150 FEET
MAXIMUM LOT COVERAGE:	100%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

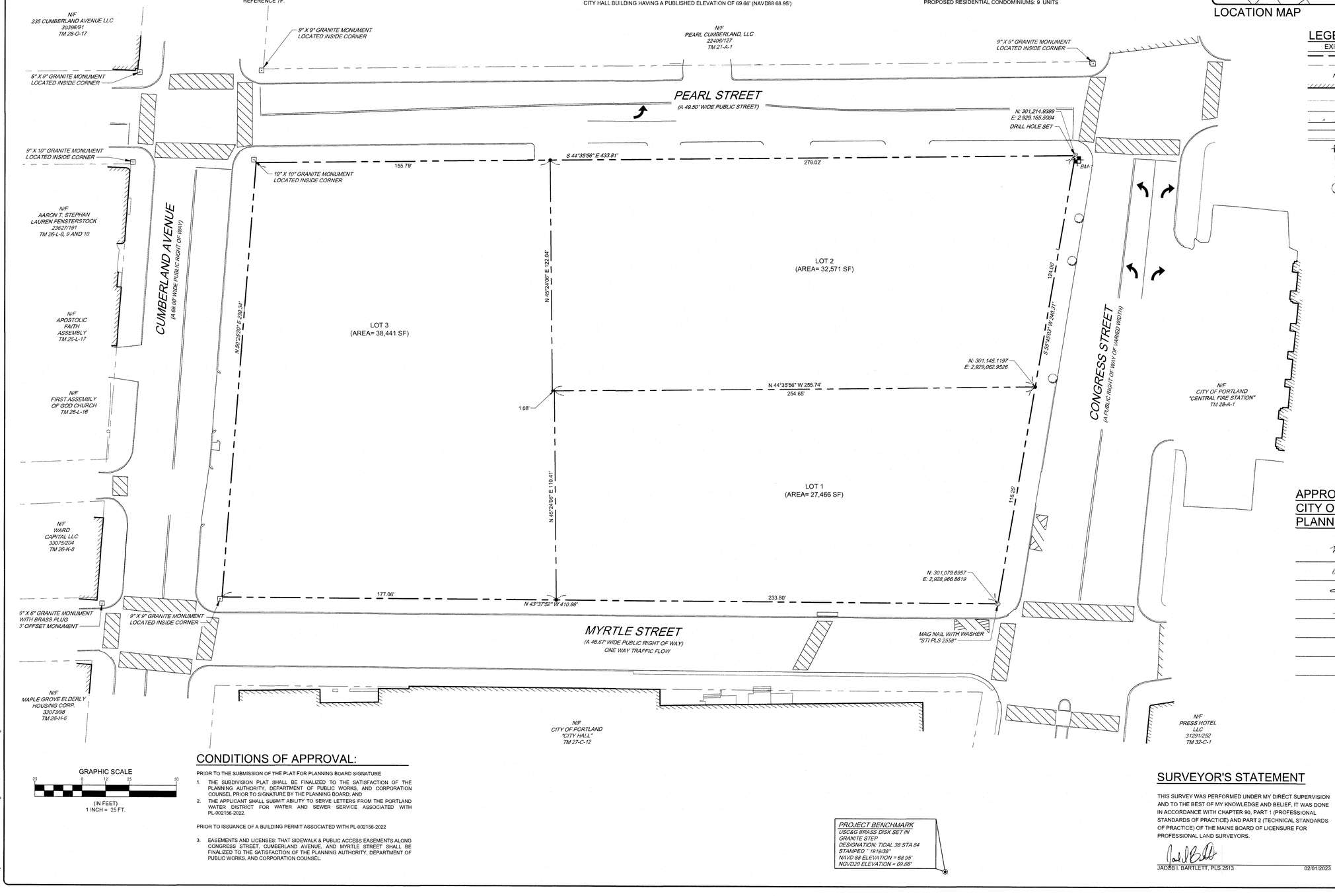
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 7F. SEBAGO TECHNICS INC. UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IMPROVEMENTS ON THE SITE ARE NOT SHOWN HEREON. FOR SITE INFORMATION SEE PLAN REFERENCE 7F.
7. PLAN REFERENCES:
   A. 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.
   B. 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.
   C. 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.
   D. 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.
   E. 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.
   F. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
8. 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' (NAVD88 68.95')
8. 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.
9. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
10. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
11. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
12. BENCHMARK:

    BM-1 EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)
13. PROPOSED UNITS LOT 1:

    PROPOSED HOTEL : 156 ROOMS
    PROPOSED RESIDENTIAL CONDOMINIUMS: 9 UNITS



LOCATION MAP N.T.S.



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
N/F	NOW OR FORMERLY	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
BM-1	BENCHMARK	
■	GRANITE MONUMENT	■
⊙	IRON PIPE/ROD	•
⊙	DRILL HOLE	◉
	DECIDUOUS TREE	

GRAPHIC SCALE
25 0 12 25 50
(IN FEET)
1 INCH = 25 FT.

CONDITIONS OF APPROVAL:

PRIOR TO THE SUBMISSION OF THE PLAT FOR PLANNING BOARD SIGNATURE

1. THE SUBDIVISION PLAT SHALL BE FINALIZED TO THE SATISFACTION OF THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC WORKS, AND CORPORATION COUNSEL PRIOR TO SIGNATURE BY THE PLANNING BOARD; AND
2. 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

3. 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.

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'

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 I. BARTLETT, PLS 2513 02/01/2023

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

January 24, 2023 DATE

CHAIRPERSON

IN ACCORDANCE WITH TITLE 33 MRSA §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 20 23
AT 9 H 10 M A M AND
RECORDED IN
PLAN BOOK 223 PAGE 32
ATTEST: Jessica H Spaulding
REGISTER

DESIGNED	DJS
DRAWN	DAB
CHECKED	DLR
DATE	12/02/2022
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 1

REV.:	BY:	DATE:	STATUS:
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

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DANIEL L RILEY, PE 9967 JACOB I. BARTLETT, PLS 2513

STATE OF MAINE JACOB I. BARTLETT 2513 PROFESSIONAL SURVEYOR

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

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

RECORD OWNER:
385 CONGRESS LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

F:\Projects\19000\19371\DWG\Design\Lot 2\19371 - SB - P2.dwg - 1/31/2023 2:07 PM - DAN RILEY

19371 - SB - P2.dwg, TAB:1 OF 1 SUBDIVISION PLAN

ON STREET PARKING SCHEDULE

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. SEE ON STREET PARKING NARRATIVE AND EXHIBIT FOR ADDITIONAL DESCRIPTION OF ON STREET PARKING.

   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, EXCEPT FOR THE TWO SPACES CLOSEST TO MYRTLE STREET WHICH SHALL BE 30 MINUTE LOADING ZONE SPACES.

   C. SPACES ON PEARL STREET BETWEEN CUMBERLAND AVENUE AND CONGRESS STREET SHALL BE 2 HOUR TIME LIMIT PARKING

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

B — CITY OF PORTLAND STANDARD STREET LIGHT- TECHNICAL STANDARDS FIGURE X-5B SEE DETAILS, COLOR GREEN
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 8 MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS

SITE PLAN KEY NOTES

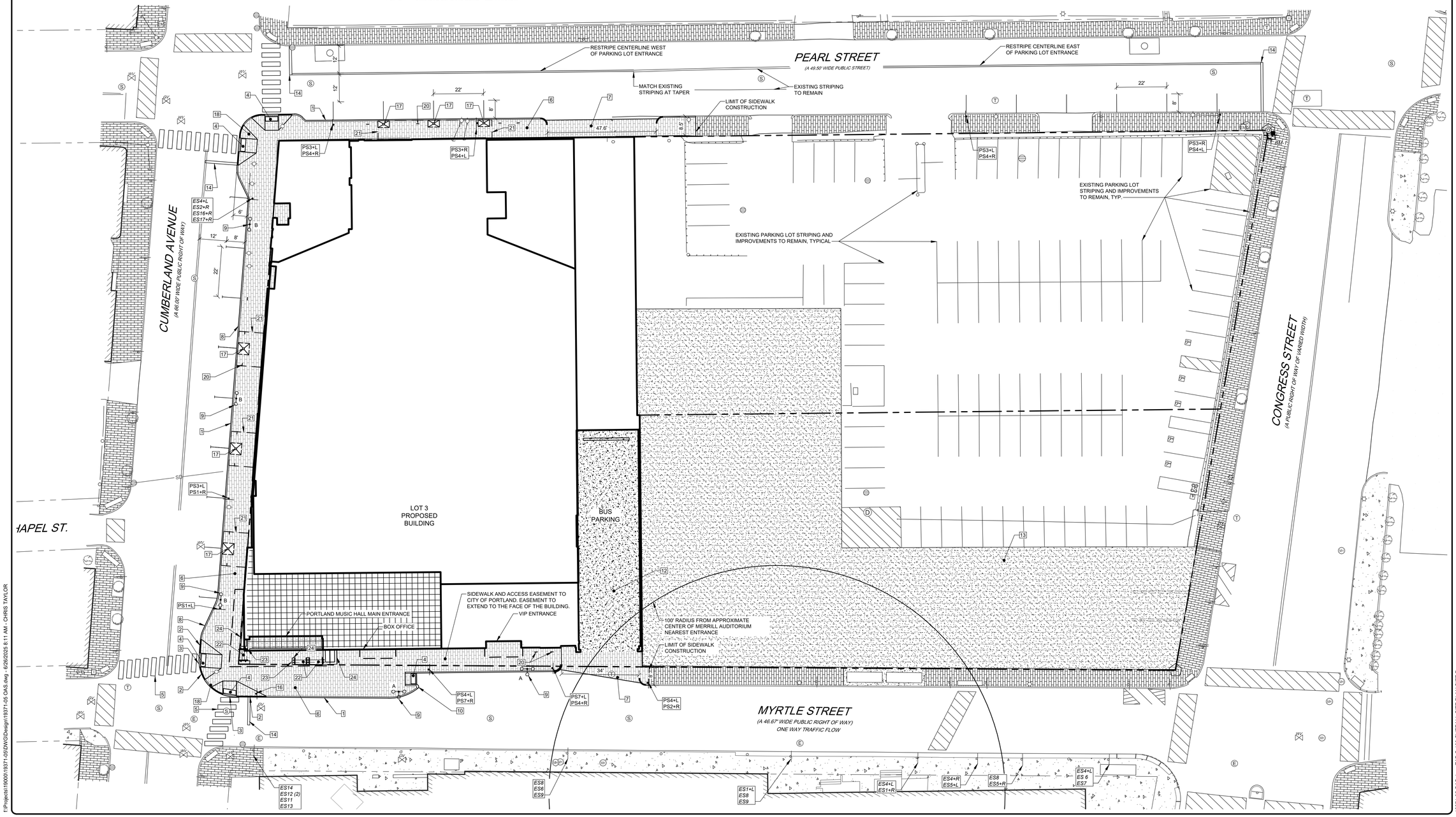
1	RESET SALVAGED GRANITE CURB
2	GRANITE CURB TIP DOWN
3	FLUSH GRANITE CURB
4	2' X 6' TRUNCATED DOME PLATES
5	2' X 2' SOLID WHITE PAINT BARS, 2' APART, 8 ' WIDE
6	BRICK PAVERS
7	BRICK DRIVEWAY APRON
8	NEW TYPE 1 VERTICAL GRANITE CURB
9	LIGHT FIXTURE - REFER TO LIGHTING FIXTURES LEGEND
10	GRANITE RADIUS CORNER "BUG"
11	ASPHALT PAVING
12	CAST IN PLACE CONCRETE PAVING
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 AND SIDEWALK GRATE
18	CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19	ALUMINUM BRICK EDGE RESTRAINT (TYP)
20	BIKE RACK
21	LIMIT OF STRUCTURAL SOIL
22	GRANITE STEP
23	HANDRAIL
24	CHEEK WALL
25	NOT USED
26	NOT USED
27	NOT USED
28	NOT USED

STREET PARKING SIGN KEY NOTES

PS1+R	30 MINUTE LOADING ZONE + RIGHT ARROW
PS1+L	30 MINUTE LOADING ZONE + LEFT ARROW
PS2	30 MINUTE PARKING
PS2+R	30 MINUTE PARKING + RIGHT ARROW
PS2+L	30 MINUTE PARKING + LEFT ARROW
PS3	2 HOUR PARKING
PS3+R	2 HOUR PARKING + RIGHT ARROW
PS3+L	2 HOUR PARKING + LEFT ARROW
PS4	NO PARKING ANY TIME
PS4+R	NO PARKING ANY TIME + RIGHT ARROW
PS4+L	NO PARKING ANY TIME+ LEFT ARROW
PS6	METERED PARKING
PS7+R	5 MINUTE LOADING ZONE + RIGHT ARROW
PS7+L	5 MINUTE LOADING ZONE + LEFT ARROW

EXISTING PARKING SIGN KEY NOTES

ES1+R	*30 MINUTE COMMERCIAL LOADING ZONE (6AM-6PM) + RIGHT ARROW*
ES1+L	*30 MINUTE COMMERCIAL LOADING ZONE + LEFT ARROW*
ES2	*30 MINUTE PARKING*
ES2+R	*30 MINUTE PARKING + RIGHT ARROW*
ES2+L	*30 MINUTE PARKING + LEFT ARROW*
ES3	*NOT USED*
ES4	*NO PARKING ANY TIME*
ES4+R	*NO PARKING ANY TIME + RIGHT ARROW*
ES4+L	*NO PARKING ANY TIME + LEFT ARROW*
ES5	*HANDICAP RESERVED PARKING*
ES5+R	*HANDICAP RESERVED PARKING + RIGHT ARROW*
ES5+L	*HANDICAP RESERVED PARKING + RIGHT ARROW*
ES6	*PASSPORT PARKING ZONE 7103*
ES7	*SNOW HAULING YELLOW ZONE*
ES8	*NO PARKING THIS SIDE OF STREET*
ES9	*TURN OFF ENGINE*
ES10	*30 MINUTE PARKING*
ES11	*STOP*
ES 12	*ONE WAY*
ES13	*DO NOT ENTER*
ES 14	*STREET NAME (MYRTLE STREET)*
ES 15	*2 HOUR PARKING + LEFT ARROW*
ES 16	*2 HOUR PARKING + RIGHT ARROW*
ES 17	*BLUE PARKING SIGN + RIGHT ARROW*



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — REGISTERED PROFESSIONAL ENGINEER — 06/25/2025

REV.	BY:	DATE:	STATUS
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS PROVIDED BY OTHERS, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE PLAN
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC

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

19371-05 OAS.dwg, TAB:C-100 OVERALL SITE PLAN SIZE:D

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LIGHTING FIXTURES LEGEND

SEE SHEET C-100 FOR LIGHTING FIXTURE LEGEND

SITE PLAN KEY NOTES

1 RESET SALVAGED GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
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 - REFER TO LIGHTING FIXTURES LEGEND
10 GRANITE RADIUS CORNER "BUG"
11 ASPHALT PAVING
12 CAST IN PLACE CONCRETE PAVING
13 REGRADE WITH GRAVEL IN DEMOLISHED BUILDING AREAS
14 12" SOLID WHITE PAINTED STOP BAR
15 TREE PLANTING PIT WITH STRUCTURAL SOIL AND 5' X 5' TREE GRATE
16 MYRTLE STREET + ONE WAY SIGN
17 TREE PLANTING PIT WITH STRUCTURAL SOIL AND 5' X 3' TREE GRATE
18 CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19 NOT USED
20 BIKE RACK
21 LIMIT OF STRUCTURAL SOIL
22 GRANITE STEP
23 HANDRAIL
24 CHEEK WALL
25 STRUCTURAL SOIL AREA
26 NOT USED
27 NOT USED
28 NOT USED

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

8' EXISTING PARKING

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE CHRISTOPHER P. TAYLOR No. 16677 LICENSED PROFESSIONAL ENGINEER 06/25/2025

REV.	BY:	DATE:	STATUS
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

SITE PLAN - STREET LEVEL

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC

RECORD OWNER:
365 CONGRESS LLC
2701 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

SHEET C-101

19371-05 S.dwg, TAB:C-101 SITE PLAN - STREET LEVEL

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SEBAGO TECHNICS

CIVIL ENGINEERING ▪ SURVEYING ▪ LANDSCAPE ARCHITECTURE

City of Portland
Traffic Movement Permit Application
Revised Section 7 Traffic Study

Portland Music Hall
Portland, Maine

Applicant:
Portland Music Holdings, LLC
325 N. Maple Drive
Beverly Hills, CA 90210

Prepared By:
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August 6, 2025

PRELIMINARY

Section 7 – Traffic Study

The following traffic study was previously prepared by and submitted under the supervision of Derek Caldwell, PE, PTOE (ME License #14400) in accordance with the guidelines set forth in the most recent MaineDOT *Rules and Regulations Pertaining to Traffic Movement Permits*.

The traffic study components included herein are based on the presented revised Sections 1 – 6 and discussions from the Scoping Meeting, held on May 13, 2025 with the City of Portland, Sebago Technics, and applicants. This preliminary revision is to address comments by the City of Portland received July 30, 2025.

A. Existing and Projected Traffic Volumes

Revised Trip Assignments (Peak Hour of the Adjacent Street)

The roadway peak hour (adjacent street) trip assignments originally presented in Sections 1-6 for the development have been revised to include additional trip assignments for drop off traffic on Myrtle Street. Previously no traffic was assigned to Myrtle Street for analysis purposes because no parking or drop off areas are being promoted on Myrtle Street, with the exception of an ADA Drop Off area.

The collected counts, discussed below, were conducted when there was a 7 PM show at the Merrill Auditorium. A review of the traffic volumes entering Myrtle Street in 15-minute intervals showed what appeared to be a slight influx of traffic in the 6:30-6:45 15-minute period, which could correlate to an increase in drop-offs before the event. During this 15-minute period there were a total of 24 vehicles entering Myrtle Street. The traditional peak hour of traffic on Myrtle Street occurred during the typical PM peak hour even with the Merrill event occurring.

This assumed 24 vehicles dropping off for the Merrill was adjusted to account for the difference in occupancy of the venues. The Merrill capacity is 1,908 and the Portland Music Hall (PMH) is 3,310, or an increase of 1.73. Adjusting this would be calculated to be 24*1.73 or approximately 42 vehicles. Based on the existing traffic patterns from the collected data, these 42 vehicles were assigned as 60% to turn right entering from Congress Street westbound and 40% left entering from Congress Street eastbound. For exiting volumes, a 25% rate turning left from Myrtle to Cumberland was utilized to leave the area and then a conservative 75% to turn right onto Cumberland before leaving the area based on typical traffic patterns.

The revised trip assignments for the peak hour of the adjacent street are shown in Figures 1 thru 7 of Appendix I.

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Turning Movement Count Data

Turning movement counts were collected on Wednesday May 28, 2025 from the hours of 4 PM to 8 PM. It is important to note that Broadway National Touring show was held at the Merrill Auditorium on this day with an event start time of 7 PM. Counts were collected at the intersections below with intersection PM Peak Hour of each listed.

- Congress Street at Myrtle Street: 4:15 – 5:15 PM
- Congress Street at Pearl Street: 4:30 – 5:30 PM
- Cumberland Avenue at Myrtle Street: 5:00 – 6:00 PM
- Cumberland Avenue at Pearl Street: 4:30 – 5:30 PM
- Pearl Street at Top of the Old Port Parking: 4:15 – 5:15 PM
    - Note that this overall intersection peak hour was not the peak hour for traffic entering the Top of the Old Port Parking Lot. The peak for traffic entering the parking lot was observed to be from 6:00 PM to 7:00 PM when 119 vehicles entered the lot. The following chart illustrates the 15-minute entering vehicle volumes. This count data shows that approximately 50% of the total vehicles counted entering the parking lot between 4-8 PM arrived between 4 PM and 6:15 PM. Between 6:15 PM and 7 PM, or from 45 minutes prior to the published event start time, over 45% of the total entered, with the reaming +/-5% entering between 7 PM and 8 PM.

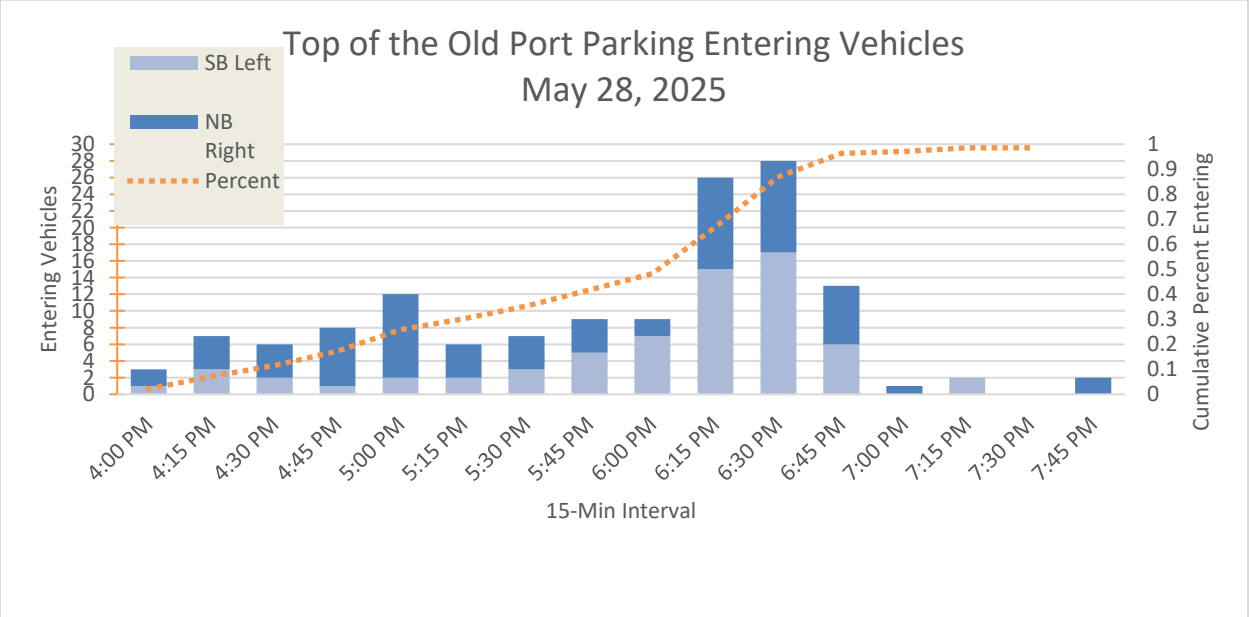


Figure 1: Top of the Old Port Entering Volume

The newly collected 2025 counts were factored to the 30th highest hour volumes using the 2025 MaineDOT Weekly Group Mean Factors resulting in an adjustment rate of 0.88/0.87 = 1.01. The updated turning movement counts are shown in Figure 8 of the revised traffic diagrams included in Appendix I.

Trip assignments related to other development projects in the vicinity of the site, including development on Lots 1 and 2 of the site as discussed in Sections 1 – 6, are shown in Figure 9.

An annual growth rate of 0.5%, as discussed in the scoping meeting, was used to adjust the 2025 factored counts to a future year 2027 No-Build condition. 2027 represents the projected occupancy of the development.

The resulting 2027 No-Build volumes for the PM peak hour of the adjacent street including the other development volumes are shown in Figure 10 of Appendix I. The 2027 Build volumes, found by adding the 2027 No-Build volumes with the revised trip assignments, are shown in Figure 11 for the block in vicinity of the site.

Trip Assignments (Entering Peak Hour of the Portland Music Hall)

As requested by the City, trip assignments have been developed for the peak hour of the PMH, presented as 6 PM to 7 PM in Sections 1. Figures 12 through 18 of Appendix I show the reflected trip assignments from Section 1 for the greater trip generation projected in the hour following the roadway peak when the proposed Music Hall would generate majority of its entering traffic in the hour preceding doors opening. The 2025 count data for 6 PM to 7 PM for the project study area is shown in Figure 19 of Appendix I. The resulting No-Build and Build volumes are shown in Figures 20 and 21, respectively.

Trip Assignments (Roadway Peak Hour with Entering Peak Hour of the Portland Music Hall)

Finally, a third condition was created with the roadway peak hour of the adjacent street volumes with the trip assignments generated by the entering peak hour of the PMH. The 2027 Build volumes adding the No-Build volumes from Figure 10 and the trip assignments from Figure 18 are shown in Figure 22 of Appendix I.

B. Capacity Analysis

An intersection capacity and queueing analysis for the study area intersections around the site was performed utilizing Synchro/SimTraffic v12 to calculate the average control delay and 95th percentile queues.

Level of Service (LOS) is determined by the control delay, measured in terms of A through F, with A Representing the best operating conditions from a traveler's perspective and F the worst. The LOS and corresponding control delay for an unsignalized or signalized intersection as referenced in the HCM 7th Edition is shown in Table 1.

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Table 1 – Level of Service from Control Delay

Level of Service (LOS)	*Unsignalized Control Delay (Sec./Vehicle)*	*Signalized Control Delay (Sec./Vehicle)*
A	≤10	≤10
B	>10-≤15	>10-≤20
C	>15-≤25	>20-≤35
D	>25-≤35	>35-≤55
E	>35-≤50	>55-≤80
F	>50	>80

The capacity analysis includes the following intersections:

1. Congress Street at Pearl Street (Signalized)
2. Cumberland Avenue at Pearl Street (Signalized)
3. Congress Street at Myrtle Street (Unsignalized)
4. Cumberland Avenue at Myrtle Street (Unsignalized)
5. Pearl Street at Top of the Old Port Parking (Unsignalized)

The capacity analysis was completed for the 2025 existing conditions, 2027 No-Build scenarios, as well as three (3) PM Build analysis scenarios as discussed previously in this revised study. The scenarios are listed below with corresponding traffic diagram figure number from Appendix I to clarify the headings in the subsequent tables of results:

- 2025 PM Peak of Adjacent Street – Existing Conditions (Figure 8)
- 2027 PM Peak of Adjacent Street – No-Build (Figure 10)
- **Build Scenario 1:** 2027 PM Peak of Adjacent Street – Build (Figure 11)
- 2027 PM Event Peak – No-Build (Figure 20)
- **Build Scenario 2:** 2027 PM Peak of Adjacent Street – Build with PMH Entering Peak (Figure 22)
- **Build Scenario 3:** 2027 PM Event Peak – Build with PMH Entering Peak (Figure 21)

The analysis was completed by applying an average of ten (10) SimTraffic simulation runs, each consisting of a 15-minute seeding interval and a one-hour recording interval.

Also, given ongoing discussions on the cross-section of Pearl Street on the eastern side of the site, capacity analysis was performed without a left turn lane into the Top of the Old Port parking lot. Existing signal timings were used at the signalized intersections for the No-Build scenarios.

As part of the previous traffic study conducted for the site, including the other development Lots 1 and 2 at 385 Congress Street, it was requested by the City's traffic peer reviewer to incorporate the time it would take for the gate or garage doors to open at the entrances to the Top of the Old Port parking lot and the proposed parking decks on Pearl Street and Myrtle Street as part of the other portions of the

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385 Congress Street development. This was included in the updated model for this TMP but results at the proposed driveways for the other development portions are not included in this report for brevity. It was observed that these intersections had no impact on the operations of the overall network.

Volumes were balanced by increasing volumes at adjacent intersections to provide a conservative total volume on each approach. Conflicting pedestrian volumes were also included at the striped crosswalk locations for the applicable intersections. For the Build scenarios, pedestrian volumes were increased by a rate of 2.73 to account for the increased capacity of the Portland Music Hall compared to the occupancy of the Merrill Auditorium. A rate of 2.73 representing an increase of 173%, as discussed in Section 7A, was utilized to maintain the existing pedestrian counts related to the Merrill event as well as account for additional pedestrians generated by the Music Hall.

Initial Observations

When developing the revised Build models for the three presented scenarios, the following challenges were identified:

Scenario 1 (2027 PM Peak Hour of Adjacent Street – Build*):*

Accounting for increased pedestrian crossings at the intersection of Congress/Myrtle/Market makes it increasingly difficult for vehicles to exit the stop-controlled Market Street due to increased Congress Street traffic and conflicting pedestrians.

Sebago typically analyzes ten (10) runs to capture operational analysis. It was noted that in one of the runs, a vehicle was unable to clear the network, causing the model to not be operational. As such, this run was removed from the overall analysis.

Scenario 2 (2027 PM Peak Hour of Adjacent Street – Build with PMH Entering Peak*):*

The existing maximum recall settings at the intersection of Congress Street and Pearl Street were not compatible with the increased traffic in the entering peak hour of the PMH, resulting in unacceptable delays on multiple approaches. Therefore, the phase splits were adjusted along with adding the functionality of actuating detection to appropriately model the intersection.

Additionally, increased pedestrian crossings by 173% at the intersection of Congress/Myrtle/Market resulted in delays to Congress Street eastbound that impacted the volume of cars entering the Congress/Pearl Street intersection in the traffic modeling. Therefore, the increase in pedestrians was removed from the Congress/Myrtle/Market intersection in the Scenario 2 model to observe the impact of the additional vehicles at the Congress/Pearl Street intersection. Appropriate recommendations addressing these changes have been included in Section 7F.

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Scenario 3 (2027 PM Event Peak Hour – Build with PMH Entering Peak*):*

Adjustments to this model included the signal adjustments at Congress Street and Pearl Street as well as not adjusting the pedestrian volumes at Congress Street and Myrtle/Market Street as detailed in Scenario 2.

For Scenario 3, a left turn lane with a 50-foot storage length was included on the westbound Cumberland Avenue approach at the intersection with Pearl Street. A protected left turn phase for lefts from Cumberland Ave westbound onto Pearl Street was deemed necessary due to an increase in demand in the Merrill peak hour to access the Top of the Old Port lot via Pearl Street. It was observed that westbound left turns peak with 31 lefts in the 30 minutes between 6:15 and 6:45. For reference the typical PM peak hour included only 13 left turns for the entire peak hour of the adjacent street.

The results of the capacity analysis for the conditions identified above, including control delay (seconds/vehicle) and LOS, are shown in Tables 2 through 4.

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Table 2 – Capacity Analysis Summary
Congress Street at Pearl Street (Signalized)

Lane Group	2025 PM Peak Existing Conditions		2027 PM Peak No-Build		2027 Event Peak No-Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Congress Street and Pearl Street (Node 5) – Signalized						
Pearl Street SEL	26.0	C	33.5	C	21.3	C
Pearl Street SET	16.3	B	19.7	B	13.6	B
Pearl Street SER	9.7	A	13.8	B	8.2	A
Pearl Street NWL	23.7	C	24.5	C	19.1	B
Pearl Street NWT	21.3	C	23.1	C	16.2	B
Pearl Street NWR	16.0	B	17.7	B	9.5	A
Congress Street NEL	14.7	B	15.9	B	15.7	B
Congress Street NET	9.5	A	8.2	A	8.1	A
Congress Street NER	7.1	A	5.7	A	5.2	A
Congress Street SWL	14.3	B	14.5	B	15.0	B
Congress Street SWT	8.8	A	9.4	A	9.4	A
Congress Street SWR	7.6	A	7.6	A	6.7	A
INTERSECTION	13.1	B	13.9	B	10.2	B
Lane Group	**2027 PM Peak Build (Scenario 1)**		**2027 Event Peak Build (Scenario 2)**		**2027 PM Peak Build (Scenario 3)**	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Congress Street and Pearl Street (Node 5) – Signalized						
Pearl Street SEL	35.7	D	25.7	C	22.1	C
Pearl Street SET	19.4	B	14.1	B	16.0	B
Pearl Street SER	15.0	B	12.6	B	13.0	B
Pearl Street NWL	34.9	C	25.2	C	35.1	D
Pearl Street NWT	27.8	C	16.7	B	22.4	C
Pearl Street NWR	23.7	C	13.8	B	15.9	B
Congress Street NEL	18.1	B	35.1	D	30.3	C
Congress Street NET	8.5	A	12.9	B	10.2	B
Congress Street NER	5.6	A	9.9	A	8.2	A
Congress Street SWL	16.4	B	32.3	C	26.7	C
Congress Street SWT	9.7	A	16.8	B	16.3	B
Congress Street SWR	7.7	A	14.1	B	13.4	B
INTERSECTION	15.3	B	16.4	B	15.8	B

Table 3 – Capacity Analysis Summary
Remaining Intersections

Lane Group	2025 PM Peak Existing Conditions		2027 PM Peak No-Build		2027 Event Peak No-Build	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Cumberland Avenue and Pearl Street (Node 6) – Signalized						
Pearl Street SEL	17.1	B	16.1	B	11.1	B
Pearl Street SET	10.7	B	11.6	B	10.5	B
Pearl Street SER	5.5	A	6.2	A	5.5	A
Pearl Street NWL	14.1	B	15.0	B	12.4	B
Pearl Street NWT	12.6	B	14.3	B	10.8	B
Pearl Street NWR	9.7	A	10.3	B	6.0	A
Cumberland Avenue NEL	12.9	B	13.4	B	10.9	B
Cumberland Avenue NET	10.2	B	10.6	B	8.4	A
Cumberland Avenue NER	6.8	A	7.3	A	6.2	A
Cumberland Avenue SWL	15.8	B	15.5	B	14.8	B
Cumberland Avenue SWT	9.4	A	9.8	A	10.4	B
Cumberland Avenue SWR	5.6	A	6.8	A	7.4	A
INTERSECTION	10.7	B	11.4	B	9.3	A
Congress Street and Myrtle/Market Street (Node 9) – Unsignalized						
Market Street NWL	17.8	C	21.4	C	17.8	C
Market Street NWT	16.5	C	20.1	C	14.6	B
Market Street NWR	9.8	A	12.6	B	7.5	A
Congress Street NEL	5.7	A	6.6	A	7.3	A
Cumberland Avenue and Myrtle Street (Node 10) – Unsignalized						
Myrtle Street NWL	10.4	B	12.1	B	10.1	B
Myrtle Street NWT	9.5	A	6.9	A	4.8	A
Myrtle Street NWR	6.1	A	7.4	A	4.8	A
Congress Street NEL	3.0	A	3.4	A	3.8	A
Pearl Street and Top of the Old Port (Node 13) – Unsignalized						
Pearl Street SEL	3.6	A	3.9	A	6.0	A
Pearl Street NWL	-	-	6.6	A	5.3	A
Lots 1+2 NEL	-	-	7.5	A	5.6	A
Lots 1+2 NER	-	-	3.3	A	3.1	A
Top of the Old Port SWL	7.7	A	7.2	A	4.5	A
Top of the Old Port SWR	6.6	A	7.3	A	5.6	A

Table 4 – Capacity Analysis Summary
Remaining Intersections (Continued)

Lane Group	2027 PM Peak Build (Scenario 1)		2027 Event Peak Build (Scenario 2)		2027 PM Peak Build (Scenario 3)	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Cumberland Avenue and Pearl Street (Node 6) – Signalized						
Pearl Street SEL	13.6	B	22.7	C	27.3	C
Pearl Street SET	12.8	B	16.8	B	22.9	C
Pearl Street SER	8.4	A	11.8	B	14.7	B
Pearl Street NWL	18.4	B	23.1	C	20.1	C
Pearl Street NWT	15.6	B	20.2	C	15.3	B
Pearl Street NWR	11.7	B	17.7	B	10.4	B
Cumberland Avenue NEL	16.0	B	19.6	B	25.6	C
Cumberland Avenue NET	12.7	B	14.4	B	21.6	C
Cumberland Avenue NER	9.6	A	12.2	B	18.4	B
Cumberland Avenue SWL	19.9	B	37.3	D	18.7	B
Cumberland Avenue SWT	11.9	B	24.7	C	9.2	A
Cumberland Avenue SWR	10.6	B	20.6	C	5.0	A
INTERSECTION	13.3	B	18.5	B	17.8	B
Congress Street and Myrtle/Market Street (Node 9) – Unsignalized						
Market Street NWL	>100	**F**	94.0	**F**	69.4	**F**
Market Street NWT	>100	**F**	88.3	**F**	68.1	**F**
Market Street NWR	>100	**F**	69.7	**F**	55.5	**F**
Congress Street NEL	30.3	D	16.6	C	21.1	C
Cumberland Avenue and Myrtle Street (Node 10) – Unsignalized						
Myrtle Street NWL	22.8	C	34.9	D	53.7	**F**
Myrtle Street NWT	10.9	B	19.0	C	35.1	**E**
Myrtle Street NWR	13.3	B	25.6	D	38.0	**E**
Congress Street NEL	6.0	A	5.2	A	12.1	B
Pearl Street and Top of the Old Port (Node 13) – Unsignalized						
Pearl Street SEL	6.7	A	7.9	A	16.7	C
Pearl Street NWL	6.6	A	7.2	A	8.5	A
Lots 1+2 NEL	10.3	B	14.7	B	10.3	B
Lots 1+2 NER	6.5	A	9.0	A	4.8	A
Top of the Old Port SWL	9.0	A	20.0	C	13.2	B
Top of the Old Port SWR	8.7	A	9.8	A	5.7	A

SimTraffic Observations

Scenario 1 (2027 PM Peak Hour of Adjacent Street – Build*):*

A failing LOS is observed with the increase in conflicting pedestrian crossings at the intersection of Congress Street and Myrtle/Market Street. Previously, this intersection dropped from a LOS "C" to a LOS "E" with the impact of the increased vehicular traffic on Congress Street due to the development.

Scenario 2 (2027 PM Peak Hour of Adjacent Street – Build with PMH Entering Peak*):*

With the implementation of new vehicular detection and adjustments to the existing signal timings, the intersection of Congress Street and Pearl Street functions with acceptable LOS.

As discussed in initial model observations, pedestrian volumes were not increased over existing conditions at the intersection of Congress/Myrtle/Market as the increase in pedestrians prevented eastbound traffic on Congress Street from traveling through the network. With the existing pedestrian volumes and the increase in traffic on Congress Street due to the development, a LOS "F" is created for the Market Street approach. A form of traffic control such as a crossing guard to manage pedestrian crossing platooning would be required to address Market Street traffic.

Scenario 3 (2027 PM Event Peak Hour – Build with PMH Entering Peak*):*

Along with the conclusions identified in Scenario 2, with the increase in pedestrian volumes at the intersection of Cumberland Avenue and Myrtle Street, LOS for the Myrtle Street approaches increase to LOS "E" and "F" during the peak hour of the event with pedestrian activity for both Merrill Auditorium and the proposed Music Hall.

Finally, with the incorporated protected left turn phase and dedicated turn lane for SWL on Cumberland Avenue, the signalized intersection of Cumberland Avenue and Pearl Street operate with acceptable LOS.

Intersection Queueing Analysis

The 95th percentile peak hour queues, expressed in feet, calculated by SimTraffic for the No-Build and Build conditions are shown in Tables 5 and 6. The 95th percentile queue represents the calculated queue length that would exceed only 5% of the time within the 15-minute analysis period.

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Table 5 – 95th Percentile Queue Analysis

Direction	Storage (Feet)	2025 PM Peak Existing Conditions	2027 PM Peak No-Build	2027 Event Peak No-Build
Congress Street and Pearl Street (Node 5) – Signalized				
Pearl Street SE LTR	-	106'	129'	94'
Pearl Street NW LTR	-	201'	229'	107'
Congress Street NE L	-	132'	118'	118'
Congress Street NE TR	*75'*	**116'**	**110'**	**111'**
Congress Street SW L	*45'*	**66'**	**67'**	**73'**
Congress Street SW TR	-	151'	170'	158'
Cumberland Avenue and Pearl Street (Node 6) – Signalized				
Pearl Street SE LTR	-	78'	84'	74'
Pearl Street NW LTR	-	164'	179'	89'
Cumberland Avenue NE LTR	-	165'	174'	144'
Cumberland Avenue SW LTR	-	121'	127'	149'
Congress Street and Myrtle Street (Node 9) – Unsignalized				
Market Street NW LTR	-	95'	110'	71'
Congress Street NE LT	-	101'	109'	102'
Congress Street SW TR	-	71'	70'	64'
Cumberland Avenue and Myrtle Street (Node 10) – Unsignalized				
Myrtle Street NW LTR	-	67'	92'	64'
Cumberland Avenue NE LT	-	45'	46'	47'
Cumberland Avenue SW TR	-	41'	36'	36'
Pearl Street and Top of the Old Port (Node 13) – Unsignalized				
Pearl Street SE LTR	-	14'	38'	66'
Pearl Street NW LTR	-	9'	62'	45'
Lots 1+2 NE LTR	-	-	35'	34'
Top of the Old Port SWR	-	55'	51'	35'

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Table 6 – 95th Percentile Queue Analysis (Cont.)

Direction	Storage (Feet)	2027 PM Peak Build (Scenario 1)	2027 PM Peak Build (Scenario 2)	2027 Event Peak Build (Scenario 3)
Congress Street and Pearl Street (Node 5) – Signalized				
Pearl Street SE LTR	-	167'	183'	181'
Pearl Street NW LTR	-	257'	220'	160'
Congress Street NE L	-	145'	174'	163'
Congress Street NE TR	*75'*	**118'**	**115'**	**118'**
Congress Street SW L	*45'*	**76'**	**95'**	**96'**
Congress Street SW TR	-	191'	273'	293'
Cumberland Avenue and Pearl Street (Node 6) – Signalized				
Pearl Street SE LTR	-	112'	165'	201'
Pearl Street NW LTR	-	183'	194'	98'
Cumberland Avenue NE LTR	-	204'	226'	242'
Cumberland Avenue SW	-	177'	275'	98’
Cumberland Avenue SWL	*50’*	-	-	112’
Congress Street and Myrtle Street (Node 9) – Unsignalized				
Market Street NW LTR	-	473'	270'	181'
Congress Street NE LT	-	352'	292'	287'
Congress Street SW TR	-	99'	88'	93'
Cumberland Avenue and Myrtle Street (Node 10) – Unsignalized				
Myrtle Street NW LTR	-	135'	183'	193'
Cumberland Avenue NE LT	-	94'	123'	201'
Cumberland Avenue SW TR	-	70'	67'	71'
Pearl Street and Top of the Old Port (Node 13) – Unsignalized				
Pearl Street SE LTR	-	79'	135'	198'
Pearl Street NW LTR	-	79'	103'	93'
Lots 1+2 NE LTR	-	34'	33'	34'
Top of the Old Port SWR	-	55'	53'	36'

Top of Old Port Parking Field Observations:

Field observations of existing conditions indicate that the Top of the Old Port Parking Lot allows for approximately two (2) vehicles to queue off Pearl Street while waiting to process payment and enter the lot. During the PM count period when an event was being held at Merrill Auditorium at 7 PM, there were multiple times it was observed that a vehicle entering the parking lot was delayed at the entry gate for an extended period, resulting in backups into Pearl Street of other vehicles waiting to enter. The first recorded occurrence of this in the PM peak hour was 5:00 PM outside the peak entry period into the lot. In most of these instances, the queue cleared within seconds after the leading vehicle was able to enter the lot. At approximately 6:00 PM, after the roadway peak hour had concluded, demand for parking increased closer to the start time of the Merrill Auditorium show. Vehicles began to take longer than

previously observed to enter the lot, possibly due to payment/ticket difficulties, resulting in a queue on Pearl Street extending in both directions. The backups peaked around 6:20-6:25 PM where it was noted the majority of traffic on Pearl Street was waiting to turn into the lot. Vehicles were observed to bypass the queue lines by briefly encroaching in the opposite travel lane. Parking staff did come out to assist with traffic at approximately 6:20 PM. The increased demand and subsequent queueing on Pearl Street lasted till approximately 6:50 PM. A period of 30 minutes. This queue did impact the intersection of Congress Street and Pearl Street from approximately 6:22 PM to 6:46 PM. This indicates that issues with backups from the Top of the Old Port facility are primarily due to issues of delay in entry for vehicles and not a function of the volume of vehicles entering.

Regarding occupancy of the lot, the available camera footage from the traffic counts was reviewed. At about 5:30 PM, the lot appeared to have a supply of parking spaces available, which was following the departure of commuter-based demand. At about 7:00 PM, an event at the Merrill started and the lot appeared mostly at capacity, with a few vehicles entering the lot between 7:00 and 8:00 PM. It should be noted that the angle of the camera did not capture the southeastern portion of the lot.

Also, during field observations, it was also observed that the Pearl Street northwest bound queue at the intersection of Cumberland Avenue did queue back past the Top of the Old Port parking lot at approximately 4:40 PM. This queue cleared by approximately 4:45 PM. The intersection of Congress Street and Pearl Street experienced eastbound queues related to traffic from the Franklin Arterial with Congress Street intersection to the east intersection that resulted in queues that could reach Myrtle/Market Street. This occurred between 5:13 and 5:17 PM.

Drop Off – Pick Up Area Operations

Outside of the TMP process, the applicant has met with the City of Portland planning staff and the Parking Division Director to review changes to on-street parking, responding to the project's streetscape design, the loading requirements of the proposed music hall, and the adjacent Merril Auditorium and City Hall. It is our understanding that the project's Event Management Plan, which would be implemented at the venue's opening and reviewed with City staff post opening, would include dedicated drop-off locations for music hall patrons and rideshare services aimed at dispersing traffic and reducing vehicles trips and concentration at the venue site. The project's location within the Portland downtown area near the identified partner parking garages and numerous restaurants, hotels and other attractions would naturally provide dispersion of patron traffic to other destination points in the surrounding walkable area.

It is our understanding that City staff have identified a location on Congress Street in front of City Hall as a dedicated, night hour/event-based location to direct both patrons and rideshare vehicles to an unloading zone for use by both PMH and Merrill Auditorium. The venue would manage with rideshare app services so that when the venue is entered as a destination in the service the address/location pin for the venue is the identified parking location. From anecdotal experience of common ridesharing practice in Portland and other cities, it can be expected that patrons will also identify drop off/pick up

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locations in the surrounding area with the purpose of avoiding an area which is likely to be congested immediately preceding or following an event due to an increase in pedestrian traffic.

This type of scenario consisting of pickup/drop-off of patrons via personal vehicle or by a ride share service in an urban setting with a dynamic mix of pedestrian, bicycle, vehicle, and transit traffic is difficult to model with typical capacity analysis modeling techniques which are based on statistically backed assumptions regarding traffic volumes and driver behavior. With special events the goal is to manage traffic to ensure safe operation for all users and not to exclusively mitigate the delays in travel time that may result. Especially considering the increase in pedestrian traffic that is desirable and expected with an event of any scale.

To provide a high-level approximation of service conditions of the proposed drop-off area we have completed a M/M/s (also referred to as M/M/c or M/M/m)[1] multi-server queueing system model where the arrival and service rates follow an exponential distribution for a queue system with multiple service positions. The queue system calculations provide the probability of a given length of queue, number of customers in the system, wait time and other metrics when considering the following variables:

- **λ = Arrival Rate**
  - Vehicle Arrival Rate to (veh/min)
- **μ = Average Service Rate**
  - Time it takes for a vehicle to unload passengers and leave the drop off area (veh/min)
- **S = Number of Servers**
  - Number of spaces available in the drop-off area.

In the case of the curbside drop-off area, the arrival rate, **λ,** would represent the demand of vehicles looking to drop-off. Because of the difficulty in projecting accurately the percentage of patrons which would be dropped off at the assigned area, we utilized the projected peak hour number of vehicles that will drive in the direct vicinity of the site represented in the included study trip assignment figures. It is shown in the figures that 210 vehicular trips are assumed during the 5-6 PM Peak Hour of the Adjacent Street, which is approximately 17% of the total assumed 1,234 vehicular trips generated by venue patrons. Note that this is the percentage of vehicular trips and not the percentage of total patrons. Based on this percentage, for the queuing system model we have assumed that approximately 20% of the vehicular trips would drop off in a peak hour, equating **to an arrival rate 250 veh/hour or 4.167 veh/min.**

The service rate, μ, is calculated as the inverse of average time it would take a vehicle to enter the drop-off area, unload passengers, and depart allowing for another vehicle to take its place. For this analysis it

[1] Kleinrock, L. (1975). *Queueing Systems.* University of California, Los Angeles.

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is assumed that an average service time of 30 seconds would represent realistic operations of a managed drop-off area as is proposed. Therefore, a service rate of 2 veh/min was used.

And lastly, the number of servers, s, is assumed to equate to the approximate length of the drop-off area, 80 feet, divided by 20 feet per station, or four (4) "servers".

An excel spreadsheet was used to conduct the queueing system analysis. Based on the assumed arrival and service rate and number of service positions, the calculated utilization, or amount of time each server is in use, would be 0.52 representing a steady state system and therefore the analysis would be valid. The calculated mean number of vehicles in queue is 0.2, which means that the system would primarily function without backup but there would be a small probability of a queue to form. The approximate probability of there being four (4) or less vehicles in the system is 90%, and 95% probability that there would be five (5) or less vehicles in the system, illustrated in Figure 2. The detailed excel printouts are included in the appendix.

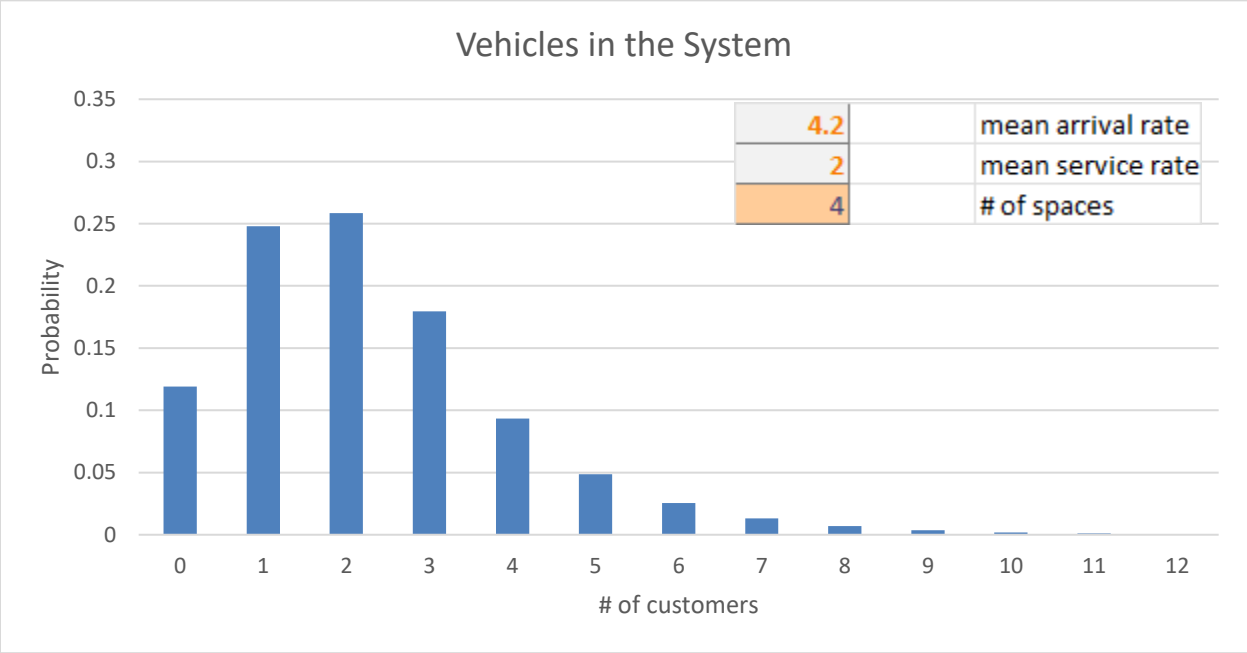


Figure 2: Drop-Off Queueing System Model

C. Traffic Signals

As discussed at the scoping meeting, based on the volume of traffic generated by the development and existing traffic volumes, a traffic signal warrant evaluation was not conducted at any study area intersections.

D. Bicycle, Pedestrian, and Transit Modes

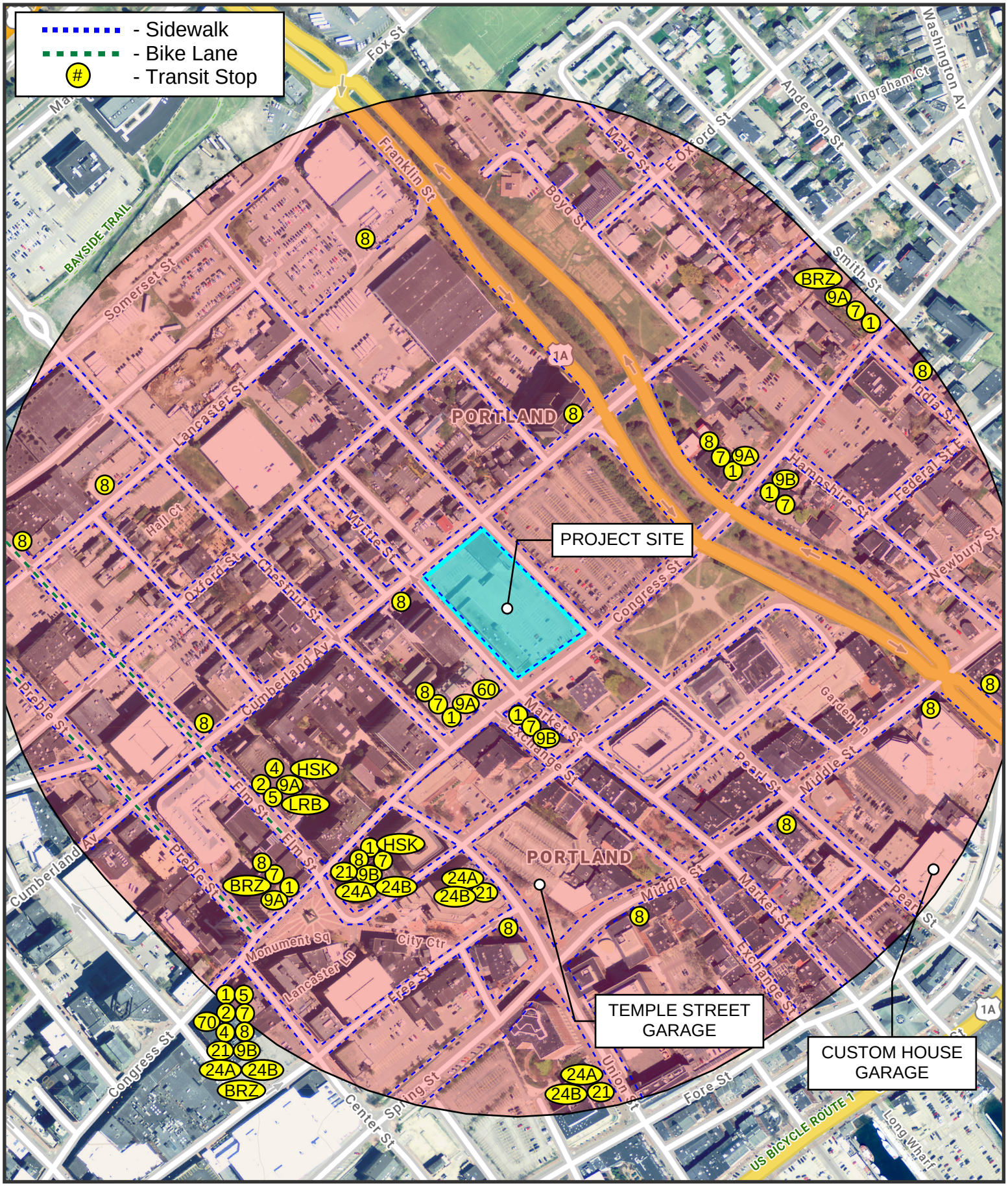
The modal split of users to the site is expected to be primarily personal vehicle, but includes transit, bicycle, and walking trips as reported in Section 1E.

Summary of Pedestrian Facilities in Vicinity of Site

The majority of streets in a ¼ mile radius of the site have existing sidewalk on both sides of the street. A map of existing sidewalk facilities also showing bicycle and transit facilities discussed later, is shown in Figure 3.

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MUSIC HALL 1/4-MILE RADIUS



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.09 Miles

1 inch =0.1 miles

Date: 6/11/2025
Time: 2:42:50 PM

The following narrative provides a description of the existing pedestrian network along the surrounding roadway and at the adjacent intersections. The narrative is written to start at the intersection of Congress Street and Pearl Street and travel along the site block counterclockwise.

- **Congress Street at Pearl Street –** At the signalized intersection of Congress Street and Pearl Street there are existing pedestrian curb ramps on all four corners of the intersections. These curb ramps serve sidewalks traveling along both sides of Congress Street and Pearl Street. The pedestrian signal equipment at the intersection consists of non-APS style pedestrian pushbuttons and countdown pedestrian signal heads. Pedestrian signal heads are provided for each crossing, and one pushbutton is located on each corner. As part of the construction of the development on Lots 1 and 2 of the block, plans include extending the northwest corner sidewalk into the intersection creating more sidewalk space, and shorter crossing distance east across Pearl Street, and south across Congress Street. The design creates two separate split curb ramps as opposed to the one that exists today. Improvements to this signalized intersection are required.

- **Pearl Street (Between Congress Street and Cumberland Avenue) –** On Pearl Street, there is existing brick sidewalk on both sides of the street. The sidewalk on both sides is approximately 8.75 feet wide. Utility poles are located on the western side of Pearl Street within the existing sidewalk. There is approximately 150 feet of concrete sidewalk on the western side of Pearl Street approaching Cumberland Avenue. On the eastern side of Pearl Street there is an existing curb cut for the Top of the Old Port parking lot. As part of site construction, the western side of Pearl Street would be replaced with new brick sidewalk.

- **Pearl Street at Cumberland Avenue –** At the signalized intersection of Pearl Street and Cumberland Avenue there are existing pedestrian curb ramps on all four corners of the intersections. These curb ramps serve sidewalks traveling along both sides of Cumberland Avenue and Pearl Street. Currently, there is no pedestrian signal equipment located at the intersection. The ramp at the southwest corner of the intersection currently does not contain a detectable warning panel, but the other three corners do. Each corner of the intersection has a utility pole located within the landing of the curb ramps.

- **Cumberland Avenue (Between Pearl Street and Myrtle Street)** – On Cumberland Avenue, there is existing concrete sidewalk on the southerly side and brick sidewalk along the northerly side. Existing utility poles are located within the concrete sidewalk. There are two existing curb cuts that will be removed with the development of the Music Hall. A new brick sidewalk will be constructed along the southern portion of Cumberland Avenue as part of the development of the Music Hall. The sidewalk width will vary along the side of the Building, depending on the final Building layout and design.

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- **Cumberland Avenue at Myrtle Street –** At the unsignalized intersection of Myrtle Street and Cumberland Avenue there are existing pedestrian curb ramps on all four corners of the intersections. These curb ramps serve sidewalks traveling along both sides of Cumberland Avenue and Myrtle Street. Both the northwest and southeast corner of the intersection currently do not have detectable warning panels on the curb ramps. Additionally, there is a utility pole located in the landing zone of the southeast corner of the intersection. Site development would include replacing the southeast corner sidewalk end extending into the intersection creating more sidewalk space, and shorter crossing distance north across Cumberland Avenue, and west across Myrtle Street. The design creates two separate split curb ramps as opposed to the one that exists today.

- **Myrtle Street (Between Cumberland Avenue and Congress Street) –** The eastern side of Myrtle Street is currently made up of both concrete and brick sidewalk. The western side of Myrtle Street along City Hall is concrete sidewalk. There is an existing mid-block crossing located approximately 90 feet north of the Congress Street intersection with pedestrian ramps. A new brick sidewalk is proposed along the eastern side of Myrtle Street to the southerly limits of the property.

- **Congress Street at Myrtle Street –** At the unsignalized intersection of Myrtle Street and Congress Street, there are existing pedestrian curb ramps at each corner of the intersection. The two eastern corners and southwesterly of the intersection are in good condition with detectable warning panels. The northwestern corner of the intersection is in poor condition and missing a detectable warning panel. There is a protective refuge island midway across the western Congress Street crossing. Approved Site development for the hotel portion of the 385 Congress Street development would include replacing the northeast corner sidewalk end extending into the intersection creating more sidewalk space, and shorter crossing distance south across Congress Street, and west across Myrtle Street. The design creates two separate split curb ramps as opposed to the one that exists today.

- **Congress Street (Between Myrtle Street and Pearl Street) –** There is existing brick sidewalk along the northern side of Congress Street in good condition. The concrete sidewalk on the southern side of Congress Street is in fair condition. There is a large curb cut on the southern side of Congress Street approximately 100 feet long for the Portland Fire Department Central Station. The 385 Congress Street development proposed greatly increasing the width of the sidewalk along the northerly side of Congress Street.

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Pedestrian Routes – Portland Music Hall to Parking Garages

Outside of the project frontage, pedestrian facilities on the prospective walking routes from the Temple Street and Custom House Parking Garages to the proposed development were inventoried to assess the material, general condition, and presence of existing lighting for sidewalk segments as well as presence of curb ramps and detectable warning fields at intersections. The inventoried sidewalk routes are shown in Figure 4. Tables 7 and 8 summarize the segment and intersection inventories respectively. This inventory did not measure for full compliance with ADA standards or measure any specific lighting levels. Street lighting was categorized as cobra heads present on utility poles or standalone non-decorative tall luminaires. Pedestrian Scale lighting was noted at locations with City standard decorative lighting structures and luminaires.

The intent of the inventory is to identify sidewalk sections/ramps that could use clear improvements or areas where lighting should be evaluated for future upgrades in coordination with City efforts. In the context of pedestrian safety, any existing deficiencies are noted, indicating a present need and would not be specifically exacerbated by development traffic.

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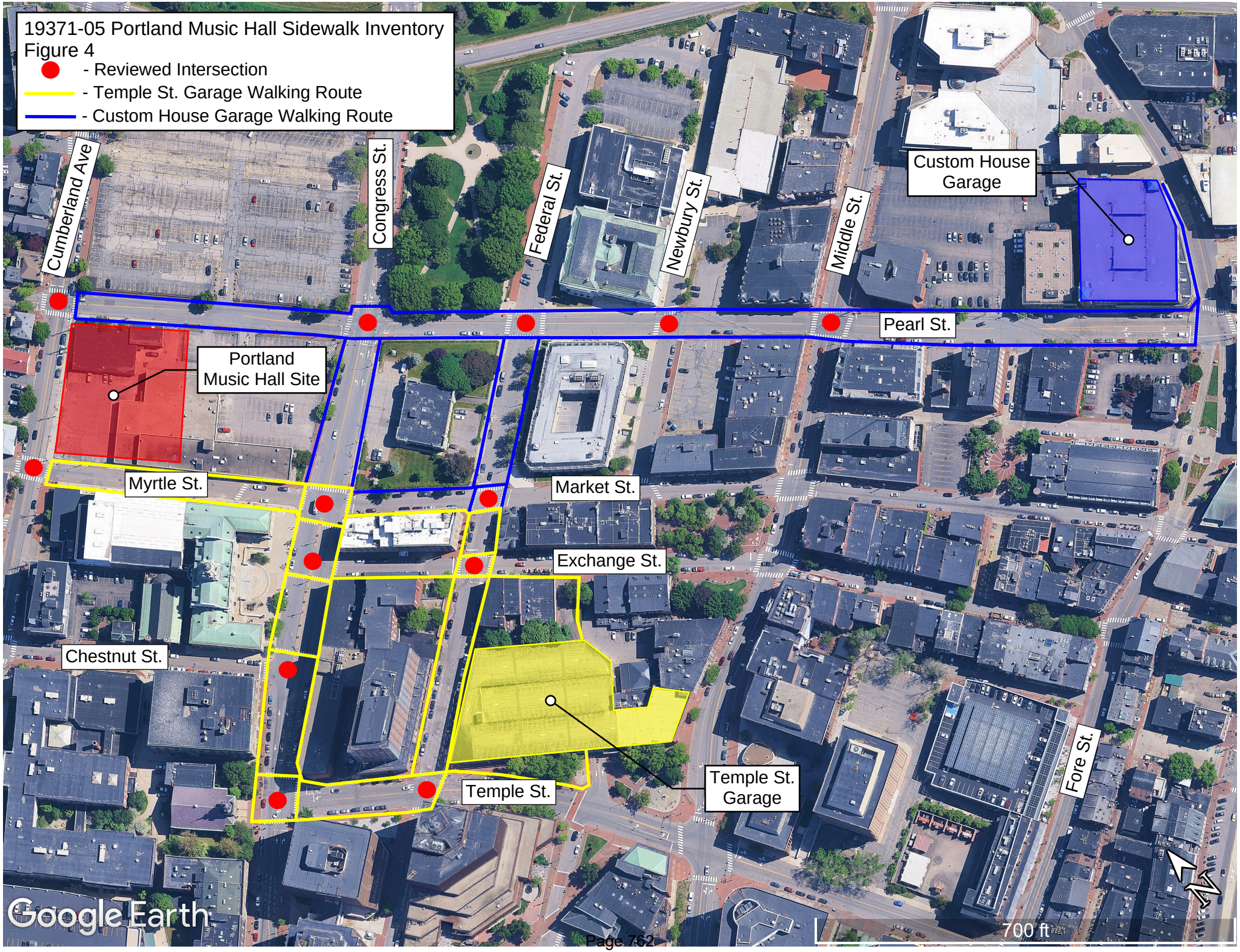

19371-05 Portland Music Hall Sidewalk Inventory
Figure 4
- Reviewed Intersection
- Temple St. Garage Walking Route
- Custom House Garage Walking Route
Cumberland Ave
Congress St.
Federal St.
Newbury St.
Middle St.
Custom House Garage
Pearl St.
Portland Music Hall Site
Myrtle St.
Market St.
Exchange St.
Chestnut St.
Temple St.
Temple St. Garage
Fore St.
Google Earth
700 ft

Table 7 – Segment Sidewalk Summary

	Segment	Material	Condition	Lighting
	Custom House Garage Routes			
Pearl Street	*Fore to Middle - East*	Concrete/Brick	Fair	Street Only
	Fore to Middle - West	Brick	Fair	Street Only
	Middle to Newbury - East	Brick	Fair	Street Only
	Middle to Newbury - West	Brick	Fair	Street Only
	Newbury to Federal - East	Concrete	Fair	None
	Newbury to Federal - West	Concrete	Fair	Street Only
	Federal to Congress - East	Concrete	Fair	Street Only
	Federal to Congress - West	Concrete	Fair	None
	Congress to Cumberland - East	Brick	**Poor**	None
	Congress to Cumberland - West	Brick/Concrete	**Poor**	Street Only
	Temple Street Garage Routes			
Temple Street	*Garage to Federal - East*	Brick	Fair	Street Only
	Garage to Federal - West	Brick	Fair	Street Only
	Federal to Congress - East	Brick	Good	Street and Pedestrian Scale
	Federal to Congress - West	Brick	Good	Street Only
Federal Street	*Temple to Exchange - North*	Brick	Good	Pedestrian Scale
	Temple to Exchange - South	Brick	Fair	Street Only
	Exchange to Market - North	Brick	Good	None
	Exchange to Market - South	Brick	Fair	Pedestrian Scale
	Market to Pearl - North	Concrete	Fair	None
	Market to Pearl - South	Concrete	Fair	Street Only
Exchange Street	*Exchange Street - Federal to Congress - East*	Brick	Good	Pedestrian Scale
	Exchange Street - Federal to Congress - West	Brick	Fair	Pedestrian Scale
Market Street	*Market Street - Federal to Congress - East*	Brick	Fair	Street Only
	Market Street - Federal to Congress - West	Brick	Fair	None
Exchange Street	*Exchange Street - Garage Access - Federal - East*	Brick	Fair	Pedestrian Scale
	Exchange Street - Garage Access - Federal - West	Brick	Fair	Pedestrian Scale
Congress St	*Congress Street - Temple - Chestnut - North*	Brick	Fair	Street and Pedestrian Scale
	Congress Street - Temple - Exchange - South	Brick	Fair	Street and Pedestrian Scale
	Congress Street - Chestnut to Myrtle - North (City Hall)	Concrete	Fair	Street Only
	Congress Street - Exchange to Market - South	Brick	Good	Street Only
	Congress Street - Myrtle to Pearl - North	Brick	Fair	Street Only
	Congress Street - Market to Pearl - South (Fire Station)	Concrete	Fair	Street Only
Myrtle Street	*Myrtle Street - Congress to Cumberland - East*	Brick/Concrete	Fair	Street and Pedestrian Scale
	Myrtle Street - Congress to Cumberland - West	Concrete	Fair	None

Table 8 – Intersection Sidewalk Summary

Intersection	*Number of Ramps*	*Ramps with DWF*	*Number of Crosswalks*	*Lighting*	*Notes*
Pearl Street at Middle Street	4	4	4	Street	
Pearl Street at Newbury Street	4	2*	2	Street	Cobblestone Ramp at Courthouse*
Pearl Street at Federal Street	4	0*	4	Street	Cobblestone Ramp at Courthouse*
Pearl Street at Congress Street	4	4	4	Street	Signal
Federal Street at Market Street	4	4	4	Street	
Federal Street at Exchange Street	4	4	4	Ped/Street	
Temple Street at Federal Street	4	4	4	Ped/Street	
Temple Street at Congress Street	4	4	3	Ped/Street	Signal
Congress Street at Chestnut Street	2	1	3	Ped/Street	Crossing of Congress Street does not have ramps on either side.
Congress Street at Exchange Street	3	2	2	Ped/Street	No DWF on City hall frontage
Congress Street at Market/Myrtle Street	4	3	4	Ped/Street	No DWF on City Hall Frontage
Cumberland Ave at Myrtle Street	4	0	4	None	

As can be seen in the above tables, the majority of sidewalks along the routes from the parking garages to the proposed development site are brick or concrete in generally fair condition. It was noted that throughout all segments there is a form of lighting present on at least one side of the roadway.

At intersections along the walking routes, it was noted that there are several crossings which have curb ramps with no detectable warning fields or no curb ramp at all. At the intersections of Pearl Street with Newbury Street and Federal Street, the curb ramps abutting the Federal Courthouse are made of cobblestones and do not contain DWF. And on Congress Street along the City Hall frontage, there are no detectable warning fields (DWFs) in the existing ramps.

Recommendations for these routes to be undertaken by the development are discussed later in this study.

Summary of Bicycle Facilities in Vicinity of Site

Bicycle facilities in a ¼ mile radius of the site as shown on the included Figure 14 and are limited to the following:

- Bike lane northbound on Elm Street between Congress Street and Marginal Way. Buffered between Cumberland Avenue and Kennebec Street.
- Bike lane southbound on Preble Street between Marginal Way and Congress Street.

Summary of Transit Facilities in Vicinity of Site

Transit facilities in a ¼ mile radius of the site as shown on the map in Figure 14 service the following Routes as part of the Greater Portland Metro, Biddeford-Saco-Old Orchard Beach (BSOOB) Transit, and Lakes Region Explorer:

- **Route 1 – Congress Street:** Monday thru Saturday, 5:10am to 11:10pm, Sunday 8:10am to 6:35pm. Local service between Thompson's Point/Portland Transportation Center (PTC) and Munjoy Hill/Eastern Prom via Congress Street and Fore River Parkway.
    - Weekday and Saturday inbound and outbound service at nearby Monument Square stops at approximately 11:00 PM and 10:43 PM, respectively.
    - Sunday inbound and outbound service at Monument Square stops at approximately 6:20 PM and 5:55 PM, respectively.
- **Route 2 – Riverton:** Monday thru Friday, 5:45am to 11:10pm; Saturday 6:20am to 10:20pm; Sunday 8:20am to 4:15pm. Local service between downtown Portland and Prides Corner, Westbrook via Forest Avenue.
    - Weekday inbound and outbound service at nearby Metro Pulse on Elm Street stops at approximately 10:45 PM.
    - Saturday inbound and outbound service stops at approximately 10:23 PM and 9:40 PM, respectively.
    - Sunday inbound and outbound service stops at approximately 4:15 PM and 3:20 PM, respectively.
- **Route 4 – Westbrook:** Monday thru Friday, 5:15am to 11:40pm; Saturday 5:45am to 11:40pm; Sunday 8:15am to 7:45pm. Service between Portland and Westbrook, via USM (Portland) and Brighton Avenue.
    - Weekday and Saturday inbound and outbound service at nearby Metro Pulse stops at approximately 11:40 PM and 10:40 PM, respectively.
    - Sunday service to Metro Pulse inbound and outbound ends at 7:45 PM and 7:10 PM, respectively.

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- **Route 5 – Maine Mall:** Monday thru Friday, 5:20am to 10:35pm; Saturday 6:10am to 10:45pm; Sunday 7:55am to 6:40pm. Provides service between downtown Portland and the Maine Mall area of South Portland.
    - Weekday inbound and outbound service to Metro Pulse ends at 10:35 PM and 9:50 PM, respectively.
    - Saturday inbound and outbound service to Metro Pulse ends at 10:45 PM and 9:55 PM, respectively.
    - Sunday inbound and outbound service to Metro Pulse ends at 6:40 PM and 5:40 PM, respectively.
- **Route 7 – Falmouth:** Monday thru Saturday, 5:10am to 11:00pm; Sunday 8:20am to 7:40pm. Provides service between Falmouth, Downtown Portland, Portland Jetport, and Outer Congress Street.
    - Weekday inbound service at Portland City Hall stops at approximately 10:30 PM. Outbound service ends at Monument Square at 10:45 PM.
    - Saturday inbound service at Portland City Hall stops at approximately 10:30 PM. Outbound service ends at Monument Square at 10:35 PM.
    - Sunday inbound service at Portland City Hall stops at approximately 7:32 PM. Outbound service ends at Monument Square at 6:45 PM.
- **Route 8 – Peninsula Loop:** Monday thru Friday, 6:40am to 6:15pm; Saturday 7:50am to 6:17pm; Sunday 8:50am to 4:17pm. Service to Congress Street, the Old Port, and the Waterfront.
    - Weekday nearby service to Franklin Towers ends at 6:15 PM. Last loop starts at 5:47 PM
    - Saturday service to Franklin Towers ends at 6:17 PM. Last loop starts at 5:17 PM
    - Sunday service to Franklin Towers ends at 4:17 PM. Last loop starts at 3:17 PM
- **Route 9A – North Deering (Stevens):** Monday thru Friday, 5:35am to 10:25pm; Saturday 7:30am to 10:25pm; Sunday 8:30am to 4:25pm. Service to Congress Street, Stevens Avenue, Northgate, West Falmouth, Washington Avenue, and Eastern Prom/Munjoy Hill.
    - Weekday and Saturday outbound service from City Hall ends at 9:30 PM.
    - Sunday outbound service from City Hall ends at 3:30 PM.
- **Route 9B – North Deering (Washington):** Monday thru Friday, 5:40am to 9:53pm; Saturday 8:10am to 10:10pm; Sunday 9:10am to 5:10pm. Service to Congress Street, Stevens Avenue, Northgate, West Falmouth, Washington Avenue, and Eastern Prom/Munjoy Hill.
    - Weekday outbound service from Monument Square ends at 9:05 PM.
    - Saturday outbound service from Monument Square ends at 9:10 PM.
    - Sunday outbound service from Monument Square ends at 4:10 PM.
- **Route 21 – South Portland (Willard Square):** Monday thru Friday, 6:00am to 11:10pm; Saturday 6:00 AM to 10:30 PM, Sunday 6:40am to 6:35pm. Service between Downtown Portland, South Portland, and Southern Maine Community College.
- **Route 24A – South Portland (Broadway):** Monday thru Friday, 5:20am to 11:15pm; Saturday 7:00am to 7:15pm; Sunday 7:00am to 6:35pm. Service to Downtown Portland and the Mill Creek Transit Hub, Broadway, Redbank, the Maine Mall.

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- **Route 24B – South Portland (Highland):** Monday thru Friday only, 6:30am to 9:50pm. Service to Downtown Portland, Highland Avenue, Brick Hill, and the Maine Mall.
- **Husky (HSK) Line:** Monday thru Friday, 6:20am to 10:40pm; Saturday, 7:50am to 11:00pm, Sunday, 8:00am to 7:10pm. Services Gorham, Westbrook, Portland, and the two USM campuses.
    - Weekday inbound service to Congress & Elm ends at 10:34 PM. Outbound from Metro Pulse ends at 10:12.
    - Saturday inbound service to Congress & Elm ends at 10:51 PM. Outbound from Metro Pulse ends at 10:22.
    - Sunday inbound service to Congress & Elm ends at 7:07 PM. Outbound from Metro Pulse ends at 6:35.
- **Metro BREEZ (BRZ):** Monday thru Friday, 5:10am to 10:23pm; Saturday, 7:58am to 9:28pm. Services Portland, Yarmouth, Freeport, and Brunswick.
    - Weekday northbound service to Brunswick from Monument Square ends at 9:32 PM. Southbound service to Portland ends at 10:09 PM.
    - Saturday northbound service to Brunswick from Monument Square ends at 8:40 PM. Southbound service to Portland ends at 8:08 PM.
- **BSOOB Route 60:** Monday thru Friday, 5:00am to 10:33pm; Saturday, 6:15am to 10:33pm, Sunday, 6:15am to 8:11pm. Services Saco, Scarborough, South Portland, and Downtown Portland.
    - Weekday and Saturday service to City Hall ends at 7:43 PM.
    - Sunday Service to City Hall ends at 5:13 PM.
- **BSOOB Route 70:** Monday thru Friday only, 6:00am to 7:15pm. Service to Biddeford, Saco, Downtown Portland.
    - Weekday service to Monument Square ends at 6:31 PM.
- **Lakes Region Explorer (LRB):** Monday thru Friday, 6:00am to 10:15pm; Saturday (Memorial Day to Labor Day), 8:30am to 8:13pm. Services Bridgton, Naples, Casco, Windham, Westbrook, and Downtown Portland.
    - Weekday service inbound to Metro Pulse ends at 8:40 PM. Final outbound ride from Metro Pulse ends at 8:45 PM.
    - Saturday service inbound to Metro Pulse ends at 6:05 PM. Final outbound ride from Metro Pulse ends at 6:32 PM.

The applicant has actively coordinated with METRO and the City of Portland to understand options and logistics of introducing later service to extend beyond the event end time. This is discussed in greater detail in the submitted Transportation Demand Management plan. Correspondence from METRO on the topic has also been previously submitted to the City.

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E. General Safety Issues

As requested at the Project Scoping Meeting, a safety analysis review of the intersection of Cumberland Avenue at Chestnut Street (previously a nearby HCL) and the segment of Federal Street serving the Cumberland County Parking Garage were reviewed in more detail.

Intersection of Chestnut Street and Cumberland Avenue

The intersection of Chestnut Street and Cumberland Avenue was no longer an HCL in the 2024 data period. However, the intersection has historically been an HCL between the period of 2021 to 2023. As such, the 2023 HCL crash collision diagram was reviewed as the intersection had eight (8) crashes and a CRF of 2.59. The intersection operates as a one-way stop controlled southbound, with crosswalks on all four approaches.

- Three (3) crashes were a rear-end collision at the eastbound Cumberland Avenue approach. These crashes were caused by a vehicle following too close when the leading vehicle stopped for a pedestrian within the crosswalk either crossing Cumberland Avenue or Chestnut Street. Two of these crashes were reported to occur under wet roadway conditions.
- Two (2) of the crashes were angle collisions. Both were attributed to a failure of the yield of vehicles traveling southbound on Chestnut Street and colliding with vehicles traveling westbound on Cumberland Avenue. Both crashes reported wet roadway conditions and occurred within two days each in February 2021.
- The remaining (3) crashes were isolated incidents including the following: a truck hitting a parked car on Chestnut Street due to right turn oversteering from eastbound on Cumberland Avenue, improper backing on the southbound Chestnut Street approach, and a snowplow losing control on the southbound Chestnut Street approach.

The above reported crashes would indicate there is a pattern of vehicles yielding to pedestrians being rear-ended by a driver following too closely behind them. To improve driver awareness, the status of the painted stop bar on Chestnut Street should be reviewed as it appears faded in most historical imagery reviews. Improved pedestrian signage or potentially Rectangular Rapid Flashing Beacons (RRFBs) should be considered to alert drivers of pedestrian crossings.

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Segment of Federal Street between Pearl Street and Newbury Street

The segment of Federal Street between Pearl Street and Newbury Street had 13 crashes and a CRF of 10.55 between the three-year period between 2022 and 2024. Federal Street is one-way eastbound and includes angle parking on the north side of the street, with parallel parking on the south side. The breakdown of the HCL collision diagram is as follows:

- 12 crashes involved parked cars with improper backing hits from reversing cars out of the angled parking spaces.
- One (1) crash was a sideswipe collision between an angle parked car and a car exiting the adjacent parking stall.

Given the high frequency of collisions with parked vehicles, the MaineDOT design guidance for *On and Off-Street Parking* was reviewed. MaineDOT recommends where angle parking currently exists, it should be converted to parallel parking where practical. Based on the dimensions of the striped parking from aerial imagery dated March 2025, the angle parking is approximately 60 degrees along the northern side of Federal Street. Included in the MaineDOT guidance is a minimum of 16 feet of clear distance needed for a parked vehicle to back out of a 60-degree parking stall.

Based on a field review on August 6, 2025, the clearance between the angle parking stalls and the parallel parking curb was measured to be approximately 25 feet at various points along Federal Street. Assuming a minimum of 16 feet of clear aisle distance leaves 9 feet for parallel parking which is above the minimum requirement as outlined in Chapter 4 of the AASHTO publication *A Policy on Geometric Design of Highways and Streets* but less than the desirable 10 to 12 feet. Possible improvements include reducing the angle of the angle parking to 45 degrees to reduce the aisle width requirement and allow for more space for the angle parking to back out.

Segment of Cumberland Avenue between Pearl Street and Franklin Arterial

Additionally, the segment of Cumberland Avenue between Pearl Street and Franklin Arterial was a newly reported HCL in the 2024 data set with a total of eight (8) crashes and a CRF of 3.76 of the period of 2022 to 2024. The breakdown of the HCL collision diagram is as follows:

- Six (6) of the eight (8) crashes were sideswipe collisions involving vehicles traveling on Cumberland Avenue hitting cars parked on-street on Cumberland Avenue. The crashes were attributed to a failure to keep in lane, improper turn, hit & run, or an OUI.
- One (1) crash was an angle collision caused by a vehicle failing to yield when exiting on-street parking.
- One (1) crash was a rear-end hit & run collision resulting in an injury between two vehicles traveling west on Cumberland Avenue.

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F. Recommendations

Sebago Technics Inc, has completed the revised TMP Application Section 7 for the Portland Music Hall development and provides the following recommendations:

- As part of the site construction, it is proposed to provide new sidewalk along the full lot frontage on Pearl Street, Cumberland Avenue and Myrtle Street.
- At the intersection of Cumberland Avenue at Pearl Street, it is recommended the project replace the existing signal with new equipment meeting current MaineDOT/City of Portland standards including signalized pedestrian crossings. All curb ramps at the intersection will also be reconstructed.
    - As part of reconstruction, it is also recommended that the project implement a protected left turn phase for Cumberland Avenue westbound traffic during the event peak hour, and subsequent dedicated left turn lane to allow for protected left turn movements due to increased left-turning demand due to Merrill and Portland Music Hall event related traffic. If the removal of parking or other issues arise from the City's perspective with incorporating a left turn lane, a second option is to promote the use of Congress Street to access Top of the Old Port Parking lot during event nights by way of the proposed Event Management Plan and including police detail presence during events at both venues.
- At the intersection of Congress Street and Pearl Street, it is recommended the project upgrade the stop line vehicular detection equipment to provide functioning vehicular detection and make necessary signal timing adjustments for event related traffic.
- At the intersection of Congress Street and Myrtle/Market Street, it is recommended the Event Management Plan include a "crossing guard" to manage pedestrian crossings so that pedestrians cross in groups, "platooning" them to address the Market Street and Congress Street turning traffic. An Event Management Plan has also been submitted separately as part of the application which outlines how Live Nation operations policies will be applied specifically to the Portland Music Hall. It is recommended that adherence to this plan, which is to be reviewed by City staff, be a condition of the TMP, if necessary.
- At the intersection of Cumberland Avenue at Myrtle Street, it is recommended the project reconstruct the curb ramps to meet ADA and City standards, most notably the inclusion of DWF. These improvements would also be recommended to include new pedestrian warning signage and introduction of pedestrian lighting elements.
- Based on the inventory of walking routes from the parking garage locations to the music hall, it is recommended that all curb ramps without DWF be reconstructed.

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- Pearl Street at Federal Street – Reconstruct the easterly and northwest ramps. The southwesterly ramp in front of the Federal Courthouse is constructed of cobblestone and is not recommended to be modified.
- Congress Street at Chestnut Street – If feasible, construct curb ramps for existing crossing of Congress Street. Note the northerly landing is adjacent to City Hall where there is a street tree present.
- Congress Street at Exchange Street – If feasible, reconstruct existing curb ramp along City Hall Frontage.

- The venue footprint includes dedicated permanent parking bays for event related trucks and buses. Trucks and buses will not be parked on the street abutting the venue. Refer to the Truck and Bus Traffic Control Plan for additional details regarding traffic control when trucks and buses arrive and depart the venue.

G. Conclusions

This Traffic Movement Permit Application serves to permit the proposed Portland Music Hall development. The Music Hall is approximately 63,390 SF with an approximate fixed 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 385 Congress Street Master Development Plan. The development is expected to generate an unadjusted total of 31 trips in the AM peak hour of the generator, and 1,140 trips during the PM peak hour of the Generator during a maximum capacity held event.

The Section 7 – Traffic Study demonstrates that the development will not result in unreasonable congestion to the study area intersections and roadways. The focus of the recommended mitigation, in conjunction with the projects Transportation Demand Management Plan and Event Management Plan, is to provide safe controlled ingress and egress for all multi-modal users to the proposed Portland Music Hall and the surrounding area.

PRELIMINARY

Appendix A. MaineDOT Crash Data

PRELIMINARY

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **CUMBERLAND** TOWN: **PORTLAND**

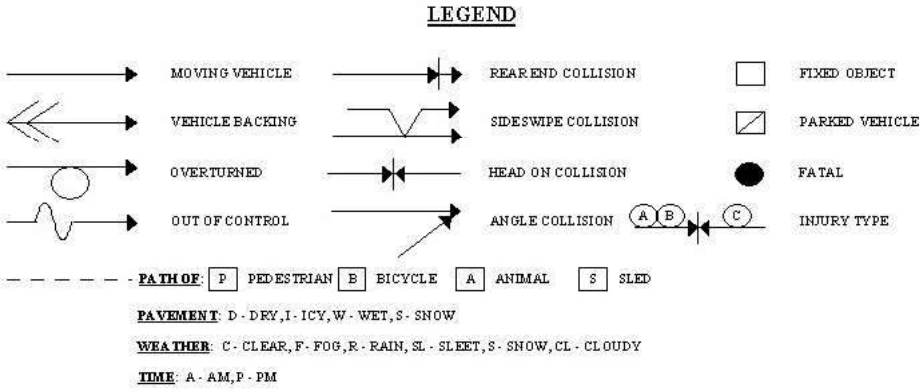
LOW NODE: **19040** HIGH NODE: **0000** REGION: **1** U/R: **URBAN**

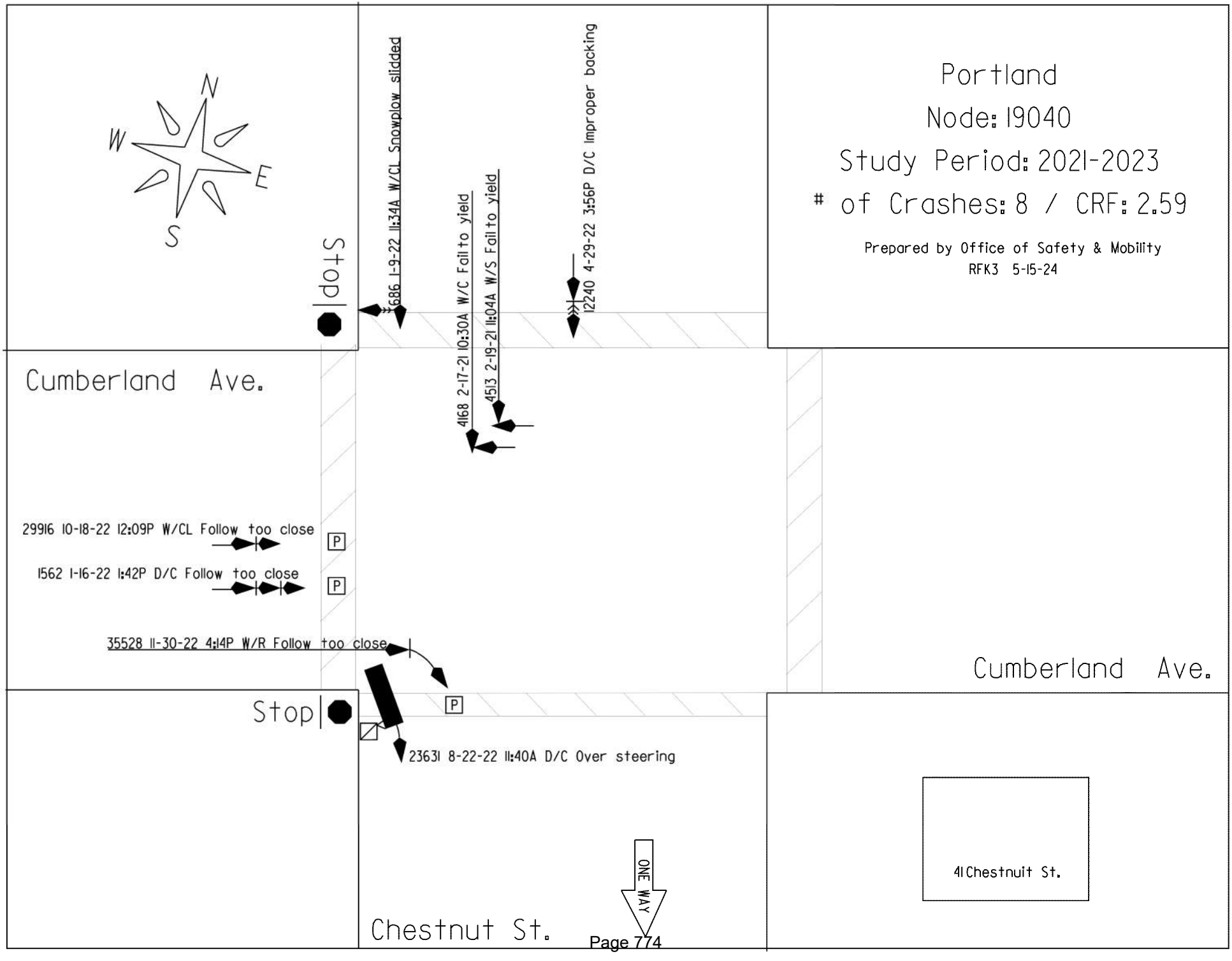
DESCRIPTION: **Int of Chestnut St and Cumberland Ave**

RTE # / RD #: **0560135** DATE DRAWN: **5/15/2024** DRAWN BY: **BOB K**

STUDY FROM: **1/1/2020** STUDY TO: **12/31/2022**

CRASH RATE: **1.03** CRF: **2.59** % INJURY: **0** TOTAL CRASHES: **8**




Portland
Node: 19040
Study Period: 2021-2023
# of Crashes: 8 / CRF: 2.59
Prepared by Office of Safety & Mobility
RFK3 5-15-24
N
W
E
S
Stop
686 1-9-22 11:34A W/CL Snowplow slidded
12240 4-29-22 3:56P D/C Improper backing
4168 2-17-21 10:30A W/C Fail to yield
4513 2-19-21 11:04A W/S Fail to yield
Cumberland Ave.
29916 10-18-22 12:09P W/CL Follow too close
1562 1-16-22 1:42P D/C Follow too close
35528 11-30-22 4:14P W/R Follow too close
P
Cumberland Ave.
Stop
23631 8-22-22 11:40A D/C Over steering
ONE WAY
Chestnut St.
41 Chestnuit St.


Search...
OXFORD ST
STONE ST
18990
18989
19040
PORTLAND
CUMBERLAND AVE
CHESTNUT ST
CEDAR ST
19039
Scale: 1:1356
100ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Node	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Portland
Int Cumberland Ave & Chestnut St

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: 0560135	Start Node: 19040	Start Offset: 0	☐ Exclude First Node
	End Node: 19040	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
19040	0560135 - 0.09	Int of CHESTNUT ST CUMBERLAND AV	2	8	0	0	0	0	8	0.0	2.581	1.03	0.40	2.59
												Statewide Crash Rate:	0.13	
Study Years:	3.00	NODE TOTALS:		8	0	0	0	0	8	0.0	2.581	1.03	0.40	2.59

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

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

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	0
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	17

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	6	1	0	0	0	8
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	2	0	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	7	7	1	0	0	0	15

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	7	7	1	0	0	0	15
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	7	7	1	0	0	0	15

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	3	0	0	0	0	3
25-29	2	0	0	0	0	2
30-39	4	0	0	0	0	4
40-49	2	0	0	0	0	2
50-59	1	0	0	0	0	1
60-69	3	0	0	0	0	3
70-79	1	0	0	0	0	1
80-Over	1	0	0	0	0	1
Unknown	0	0	0	0	0	0
Total	17	0	0	0	0	17

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	8	0
Total	8	0

Road Character

Road Grade	Total
1-Level	7
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	8

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	7
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	1
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	8

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2021	2022	2023	Total
JANUARY	0	2	0	2
FEBRUARY	2	0	0	2
MARCH	0	0	0	0
APRIL	0	1	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	1	0	1
SEPTEMBER	0	0	0	0
OCTOBER	0	1	0	1
NOVEMBER	0	1	0	1
DECEMBER	0	0	0	0
Total	2	6	0	8

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	1	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	2	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	0	0	0	5	8

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **CUMBERLAND** TOWN: **PORTLAND**

LOW NODE: **18792** HIGH NODE: **18806** REGION: **1** U/R: **URBAN**

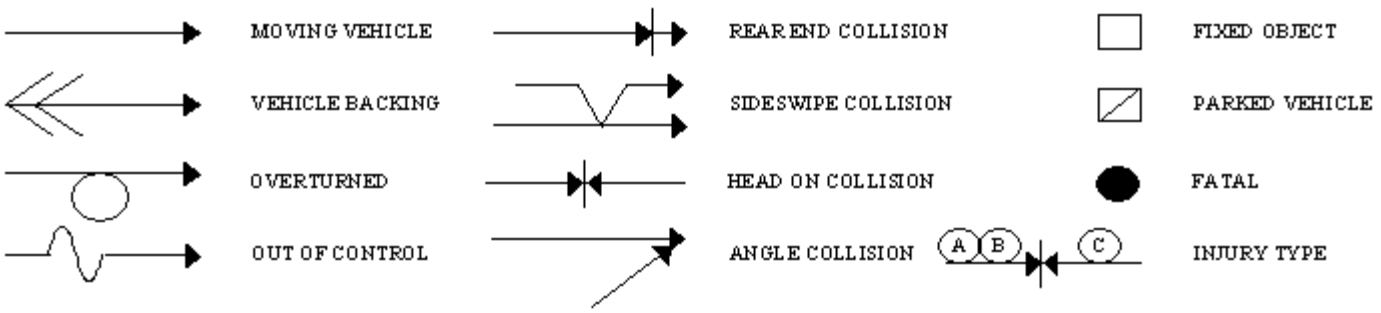
DESCRIPTION: **Federal St W from Pearl St to Newbury St W**

RTE # / RD #: **0560270** DATE DRAWN: **6/11/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **15506.98** CRF: **10.55** % INJURY: **0** TOTAL CRASHES: **13**

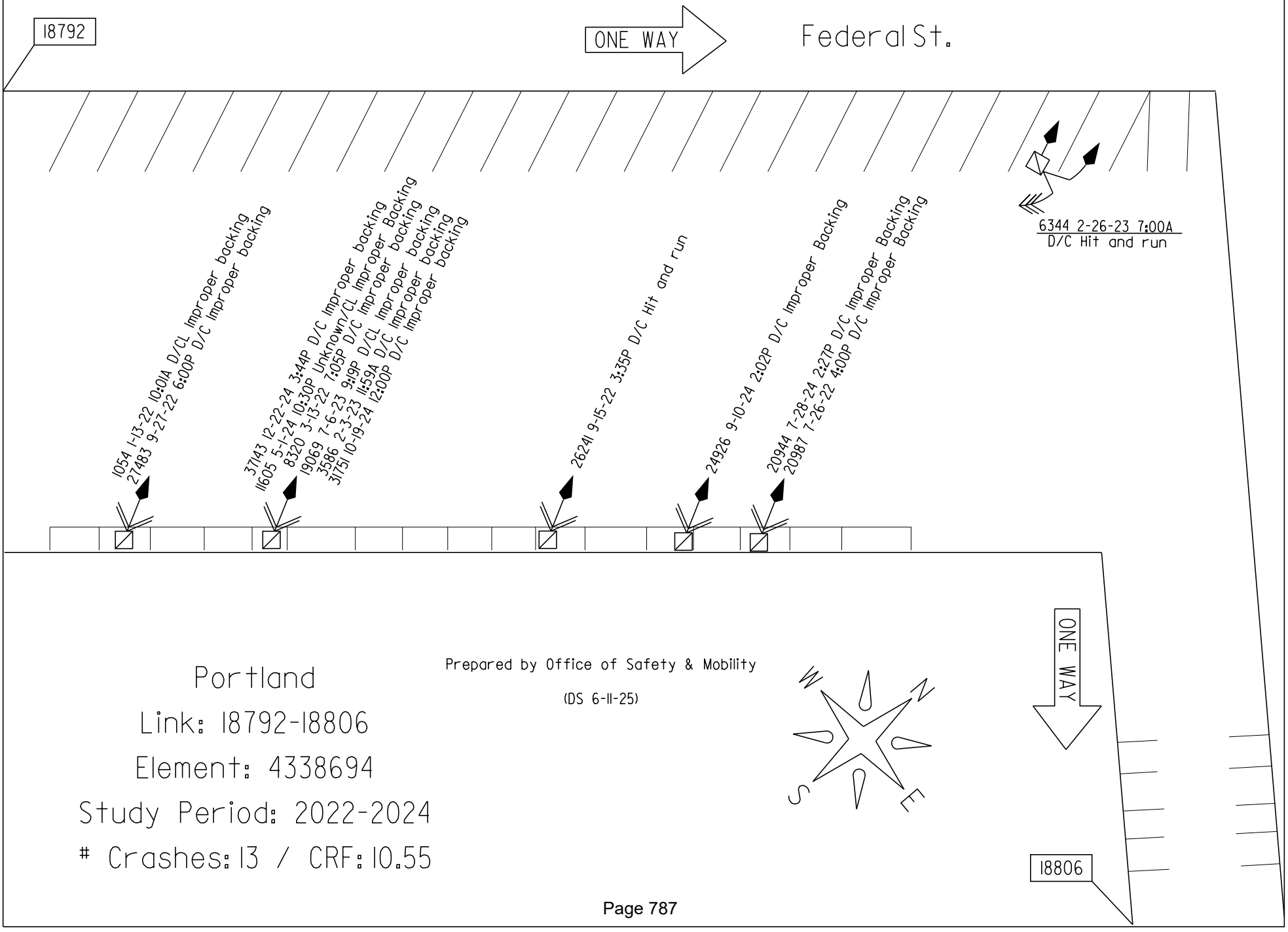
LEGEND

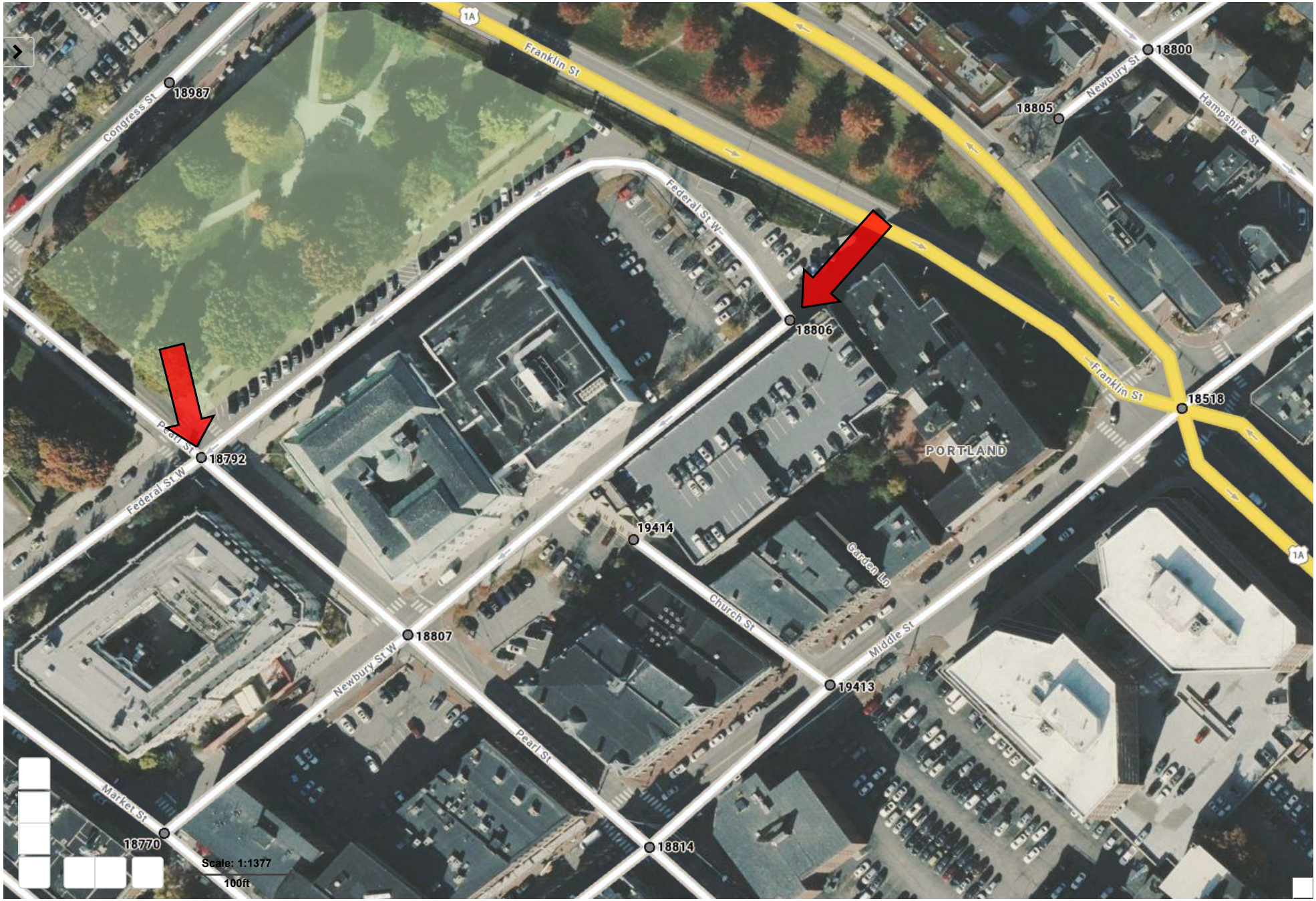


PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM


18792
ONE WAY
Federal St.
1054 1-13-22 10:01A D/CL Improper backing
27483 9-21-22 6:00P D/C Improper backing
37143 12-22-24 3:44P D/C Improper backing
11605 5-1-24 10:30P Unknown/CL Improper Backing
8320 3-13-22 7:05P D/C Improper backing
19069 7-6-23 9:19P D/CL Improper backing
3586 2-3-23 11:59A D/C Improper backing
31751 10-19-24 12:00P D/C Improper backing
26241 9-15-22 3:35P D/C Hit and run
24926 9-10-24 2:02P D/C Improper Backing
20944 7-28-24 2:27P D/C Improper Backing
20987 7-26-22 4:00P D/C Improper Backing
6344 2-26-23 7:00A
D/C Hit and run
ONE WAY
18806
Portland
Link: 18792-18806
Element: 4338694
Study Period: 2022-2024
Crashes: 13 / CRF: 10.55
Prepared by Office of Safety & Mobility
(DS 6-11-25)
N
S
E
W


1A
Franklin St
18987
Congress St
18800
Newbury St
18805
Hampshire St
Federal St W
18806
Franklin St
18518
Pearl St
18792
Federal St W
PORTLAND
19414
Garden Ln
1A
Church St
Middle St
18807
Newbury St W
19413
Pearl St
Market St
18770
18814
Scale: 1:1377
100ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

(No description).

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: 0560270	Start Node: 18806	Start Offset: 0	☑ Exclude First Node
	End Node: 18792	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18792	18806	4338694	0 - 0.12	0560270 - 0	0.12	2	13	0	0	0	0	12	0.0	0.00028	15506.98	1469.76	10.55
Int of FEDERAL ST W	PEARL ST			RD INV 05 60270											Statewide Crash Rate: 365.43		
Study Years:	3.00			Section Totals:	0.12		13	0	0	0	0	12	0.0	0.00028	15506.98	1469.79	10.55

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18792	18806	4338694	0 - 0.12	0560270 - 0	13	0	0	0	0	12	2023-6344	02/26/2023	0.06	
											2024-24926	09/10/2024	0.07	PD
											2024-20944	07/28/2024	0.07	PD
											2022-20987	07/26/2022	0.07	PD
											2022-26241	09/15/2022	0.08	PD
											2024-31751	10/19/2024	0.09	PD
											2024-11605	05/01/2024	0.10	PD
											2023-19069	07/06/2023	0.10	PD
											2023-3586	02/03/2023	0.10	PD
											2022-8320	03/13/2022	0.10	PD
											2024-37143	12/22/2024	0.10	PD
											2022-27483	09/27/2022	0.11	PD
											2022-1054	01/13/2022	0.11	PD
				Totals:	13	0	0	0	0	12				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	0	0	1	0	0	1	1	1	0	2	2	1	0	1	1	0	1	1	0	0	13

Vehicle Counts by Type

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

Unit Type	Total
23-Bicyclist	0
24-Witness	1
25-Other	2
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	27

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	0	3	0	0	0	0	3
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	0	0	0	0	0	0	0
Improper Backing	10	0	0	0	0	0	10
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	11	3	0	0	0	0	14

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	10	1	0	0	0	0	11
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	1	1	0	0	0	0	2
Total	11	2	0	0	0	0	13

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	4	0	0	0	0	4
25-29	2	0	0	0	0	2
30-39	5	0	0	0	0	5
40-49	2	0	0	0	0	2
50-59	1	0	0	0	0	1
60-69	2	0	0	0	0	2
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	9	0	0	0	0	9
Total	26	0	0	0	0	26

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	0	0
PD	12	0
Total	12	0

Road Character

Road Grade	Total
1-Level	13
2-On Grade	0
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	13

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	10
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	13

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	0	0	1
FEBRUARY	0	2	0	2
MARCH	1	0	0	1
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	0	0	0	0
JULY	1	1	1	3
AUGUST	0	0	0	0
SEPTEMBER	2	0	1	3
OCTOBER	0	0	1	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	1	1
Total	5	3	5	13

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	9	0	0	0	0	0	0	0	0	0	0	9
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	1	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	1	0	0	0	0	0	0	0	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	12	0	0	0	0	0	0	0	1	0	0	13

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **CUMBERLAND** TOWN: **PORTLAND**

LOW NODE: **18812** HIGH NODE: **18986** REGION: **1** U/R: **URBAN**

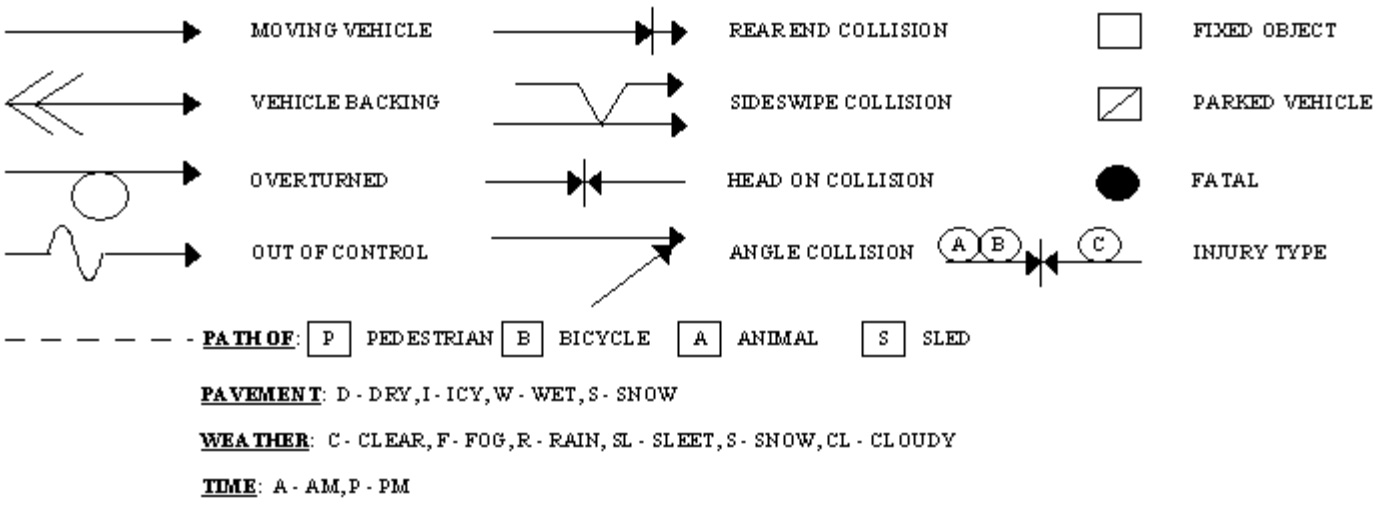
DESCRIPTION: **Cumberland Ave from Pearl St to Wilmot St**

RTE # / RD #: **0561238** DATE DRAWN: **6/12/2025** DRAWN BY: **Duncan**

STUDY FROM: **1/1/2022** STUDY TO: **12/31/2024**

CRASH RATE: **2037.1** CRF: **3.76** % INJURY: **12.5** TOTAL CRASHES: **8**

LEGEND



PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

Portland

Link: 18812-18986

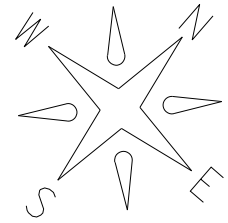
Element: 3122292

Study period: 2022-2024

# of Crashes: 8 / CRF: 3.76

Prepared by Office of Safety & Mobility

(DS 6/12/25)



18812

18986

30479 8-21-24 11:46P
D/C Hit & Run

8488 3-15-22 10:58A
D/C Follow too Close

25979 9-7-23 9:09A D/C Fail to Yield

2287 1-21-22 1:45P
D/C Hit & Run

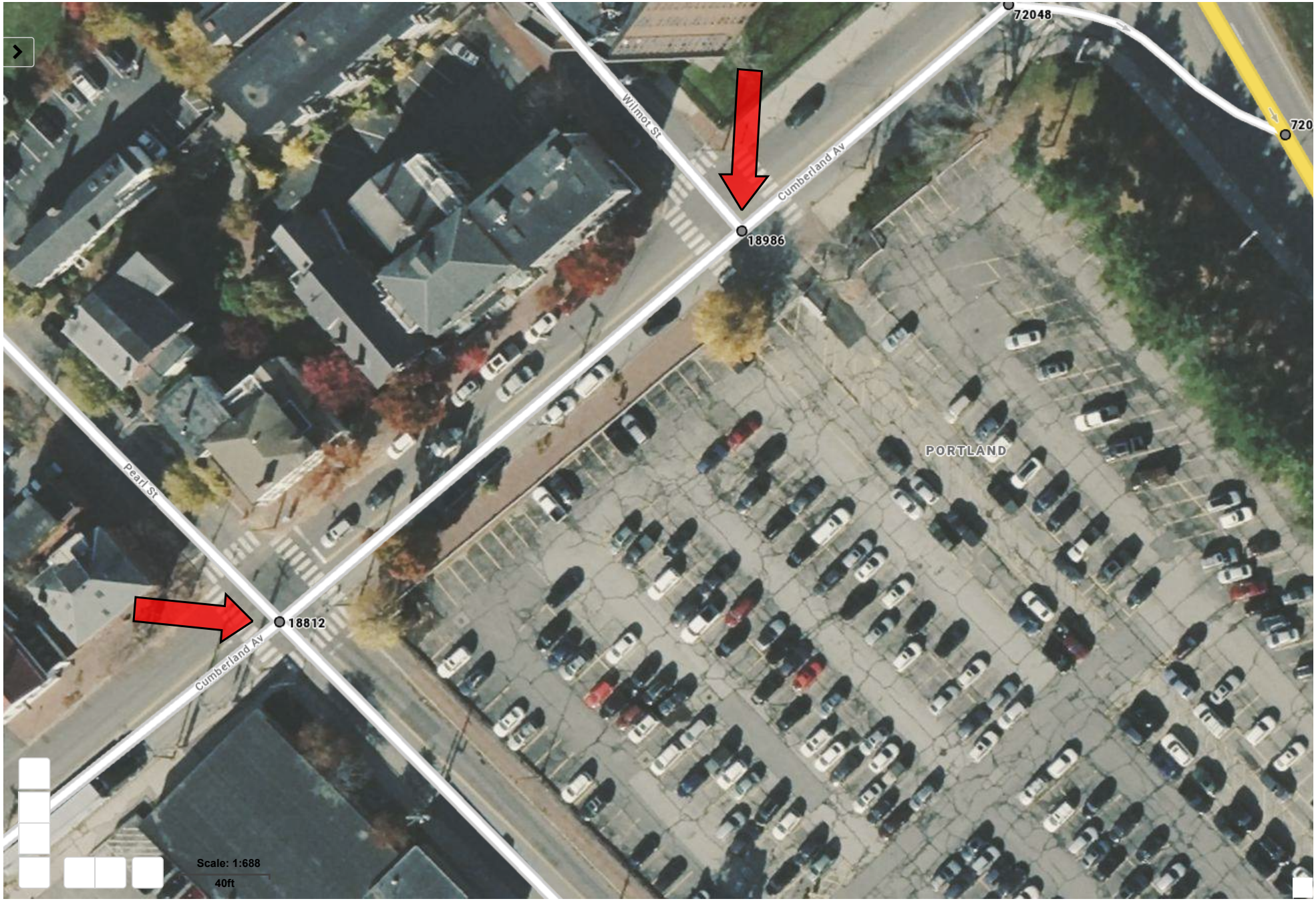
3116 1-30-23 6:23P D/C
Fail to Keep in Lane

24053 8-20-23 1:28A
D/C OUI

5187 2-15-22 7:40A D/C
Fail to Keep in Lane

10192 4-3-23 11:46A D/C
Improper Turn

Cumberland Ave


72048
720
Wilmot St
Cumberland Av
18986
PORTLAND
Pearl St
18812
Cumberland Av
Scale: 1:688
40ft

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element ☐ Section Detail ☑ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Portland
Cumberland Ave from Pearl St to Wilmot St

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: 0561238	Start Node: 18812	Start Offset: 0	☑ Exclude First Node
	End Node: 18986	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18812	18986	3122292	0 - 0.05	0561238 - 0.68	0.05	2	8	0	0	0	1	6	14.3	0.00131	2037.07	542.15	3.76
Int of CUMBERLAND AV PEARL ST				RD INV 05 61238											Statewide Crash Rate: 156.02		
Study Years: 3.00				Section Totals:	0.05		8	0	0	0	1	6	12.5	0.00131	2037.07	542.14	3.76

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18812	18986	3122292	0 - 0.05	0561238 - 0.68	8	0	0	0	1	6	2024-30479	08/21/2024	0.69	
											2023-3116	01/30/2023	0.70	PD
											2022-8488	03/15/2022	0.70	PD
											2023-24053	08/20/2023	0.71	PD
											2022-2287	01/21/2022	0.72	C
											2023-10192	04/03/2023	0.72	PD
											2022-5187	02/15/2022	0.72	PD
											2023-25979	09/07/2023	0.72	PD
				Totals:	8	0	0	0	1	6				

Crash Summary II - Characteristics

Crashes by Day and Hour

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

Vehicle Counts by Type

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

Unit Type	Total
23-Bicyclist	0
24-Witness	0
25-Other	2
26-Construction	0
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	16

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	1	1	0	0	0	0	2
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	1	0	0	0	0	0	1
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	1	0	0	0	0	0	1
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	0	0	0	0	0	1
Failed to Keep in Proper Lane	2	0	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	7	1	0	0	0	0	8

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	6	1	0	0	0	0	7
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	0	0	0	0	0	1
Other	0	0	0	0	0	0	0
Total	7	1	0	0	0	0	8

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	0	0	0	0	0	0
20-24	1	0	0	0	0	1
25-29	2	0	0	0	0	2
30-39	2	0	0	0	0	2
40-49	1	0	0	0	0	1
50-59	3	0	0	0	0	3
60-69	1	0	0	0	0	1
70-79	0	0	0	0	0	0
80-Over	0	0	0	0	0	0
Unknown	6	0	0	0	0	6
Total	16	0	0	0	0	16

Crash Summary II - Characteristics

Most Harmful Event

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

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	0	0
C	1	1
PD	6	0
Total	7	1

Road Character

Road Grade	Total
1-Level	7
2-On Grade	1
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	8

Traffic Control Devices

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

Light

Light Condition	Total
1-Daylight	5
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	1
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	8

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	1	0	2
FEBRUARY	1	0	0	1
MARCH	1	0	0	1
APRIL	0	1	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	1	1	2
SEPTEMBER	0	1	0	1
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	3	4	1	8

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Not Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	5	0	0	0	0	0	0	0	0	0	0	5
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	0	0	0	0	0	0	0	8

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Portland
Myrtle St-Pearl St-Congress St-Cumberland Ave area

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: 0560571	Start Node: 18813	Start Offset: 0	☐ Exclude First Node
	End Node: 18812	End Offset: 0	☐ Exclude Last Node
Route: 0560527	Start Node: 18772	Start Offset: 0	☐ Exclude First Node
	End Node: 18990	End Offset: 0	☐ Exclude Last Node
Route: 0561238	Start Node: 18990	Start Offset: 0	☑ Exclude First Node
	End Node: 18812	End Offset: 0	☑ Exclude Last Node
Route: 0560160	Start Node: 18813	Start Offset: 0	☑ Exclude First Node
	End Node: 18772	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
18813	0560571 - 0.31	Int of CONGRESS ST PEARL ST	9	8	0	0	0	1	7	12.5	4.540	0.59	1.23	0.48
												Statewide Crash Rate:	0.69	
18812	0560571 - 0.40	Int of CUMBERLAND AV PEARL ST	9	10	0	0	0	1	9	10.0	3.979	0.84	1.27	0.66
												Statewide Crash Rate:	0.69	
18772	0560527 - 0	Int of CONGRESS ST MARKET ST MYRTLE ST	2	7	0	0	0	3	4	42.9	4.424	0.53	0.39	1.37
												Statewide Crash Rate:	0.15	
18990	0560527 - 0.09	Int of CUMBERLAND AV MYRTLE ST	2	2	0	0	0	0	2	0.0	2.404	0.28	0.41	0.68
												Statewide Crash Rate:	0.13	
18994	0561238 - 0.64	Int of CHAPEL ST CUMBERLAND AV	2	2	0	0	0	1	1	50.0	2.510	0.27	0.40	0.68
												Statewide Crash Rate:	0.13	
Study Years: 3.00		NODE TOTALS:		29	0	0	0	6	23	20.7	17.857	0.54	0.62	0.88

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
18812	18813	5080413	0 - 0.09	0560571 - 0.31	0.09	2	1	0	0	0	0	1	0.0	0.00106	313.18	1079.88	0.29
Int of CUMBERLAND AV PEARL ST				RD INV 05 60571											Statewide Crash Rate: 365.24		
18772	18990	194351	0 - 0.09	0560527 - 0	0.09	2	4	0	0	0	0	3	0.0	0.00030	4479.97	1452.81	3.08
Int of CONGRESS ST MARKET ST MYRTLE ST				RD INV 05 60527											Statewide Crash Rate: 365.24		
18990	18994	3106833	0 - 0.02	0561238 - 0.62	0.02	2	1	0	0	0	0	0	0.0	0.00038	869.59	671.56	1.29
Int of CUMBERLAND AV MYRTLE ST				RD INV 05 61238											Statewide Crash Rate: 156.39		
18812	18994	3119280	0 - 0.04	0561238 - 0.64	0.04	2	3	0	0	1	1	1	66.7	0.00124	805.61	550.02	1.46
Int of CUMBERLAND AV PEARL ST				RD INV 05 61238											Statewide Crash Rate: 156.39		
18772	18813	3938300	0 - 0.06	0560160 - 0.87	0.06	2	1	0	0	0	0	1	0.0	0.00193	173.04	603.33	0.29
Int of CONGRESS ST MARKET ST MYRTLE ST				RD INV 05 60160											Statewide Crash Rate: 204.85		
Study Years: 3.00				Section Totals:	0.30		10	0	0	1	1	6	20.0	0.00491	678.49	523.45	1.30
				Grand Totals:	0.30		39	0	0	1	7	29	20.5	0.00491	2646.09	684.18	3.87

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
18812	18813	5080413	0 - 0.09	0560571 - 0.31	1	0	0	0	0	1	2024-20552	07/28/2024	0.35	PD
18772	18990	194351	0 - 0.09	0560527 - 0	4	0	0	0	0	3	2024-4509	02/10/2024	0.04	PD
											2023-4946	02/14/2023	0.05	PD
											2023-22464	08/04/2023	0.07	
											2024-4135	02/08/2024	0.08	PD
18990	18994	3106833	0 - 0.02	0561238 - 0.62	1	0	0	0	0	0	2022-26146	09/13/2022	0.63	
18812	18994	3119280	0 - 0.04	0561238 - 0.64	3	0	0	1	1	1	2022-37731	10/15/2022	0.65	PD
											2024-20553	07/28/2024	0.67	B
											2024-20723	07/29/2024	0.67	C
18772	18813	3938300	0 - 0.06	0560160 - 0.87	1	0	0	0	0	1	2022-20904	07/26/2022	0.91	PD
				Totals:	10	0	0	1	1	6				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM												
	Hour of Day																								
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0	1	2	0	8
MONDAY	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	6
WEDNESDAY	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5
THURSDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	1	0	6
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	1	1	0	0	0	0	1	1	0	7
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	5
Totals	0	1	0	0	0	0	0	4	1	2	2	0	1	1	2	3	2	8	1	2	2	1	2	4	0	39

Vehicle Counts by Type

Unit Type	Total
1-Passenger Car	35
2-(Sport) Utility Vehicle	26
3-Passenger Van	3
4-Cargo Van (10K lbs or Less)	1
5-Pickup	3
6-Motor Home	0
7-School Bus	0
8-Transit Bus	2
9-Motor Coach	0
10-Other Bus	0
11-Motorcycle	0
12-Moped	0
13-Low Speed Vehicle	0
14-Autocycle	0
15-Experimental	0
16-Other Light Trucks (10,000 lbs or Less)	0
17-Medium/Heavy Trucks (More than 10,000 lbs)	3
18-ATV - (4 wheel)	0
20-ATV - (2 wheel)	0
21-Snowmobile	0
22-Pedestrian	1

Unit Type	Total
23-Bicyclist	3
24-Witness	5
25-Other	2
26-Construction	1
27-Farm Vehicle	0
28-Horse and Buggy	0
Total	85

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	8	22	1	0	0	0	31
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	6	0	0	0	0	0	6
Ran Red Light	5	0	0	0	0	0	5
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	1	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	2	1	0	0	0	0	3
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	6	0	0	0	0	0	6
Failed to Keep in Proper Lane	1	1	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	2	0	0	0	0	2
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	3	0	0	0	0	0	3
Unknown	2	1	0	0	0	0	3
Total	35	28	1	0	0	0	64

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	34	26	1	0	0	3	64
Physically Impaired	0	0	0	0	0	1	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	1	0	0	0	0	2
Other	0	0	0	0	0	0	0
Total	35	27	1	0	0	4	67

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	6	0	0	0	0	6
20-24	10	0	0	0	0	10
25-29	7	0	0	0	0	7
30-39	11	0	0	0	0	11
40-49	9	0	0	0	0	9
50-59	10	0	0	0	0	10
60-69	12	0	0	0	0	12
70-79	2	0	0	0	0	2
80-Over	1	0	0	0	0	1
Unknown	8	3	0	1	0	12
Total	76	3	0	1	0	80

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	Total	75
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	67		
14-Parked Motor Vehicle	8		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	7	8
PD	29	0
Total	37	9

Road Character

Road Grade	Total
1-Level	37
2-On Grade	2
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	39

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	17
2-Traffic Signals (Flashing)	2
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	1
5-Stop Signs - Other	5
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	0
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	14
14-Other	0
Total	39

Light

Light Condition	Total
1-Daylight	25
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	13
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	1
Total	39

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	0	2	3
FEBRUARY	0	2	2	4
MARCH	2	1	1	4
APRIL	2	0	1	3
MAY	2	2	0	4
JUNE	1	1	0	2
JULY	2	0	4	6
AUGUST	0	2	2	4
SEPTEMBER	1	0	1	2
OCTOBER	2	0	0	2
NOVEMBER	3	0	2	5
DECEMBER	0	0	0	0
Total	16	8	15	39

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	8	0	1	6	0	1	0	0	0	0	0	0	0	0	16
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	16	0	0	0	0	0	0	0	0	0	0	16
Pedestrians	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	2	27	0	2	0	0	0	0	0	0	0	0	39

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	7	0	0	0	0	0	0	0	0	0	0	7
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	18	0	0	0	0	0	0	0	0	0	0	18
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0	0	1
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	2	0	0	0	0	0	0	0	0	0	1	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	1	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	3	3
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	3	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	28	0	0	0	0	0	0	2	1	0	8	39

PEDESTRIAN CRASHES



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.03 Miles

1 inch = 0.03 miles

Date: 5/12/2025
Time: 3:24:56 PM

BICYCLE CRASHES



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.03 Miles

1 inch = 0.03 miles

Date: 5/12/2025
Time: 3:27:16 PM

Appendix B. Traffic Count Data

PRELIMINARY

Accurate Counts

978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 1

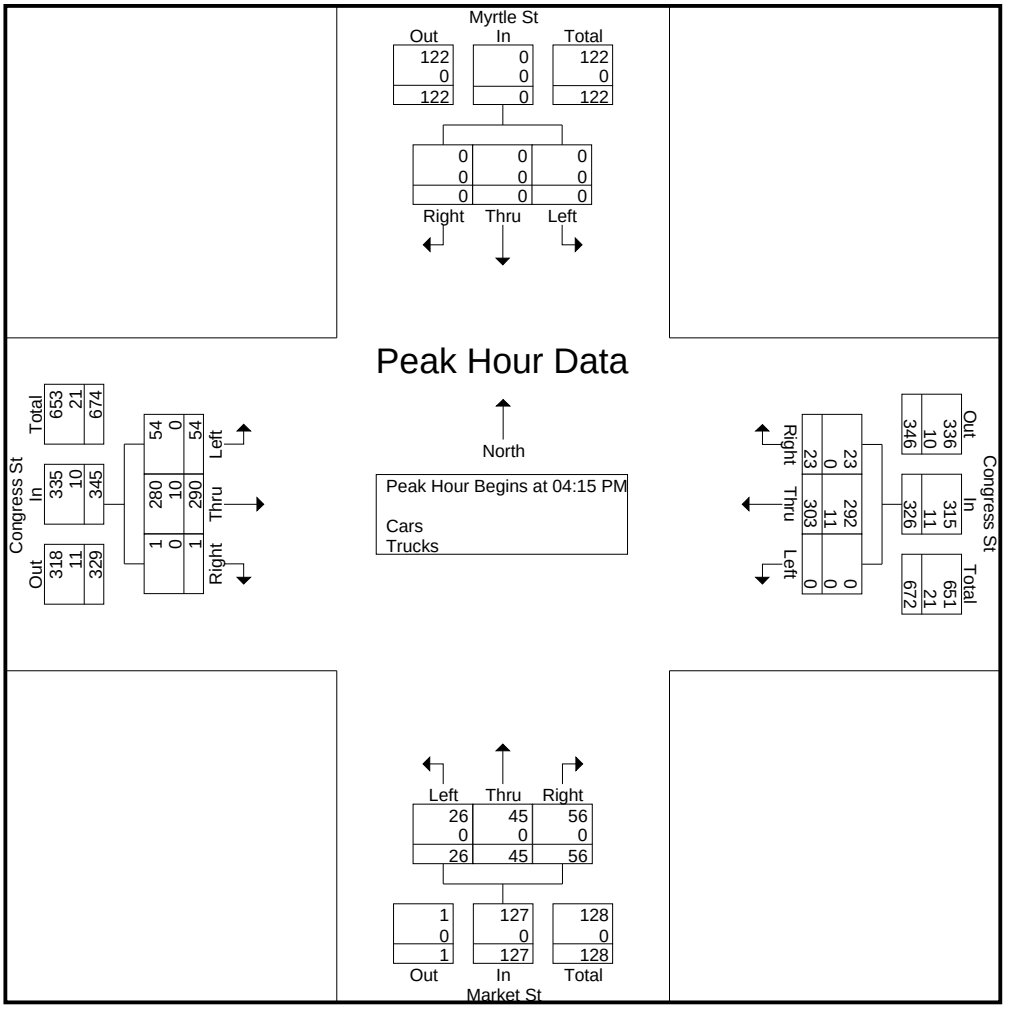
Groups Printed- Cars - Trucks

	Myrtle St From North			Congress St From East			Market St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	66	8	3	7	10	8	59	0	161
04:15 PM	0	0	0	0	74	8	7	10	18	14	75	1	207
04:30 PM	0	0	0	0	85	7	7	7	11	8	74	0	199
04:45 PM	0	0	0	0	64	3	11	12	11	16	53	0	170
Total	0	0	0	0	289	26	28	36	50	46	261	1	737
05:00 PM	0	0	0	0	80	5	1	16	16	16	88	0	222
05:15 PM	0	0	0	0	73	7	8	10	8	14	73	0	193
05:30 PM	0	0	0	0	79	8	6	6	8	16	71	0	194
05:45 PM	0	0	0	0	66	6	6	7	6	11	81	0	183
Total	0	0	0	0	298	26	21	39	38	57	313	0	792
06:00 PM	0	0	0	0	62	4	4	7	7	6	75	0	165
06:15 PM	0	0	0	0	71	5	6	7	9	7	76	0	181
06:30 PM	0	0	0	0	61	10	7	2	15	12	53	0	160
06:45 PM	0	0	0	0	51	1	7	2	12	6	58	0	137
Total	0	0	0	0	245	20	24	18	43	31	262	0	643
07:00 PM	0	0	0	0	57	4	6	3	8	4	56	0	138
07:15 PM	0	0	0	0	35	2	0	3	8	2	45	0	95
07:30 PM	0	0	0	0	47	4	5	4	8	5	35	0	108
07:45 PM	0	0	0	0	38	4	6	5	8	8	45	0	114
Total	0	0	0	0	177	14	17	15	32	19	181	0	455
Grand Total	0	0	0	0	1009	86	90	108	163	153	1017	1	2627
Apprch %	0	0	0	0	92.1	7.9	24.9	29.9	45.2	13.1	86.8	0.1	
Total %	0	0	0	0	38.4	3.3	3.4	4.1	6.2	5.8	38.7	0	
Cars	0	0	0	0	970	86	90	108	162	153	982	1	2552
% Cars	0	0	0	0	96.1	100	100	100	99.4	100	96.6	100	97.1
Trucks	0	0	0	0	39	0	0	0	1	0	35	0	75
% Trucks	0	0	0	0	3.9	0	0	0	0.6	0	3.4	0	2.9

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	74	**8**	82	7	10	**18**	**35**	14	75	**1**	90	207
04:30 PM	0	0	0	0	0	**85**	7	**92**	7	7	11	25	8	74	0	82	199
04:45 PM	0	0	0	0	0	64	3	67	**11**	12	11	34	**16**	53	0	69	170
05:00 PM	0	0	0	0	0	80	5	85	1	**16**	16	33	16	**88**	0	**104**	**222**
Total Volume	0	0	0	0	0	303	23	326	26	45	56	127	54	290	1	345	798
% App. Total	0	0	0		0	92.9	7.1		20.5	35.4	44.1		15.7	84.1	0.3		
PHF	.000	.000	.000	.000	.000	.891	.719	.886	.591	.703	.778	.907	.844	.824	.250	.829	.899
Cars	0	0	0	0	0	292	23	315	26	45	56	127	54	280	1	335	777
% Cars	0	0	0	0	0	96.4	100	96.6	100	100	100	100	100	96.6	100	97.1	97.4
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	0	10	0	10	21
% Trucks	0	0	0	0	0	3.6	0	3.4	0	0	0	0	0	3.4	0	2.9	2.6

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 2

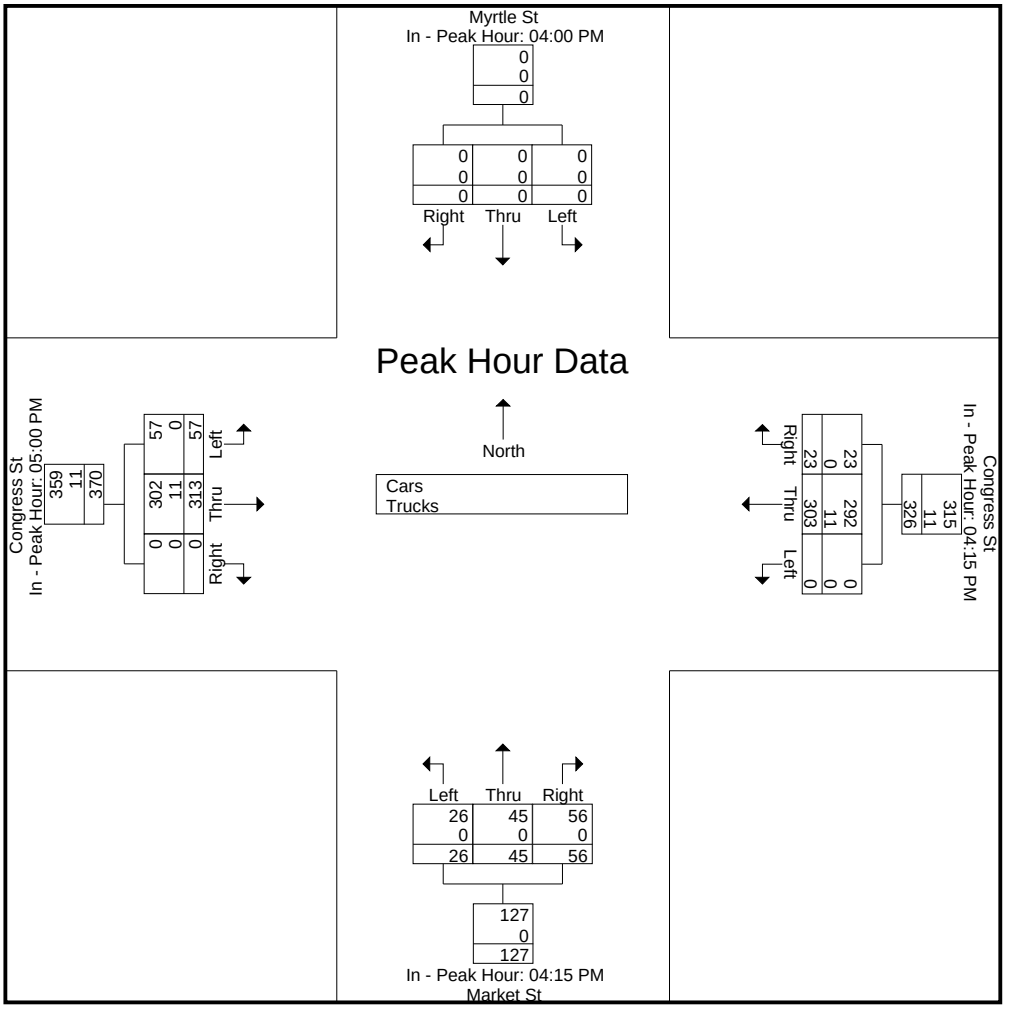


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				05:00 PM			
+0 mins.	0	0	0	0	0	74	**8**	82	7	10	**18**	**35**	**16**	**88**	0	**104**
+15 mins.	0	0	0	0	0	**85**	7	**92**	7	7	11	25	14	73	0	87
+30 mins.	0	0	0	0	0	64	3	67	**11**	12	11	34	16	71	0	87
+45 mins.	0	0	0	0	0	80	5	85	1	**16**	16	33	11	81	0	92
Total Volume	0	0	0	0	0	303	23	326	26	45	56	127	57	313	0	370
% App. Total	0	0	0		0	92.9	7.1		20.5	35.4	44.1		15.4	84.6	0	
PHF	.000	.000	.000	.000	.000	.891	.719	.886	.591	.703	.778	.907	.891	.889	.000	.889
Cars	0	0	0	0	0	292	23	315	26	45	56	127	57	302	0	359
% Cars	0	0	0	0	0	96.4	100	96.6	100	100	100	100	100	96.5	0	97
Trucks	0	0	0	0	0	11	0	11	0	0	0	0	0	11	0	11
% Trucks	0	0	0	0	0	3.6	0	3.4	0	0	0	0	0	3.5	0	3

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025

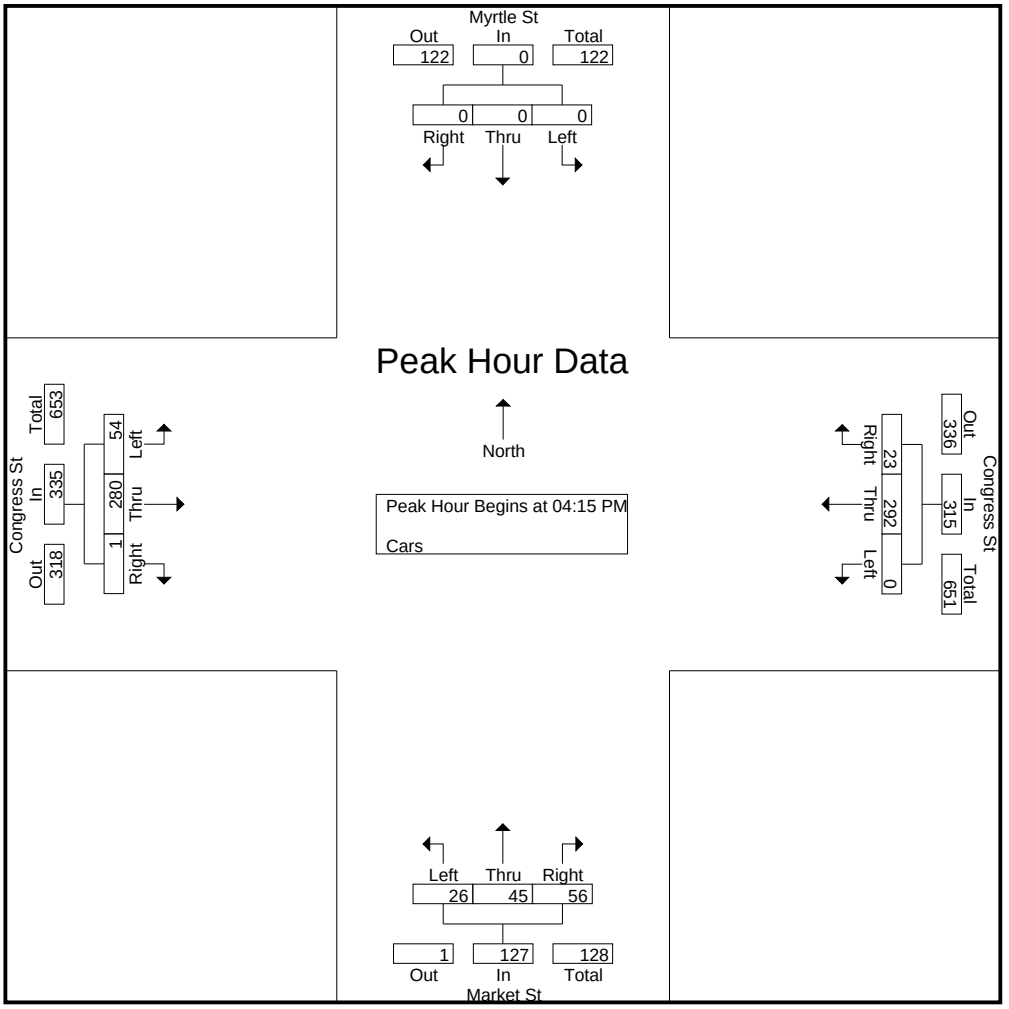
Groups Printed- Cars

	Myrtle St From North			Congress St From East			Market St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	64	8	3	7	10	8	57	0	157
04:15 PM	0	0	0	0	70	8	7	10	18	14	73	1	201
04:30 PM	0	0	0	0	84	7	7	7	11	8	71	0	195
04:45 PM	0	0	0	0	59	3	11	12	11	16	52	0	164
Total	0	0	0	0	277	26	28	36	50	46	253	1	717
05:00 PM	0	0	0	0	79	5	1	16	16	16	84	0	217
05:15 PM	0	0	0	0	70	7	8	10	8	14	71	0	188
05:30 PM	0	0	0	0	77	8	6	6	8	16	69	0	190
05:45 PM	0	0	0	0	64	6	6	7	6	11	78	0	178
Total	0	0	0	0	290	26	21	39	38	57	302	0	773
06:00 PM	0	0	0	0	60	4	4	7	7	6	73	0	161
06:15 PM	0	0	0	0	69	5	6	7	9	7	73	0	176
06:30 PM	0	0	0	0	58	10	7	2	15	12	51	0	155
06:45 PM	0	0	0	0	48	1	7	2	12	6	57	0	133
Total	0	0	0	0	235	20	24	18	43	31	254	0	625
07:00 PM	0	0	0	0	57	4	6	3	8	4	53	0	135
07:15 PM	0	0	0	0	33	2	0	3	8	2	43	0	91
07:30 PM	0	0	0	0	42	4	5	4	8	5	34	0	102
07:45 PM	0	0	0	0	36	4	6	5	7	8	43	0	109
Total	0	0	0	0	168	14	17	15	31	19	173	0	437
Grand Total	0	0	0	0	970	86	90	108	162	153	982	1	2552
Apprch %	0	0	0	0	91.9	8.1	25	30	45	13.5	86.4	0.1	
Total %	0	0	0	0	38	3.4	3.5	4.2	6.3	6	38.5	0	

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	70	**8**	78	7	10	**18**	**35**	14	73	**1**	88	201
04:30 PM	0	0	0	0	0	**84**	7	**91**	7	7	11	25	8	71	0	79	195
04:45 PM	0	0	0	0	0	59	3	62	**11**	12	11	34	**16**	52	0	68	164
05:00 PM	0	0	0	0	0	79	5	84	1	**16**	16	33	16	**84**	0	**100**	**217**
Total Volume	0	0	0	0	0	292	23	315	26	45	56	127	54	280	1	335	777
% App. Total	0	0	0		0	92.7	7.3		20.5	35.4	44.1		16.1	83.6	0.3		
PHF	.000	.000	.000	.000	.000	.869	.719	.865	.591	.703	.778	.907	.844	.833	.250	.838	.895

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 5

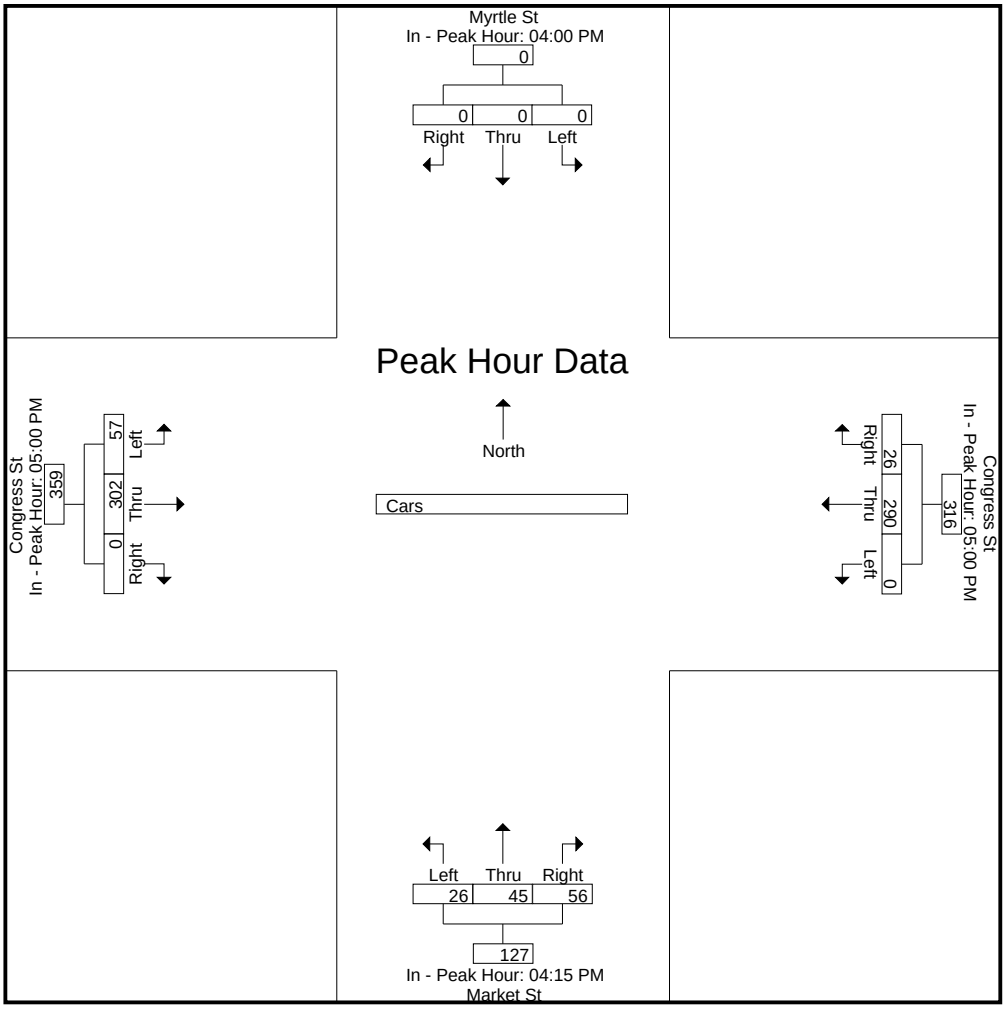


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**79**	5	84	7	10	**18**	**35**	**16**	**84**	0	**100**
+15 mins.	0	0	0	0	0	70	7	77	7	7	11	25	14	71	0	85
+30 mins.	0	0	0	0	0	77	**8**	**85**	**11**	12	11	34	16	69	0	85
+45 mins.	0	0	0	0	0	64	6	70	1	**16**	16	33	11	78	0	89
Total Volume	0	0	0	0	0	290	26	316	26	45	56	127	57	302	0	359
% App. Total	0	0	0		0	91.8	8.2		20.5	35.4	44.1		15.9	84.1	0	
PHF	.000	.000	.000	.000	.000	.918	.813	.929	.591	.703	.778	.907	.891	.899	.000	.898

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 7

Groups Printed- Trucks

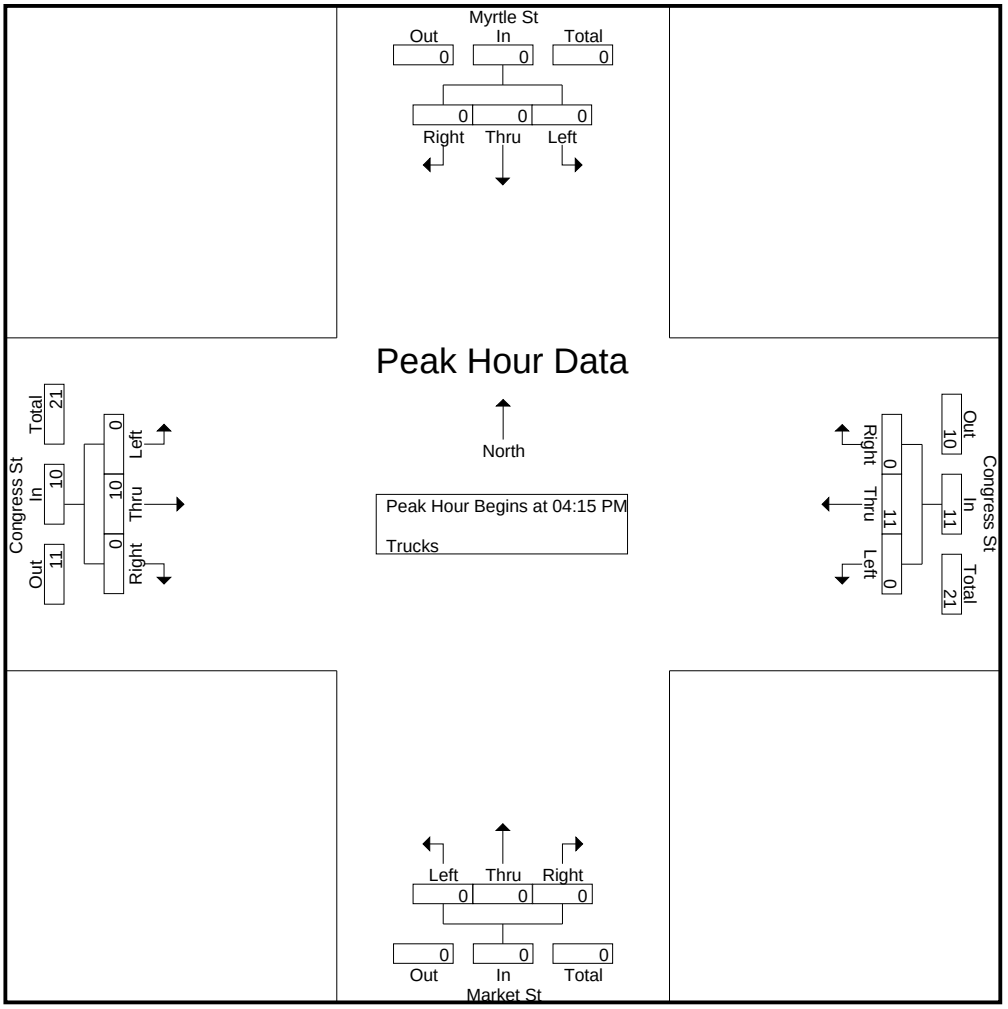
	Myrtle St From North			Congress St From East			Market St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
04:15 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
04:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
04:45 PM	0	0	0	0	5	0	0	0	0	0	1	0	6
Total	0	0	0	0	12	0	0	0	0	0	8	0	20
05:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
05:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	8	0	0	0	0	0	11	0	19
06:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
06:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
06:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	10	0	0	0	0	0	8	0	18
07:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
07:30 PM	0	0	0	0	5	0	0	0	0	0	1	0	6
07:45 PM	0	0	0	0	2	0	0	0	1	0	2	0	5
Total	0	0	0	0	9	0	0	0	1	0	8	0	18
Grand Total	0	0	0	0	39	0	0	0	1	0	35	0	75
Apprch %	0	0	0	0	100	0	0	0	100	0	100	0	
Total %	0	0	0	0	52	0	0	0	1.3	0	46.7	0	

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	**6**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:45 PM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	10	0	10	21
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.000	.625	.000	.625	.875

Accurate Counts
978-664-2565

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025

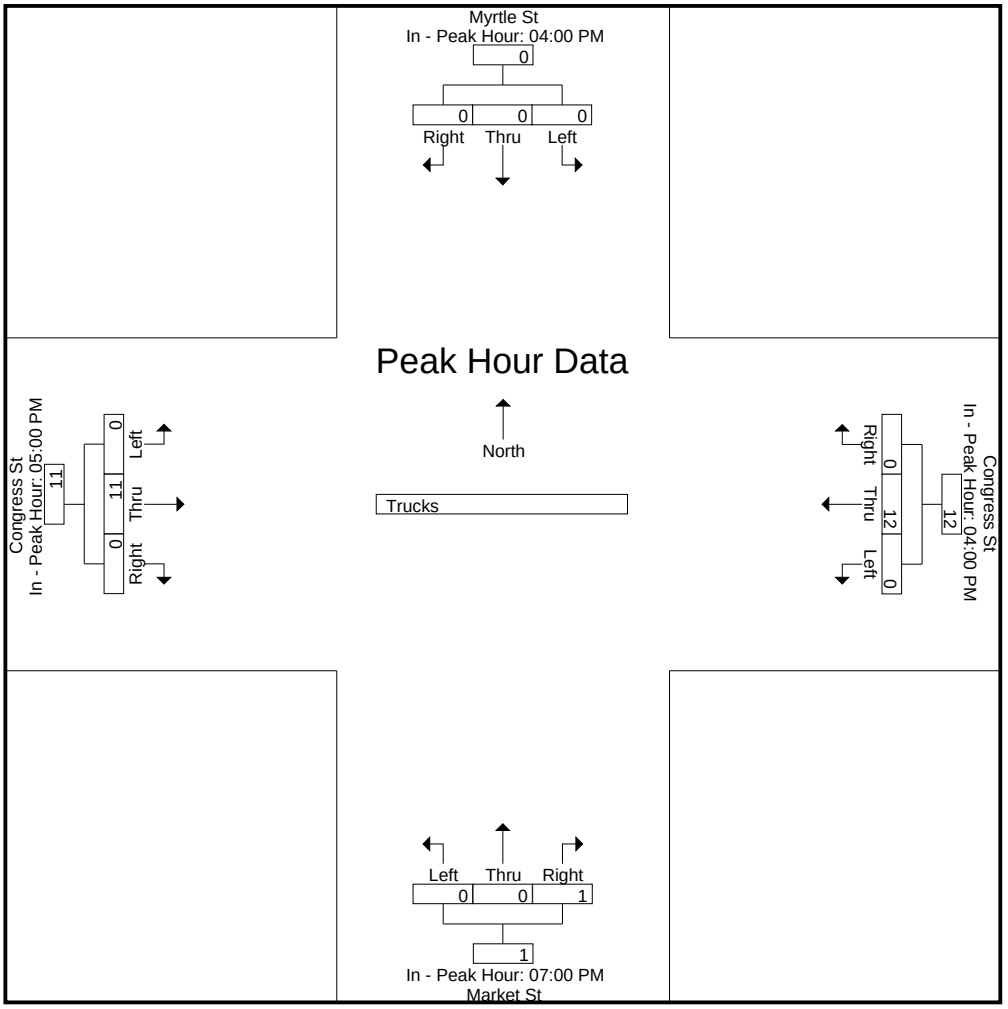


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				07:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	**5**	0	**5**	0	0	**1**	**1**	0	3	0	3
Total Volume	0	0	0	0	0	12	0	12	0	0	1	1	0	11	0	11
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.250	.250	.000	.688	.000	.688

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
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Accurate Counts

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N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 10

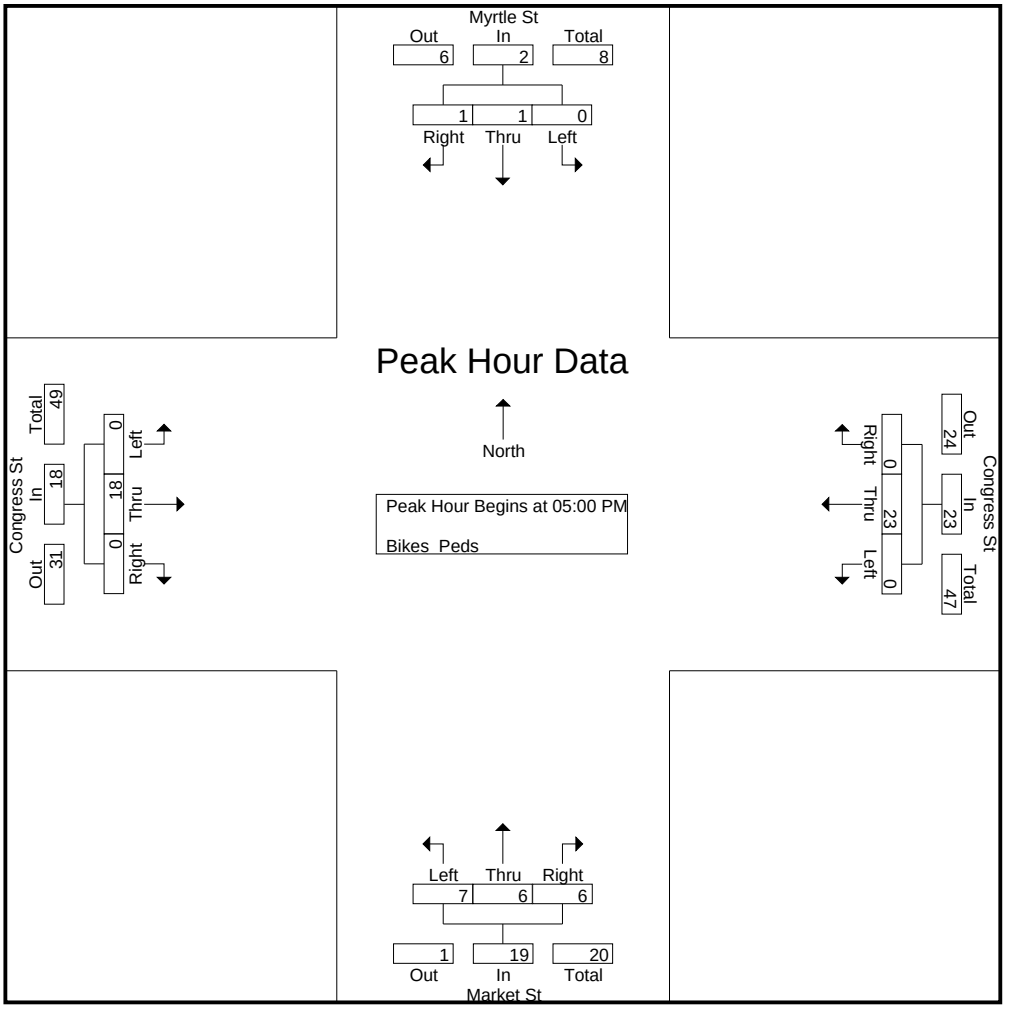
Groups Printed- Bikes Peds

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	17	0	4	0	8	0	0	0	11	0	1	0	15	51	5	56
04:15 PM	0	0	0	28	0	5	0	8	0	1	0	16	0	3	0	10	62	9	71
04:30 PM	0	0	0	36	0	0	0	11	0	0	1	26	0	5	0	11	84	6	90
04:45 PM	0	0	0	37	0	4	1	21	0	0	0	27	0	1	0	28	113	6	119
Total	0	0	0	118	0	13	1	48	0	1	1	80	0	10	0	64	310	26	336
05:00 PM	0	0	0	43	0	4	0	31	5	3	4	39	0	3	0	20	133	19	152
05:15 PM	0	1	1	44	0	13	0	43	0	2	1	27	0	5	0	22	136	23	159
05:30 PM	0	0	0	33	0	3	0	18	0	0	1	16	0	4	0	10	77	8	85
05:45 PM	0	0	0	38	0	3	0	19	2	1	0	23	0	6	0	13	93	12	105
Total	0	1	1	158	0	23	0	111	7	6	6	105	0	18	0	65	439	62	501
06:00 PM	0	0	0	53	0	5	0	14	1	0	0	28	0	3	0	11	106	9	115
06:15 PM	0	0	0	68	0	1	0	15	0	0	0	26	1	3	0	33	142	5	147
06:30 PM	0	0	0	55	0	2	0	34	0	0	3	24	0	6	0	51	164	11	175
06:45 PM	0	0	0	39	0	5	0	12	0	0	0	28	0	7	0	36	115	12	127
Total	0	0	0	215	0	13	0	75	1	0	3	106	1	19	0	131	527	37	564
07:00 PM	0	0	0	16	0	4	1	5	0	0	0	13	0	1	0	3	37	6	43
07:15 PM	0	0	0	8	0	2	0	8	0	0	0	17	1	3	0	2	35	6	41
07:30 PM	0	0	0	10	0	4	0	2	0	1	0	10	0	0	0	10	32	5	37
07:45 PM	0	0	0	7	0	7	0	2	0	0	2	12	0	1	0	5	26	10	36
Total	0	0	0	41	0	17	1	17	0	1	2	52	1	5	0	20	130	27	157
Grand Total	0	1	1	532	0	66	2	251	8	8	12	343	2	52	0	280	1406	152	1558
Apprch %	0	50	50		0	97.1	2.9		28.6	28.6	42.9		3.7	96.3	0				
Total %	0	0.7	0.7		0	43.4	1.3		5.3	5.3	7.9		1.3	34.2	0		90.2	9.8	

	Myrtle St From North				Congress St From East				Market St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	4	0	4	**5**	**3**	**4**	**12**	0	3	0	3	19
05:15 PM	0	**1**	**1**	**2**	0	**13**	0	**13**	0	2	1	3	0	5	0	5	**23**
05:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	4	0	4	8
05:45 PM	0	0	0	0	0	3	0	3	2	1	0	3	0	**6**	0	**6**	12
Total Volume	0	1	1	2	0	23	0	23	7	6	6	19	0	18	0	18	62
% App. Total	0	50	50		0	100	0		36.8	31.6	31.6		0	100	0		
PHF	.000	.250	.250	.250	.000	.442	.000	.442	.350	.500	.375	.396	.000	.750	.000	.750	.674

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 11

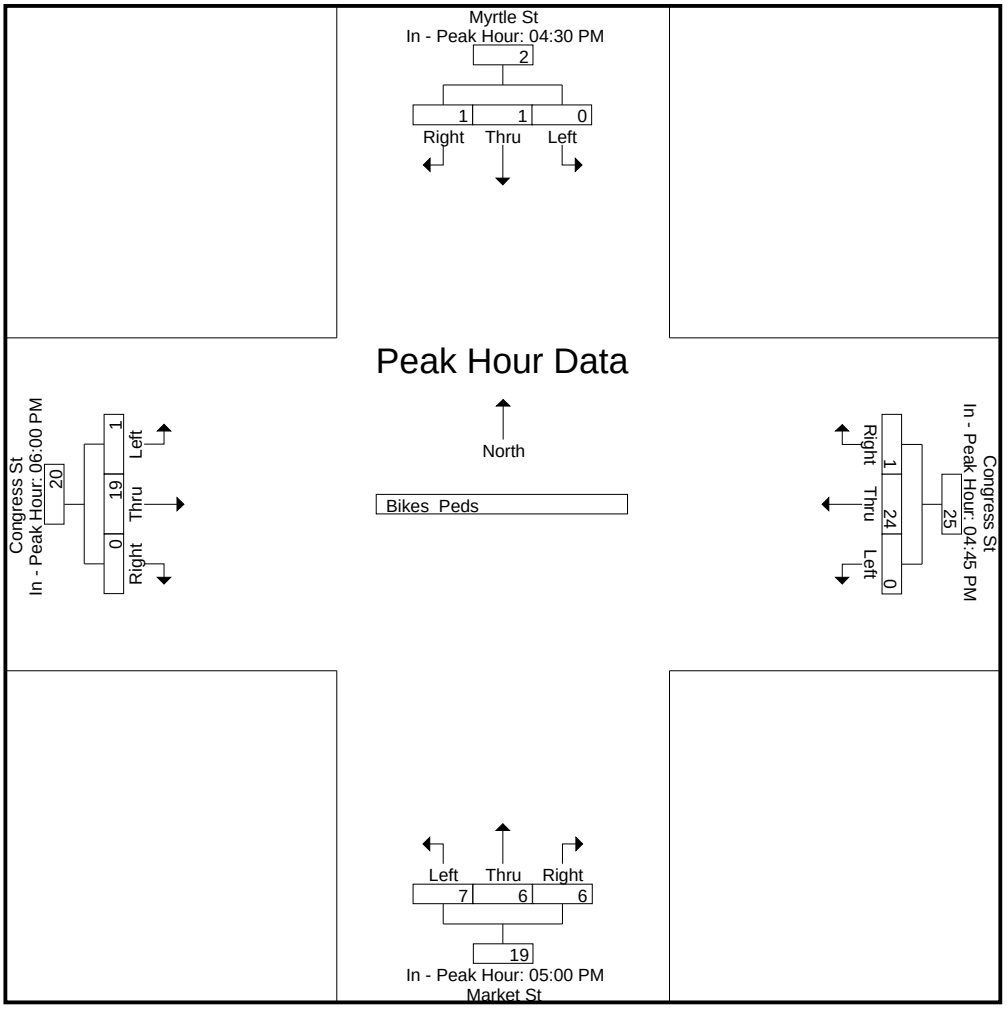


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				06:00 PM			
+0 mins.	0	0	0	0	0	4	**1**	5	**5**	**3**	**4**	**12**	0	3	0	3
+15 mins.	0	0	0	0	0	4	0	4	0	2	1	3	**1**	3	0	4
+30 mins.	0	0	0	0	0	**13**	0	**13**	0	0	1	1	0	6	0	6
+45 mins.	0	**1**	**1**	**2**	0	3	0	3	2	1	0	3	0	**7**	0	**7**
Total Volume	0	1	1	2	0	24	1	25	7	6	6	19	1	19	0	20
% App. Total	0	50	50		0	96	4		36.8	31.6	31.6		5	95	0	
PHF	.000	.250	.250	.250	.000	.462	.250	.481	.350	.500	.375	.396	.250	.679	.000	.714

N/S Street : Myrtle St / Market St
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371001
Site Code : 19371001
Start Date : 5/28/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 1

Groups Printed- Cars - Trucks

	Pearl St From North			Congress St From East			Pearl St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	20	14	8	58	6	3	52	19	9	59	0	253
04:15 PM	1	17	7	10	69	6	6	51	23	17	68	5	280
04:30 PM	2	26	8	9	74	9	3	61	29	14	69	4	308
04:45 PM	2	17	5	11	71	5	1	49	27	12	47	2	249
Total	10	80	34	38	272	26	13	213	98	52	243	11	1090
05:00 PM	3	16	12	10	76	5	5	58	21	12	80	2	300
05:15 PM	3	21	9	12	80	8	4	41	12	16	73	5	284
05:30 PM	5	13	12	20	74	7	2	27	7	9	65	3	244
05:45 PM	1	20	5	18	64	9	4	19	14	12	65	7	238
Total	12	70	38	60	294	29	15	145	54	49	283	17	1066
06:00 PM	2	11	2	21	62	22	4	21	14	15	64	3	241
06:15 PM	0	16	7	10	70	26	4	11	16	6	67	4	237
06:30 PM	1	14	9	12	58	25	12	6	22	3	57	7	226
06:45 PM	4	9	2	7	55	10	1	16	10	8	60	3	185
Total	7	50	20	50	245	83	21	54	62	32	248	17	889
07:00 PM	5	8	2	5	56	2	2	23	8	4	55	3	173
07:15 PM	2	12	2	5	32	2	3	13	5	2	46	2	126
07:30 PM	3	9	5	2	43	4	1	5	4	5	37	1	119
07:45 PM	2	2	5	2	36	1	0	12	7	8	41	2	118
Total	12	31	14	14	167	9	6	53	24	19	179	8	536
Grand Total	41	231	106	162	978	147	55	465	238	152	953	53	3581
Apprch %	10.8	61.1	28	12.6	76	11.4	7.3	61.3	31.4	13.1	82.3	4.6	
Total %	1.1	6.5	3	4.5	27.3	4.1	1.5	13	6.6	4.2	26.6	1.5	
Cars	40	229	106	161	936	147	55	464	238	151	921	53	3501
% Cars	97.6	99.1	100	99.4	95.7	100	100	99.8	100	99.3	96.6	100	97.8
Trucks	1	2	0	1	42	0	0	1	0	1	32	0	80
% Trucks	2.4	0.9	0	0.6	4.3	0	0	0.2	0	0.7	3.4	0	2.2

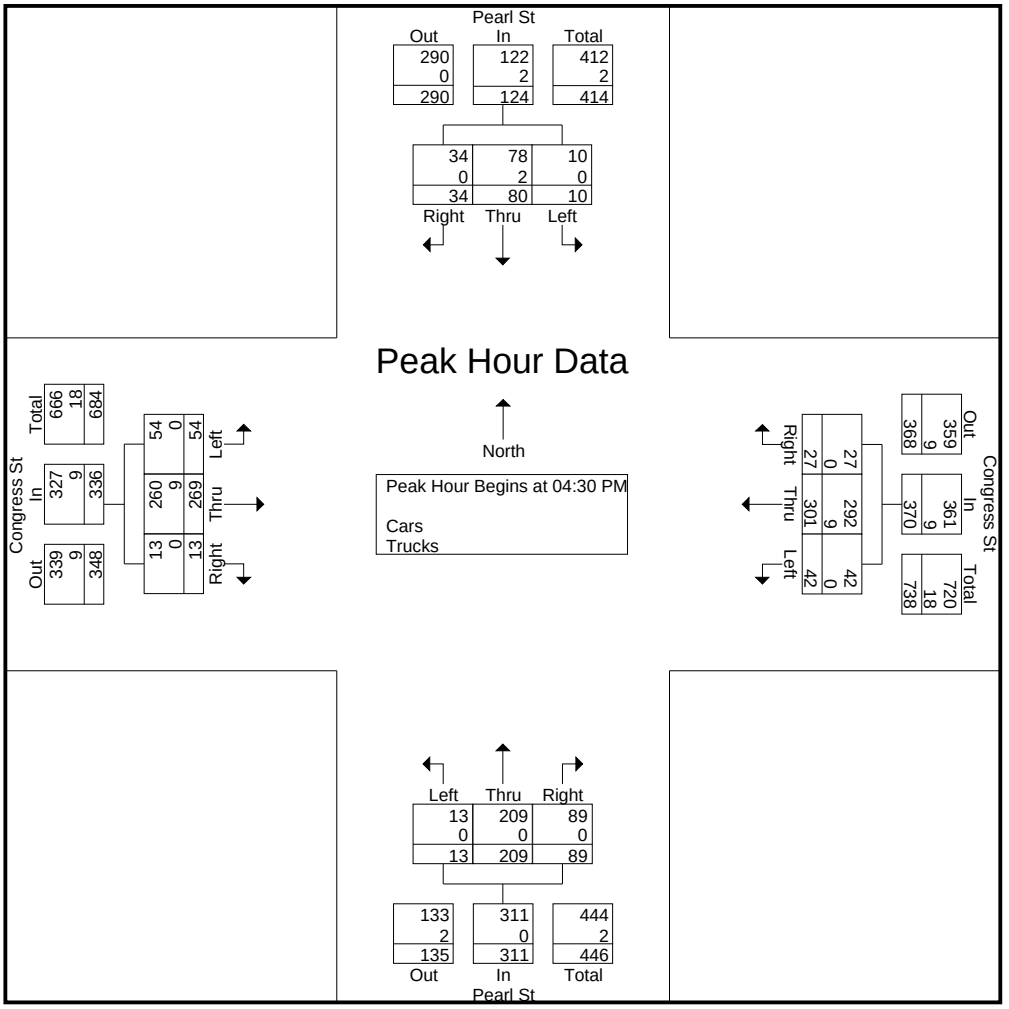
	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**26**	8	**36**	9	74	**9**	92	3	**61**	**29**	**93**	14	69	4	87	**308**
04:45 PM	2	17	5	24	11	71	5	87	1	49	27	77	12	47	2	61	249
05:00 PM	**3**	16	**12**	31	10	76	5	91	**5**	58	21	84	12	**80**	2	**94**	300
05:15 PM	3	21	9	33	**12**	**80**	8	**100**	4	41	12	57	**16**	73	**5**	94	284
Total Volume	10	80	34	124	42	301	27	370	13	209	89	311	54	269	13	336	1141
% App. Total	8.1	64.5	27.4		11.4	81.4	7.3		4.2	67.2	28.6		16.1	80.1	3.9		
PHF	.833	.769	.708	.861	.875	.941	.750	.925	.650	.857	.767	.836	.844	.841	.650	.894	.926
Cars	10	78	34	122	42	292	27	361	13	209	89	311	54	260	13	327	1121
% Cars	100	97.5	100	98.4	100	97.0	100	97.6	100	100	100	100	100	96.7	100	97.3	98.2
Trucks	0	2	0	2	0	9	0	9	0	0	0	0	0	9	0	9	20
% Trucks	0	2.5	0	1.6	0	3.0	0	2.4	0	0	0	0	0	3.3	0	2.7	1.8

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 2



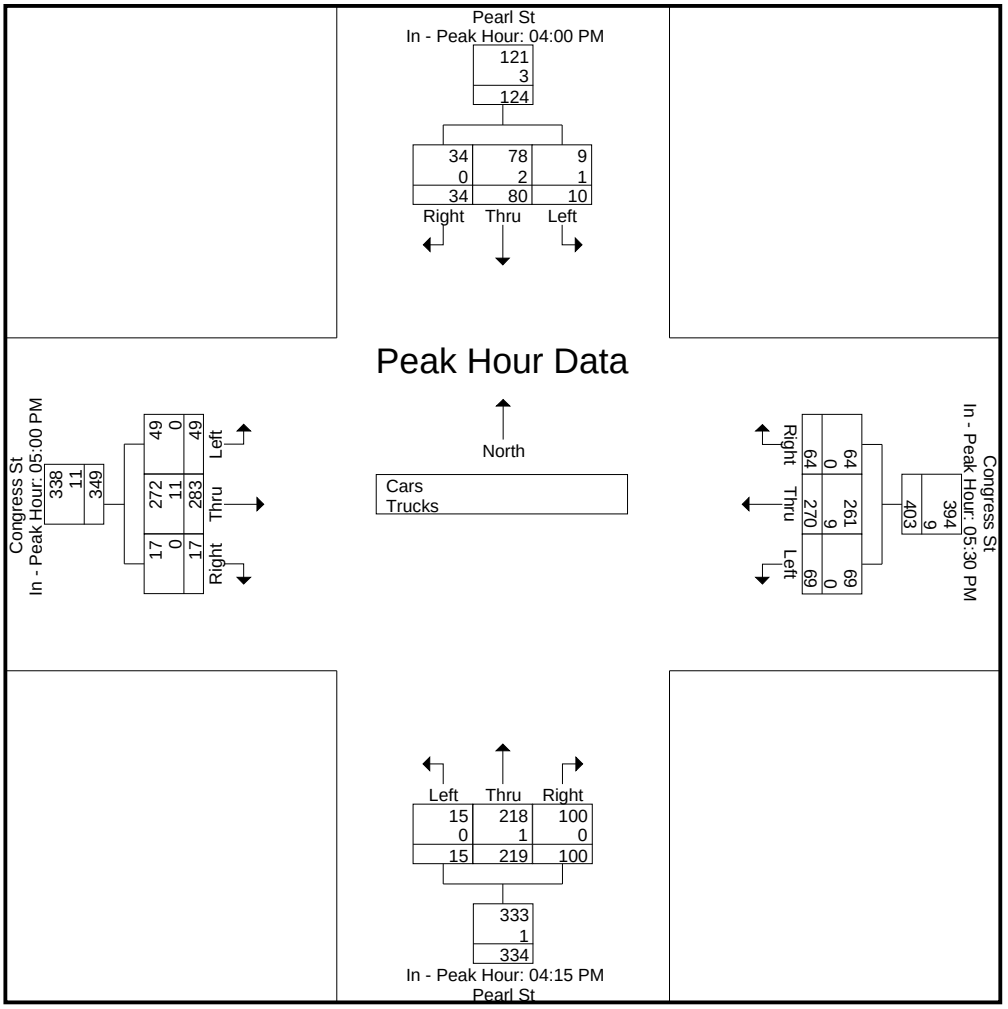
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:30 PM				04:15 PM				05:00 PM			
+0 mins.	**5**	20	**14**	**39**	20	**74**	7	101	**6**	51	23	80	12	**80**	2	**94**
+15 mins.	1	17	7	25	18	64	9	91	3	**61**	**29**	**93**	**16**	73	5	94
+30 mins.	2	**26**	8	36	**21**	62	22	105	1	49	27	77	9	65	3	77
+45 mins.	2	17	5	24	10	70	**26**	**106**	5	58	21	84	12	65	**7**	84
Total Volume	10	80	34	124	69	270	64	403	15	219	100	334	49	283	17	349
% App. Total	8.1	64.5	27.4		17.1	67	15.9		4.5	65.6	29.9		14	81.1	4.9	
PHF	.500	.769	.607	.795	.821	.912	.615	.950	.625	.898	.862	.898	.766	.884	.607	.928
Cars	9	78	34	121	69	261	64	394	15	218	100	333	49	272	17	338
% Cars	90	97.5	100	97.6	100	96.7	100	97.8	100	99.5	100	99.7	100	96.1	100	96.8
Trucks	1	2	0	3	0	9	0	9	0	1	0	1	0	11	0	11
% Trucks	10	2.5	0	2.4	0	3.3	0	2.2	0	0.5	0	0.3	0	3.9	0	3.2

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 4

Groups Printed- Cars

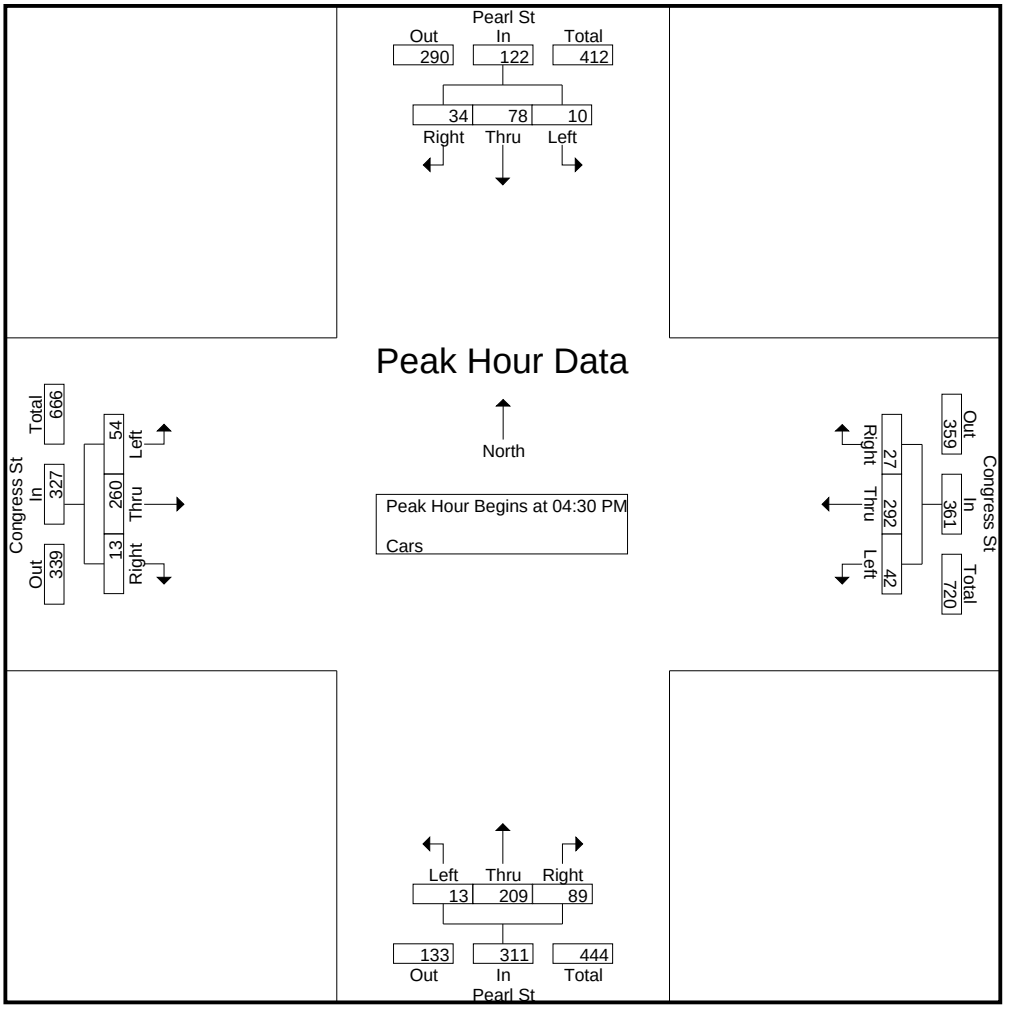
	Pearl St From North			Congress St From East			Pearl St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	4	20	14	8	55	6	3	52	19	9	57	0	247
04:15 PM	1	17	7	9	65	6	6	50	23	16	67	5	272
04:30 PM	2	24	8	9	74	9	3	61	29	14	66	4	303
04:45 PM	2	17	5	11	66	5	1	49	27	12	47	2	244
Total	9	78	34	37	260	26	13	212	98	51	237	11	1066
05:00 PM	3	16	12	10	75	5	5	58	21	12	76	2	295
05:15 PM	3	21	9	12	77	8	4	41	12	16	71	5	279
05:30 PM	5	13	12	20	71	7	2	27	7	9	63	3	239
05:45 PM	1	20	5	18	62	9	4	19	14	12	62	7	233
Total	12	70	38	60	285	29	15	145	54	49	272	17	1046
06:00 PM	2	11	2	21	60	22	4	21	14	15	62	3	237
06:15 PM	0	16	7	10	68	26	4	11	16	6	65	4	233
06:30 PM	1	14	9	12	54	25	12	6	22	3	55	7	220
06:45 PM	4	9	2	7	52	10	1	16	10	8	59	3	181
Total	7	50	20	50	234	83	21	54	62	32	241	17	871
07:00 PM	5	8	2	5	56	2	2	23	8	4	52	3	170
07:15 PM	2	12	2	5	29	2	3	13	5	2	44	2	121
07:30 PM	3	9	5	2	39	4	1	5	4	5	36	1	114
07:45 PM	2	2	5	2	33	1	0	12	7	8	39	2	113
Total	12	31	14	14	157	9	6	53	24	19	171	8	518
Grand Total	40	229	106	161	936	147	55	464	238	151	921	53	3501
Apprch %	10.7	61.1	28.3	12.9	75.2	11.8	7.3	61.3	31.4	13.4	81.9	4.7	
Total %	1.1	6.5	3	4.6	26.7	4.2	1.6	13.3	6.8	4.3	26.3	1.5	

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	**24**	8	**34**	9	74	**9**	92	3	**61**	**29**	**93**	14	66	4	84	**303**
04:45 PM	2	17	5	24	11	66	5	82	1	49	27	77	12	47	2	61	244
05:00 PM	**3**	16	**12**	31	10	75	5	90	**5**	58	21	84	12	**76**	2	90	295
05:15 PM	3	21	9	33	**12**	**77**	8	**97**	4	41	12	57	**16**	71	**5**	**92**	279
Total Volume	10	78	34	122	42	292	27	361	13	209	89	311	54	260	13	327	1121
% App. Total	8.2	63.9	27.9		11.6	80.9	7.5		4.2	67.2	28.6		16.5	79.5	4		
PHF	.833	.813	.708	.897	.875	.948	.750	.930	.650	.857	.767	.836	.844	.855	.650	.889	.925

Accurate Counts
978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025

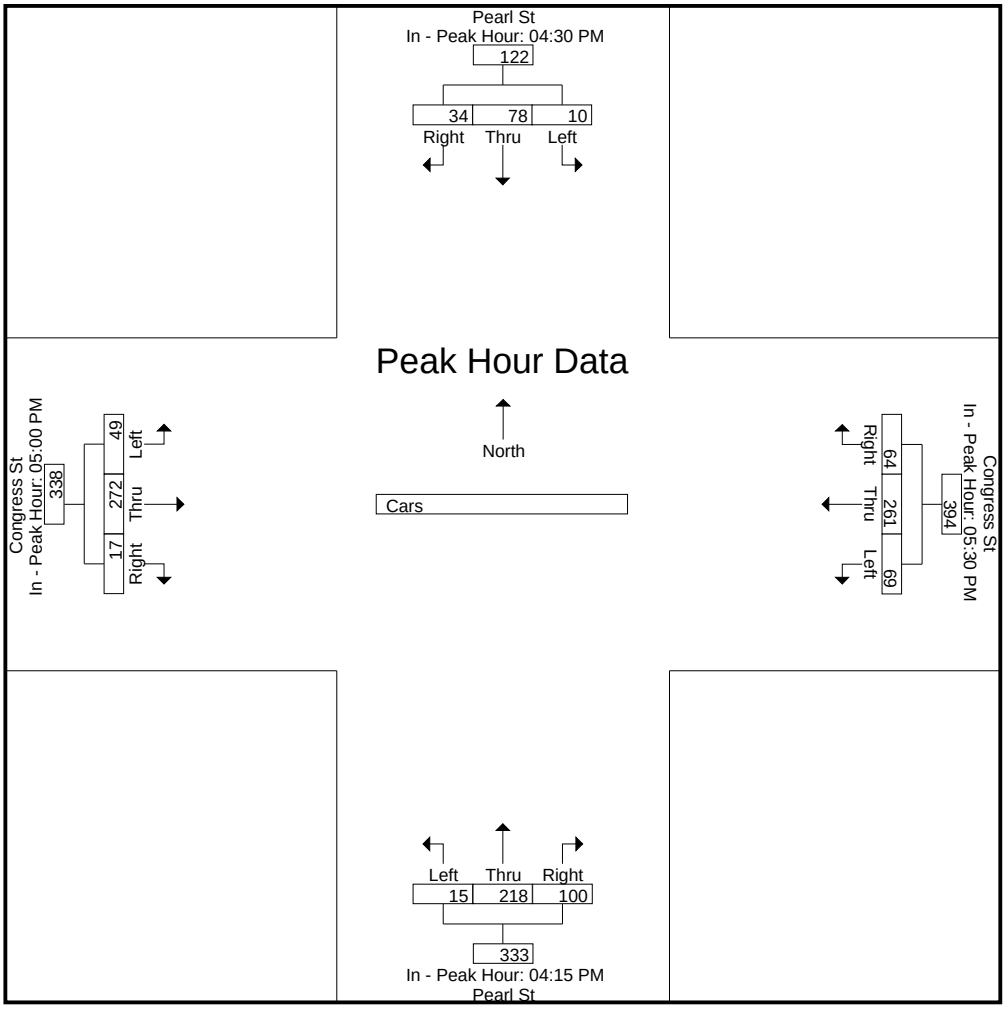


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:30 PM				04:15 PM				05:00 PM			
+0 mins.	2	**24**	8	**34**	20	**71**	7	98	**6**	50	23	79	12	**76**	2	90
+15 mins.	2	17	5	24	18	62	9	89	3	**61**	**29**	**93**	**16**	71	5	**92**
+30 mins.	**3**	16	**12**	31	**21**	60	22	103	1	49	27	77	9	63	3	75
+45 mins.	3	21	9	33	10	68	**26**	**104**	5	58	21	84	12	62	**7**	81
Total Volume	10	78	34	122	69	261	64	394	15	218	100	333	49	272	17	338
% App. Total	8.2	63.9	27.9		17.5	66.2	16.2		4.5	65.5	30		14.5	80.5	5	
PHF	.833	.813	.708	.897	.821	.919	.615	.947	.625	.893	.862	.895	.766	.895	.607	.918

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 7

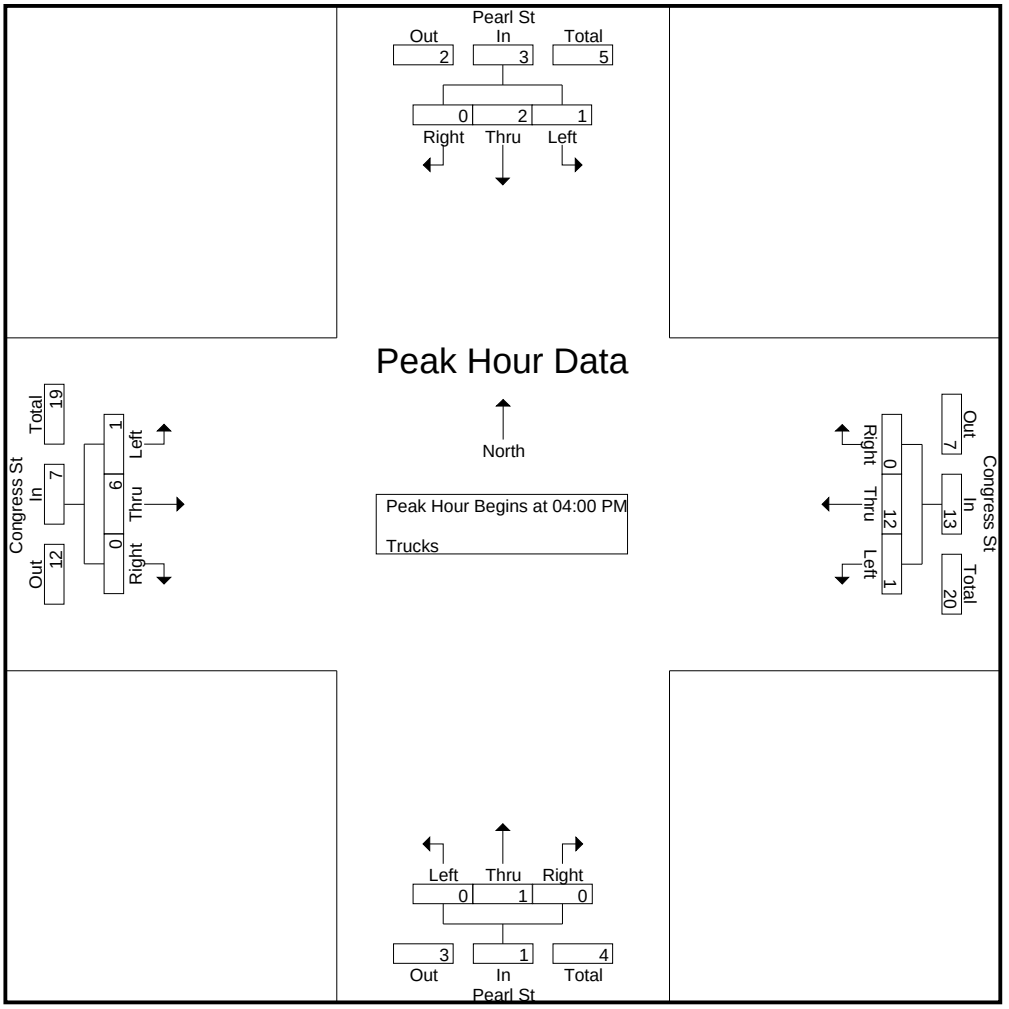
Groups Printed- Trucks

	Pearl St From North			Congress St From East			Pearl St From South			Congress St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	1	0	0	0	3	0	0	0	0	0	2	0	6
04:15 PM	0	0	0	1	4	0	0	1	0	1	1	0	8
04:30 PM	0	2	0	0	0	0	0	0	0	0	3	0	5
04:45 PM	0	0	0	0	5	0	0	0	0	0	0	0	5
Total	1	2	0	1	12	0	0	1	0	1	6	0	24
05:00 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
05:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:30 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
05:45 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	9	0	0	0	0	0	11	0	20
06:00 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
06:30 PM	0	0	0	0	4	0	0	0	0	0	2	0	6
06:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	0	0	0	0	11	0	0	0	0	0	7	0	18
07:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
07:15 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:30 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
07:45 PM	0	0	0	0	3	0	0	0	0	0	2	0	5
Total	0	0	0	0	10	0	0	0	0	0	8	0	18
Grand Total	1	2	0	1	42	0	0	1	0	1	32	0	80
Apprch %	33.3	66.7	0	2.3	97.7	0	0	100	0	3	97	0	
Total %	1.2	2.5	0	1.2	52.5	0	0	1.2	0	1.2	40	0	

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	1	0	3	0	3	0	0	0	0	0	2	0	2	6
04:15 PM	0	0	0	0	**1**	4	0	**5**	0	**1**	0	**1**	**1**	1	0	2	**8**
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	**3**	0	**3**	5
04:45 PM	0	0	0	0	0	**5**	0	5	0	0	0	0	0	0	0	0	5
Total Volume	1	2	0	3	1	12	0	13	0	1	0	1	1	6	0	7	24
% App. Total	33.3	66.7	0		7.7	92.3	0		0	100	0		14.3	85.7	0		
PHF	.250	.250	.000	.375	.250	.600	.000	.650	.000	.250	.000	.250	.250	.500	.000	.583	.750

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 8

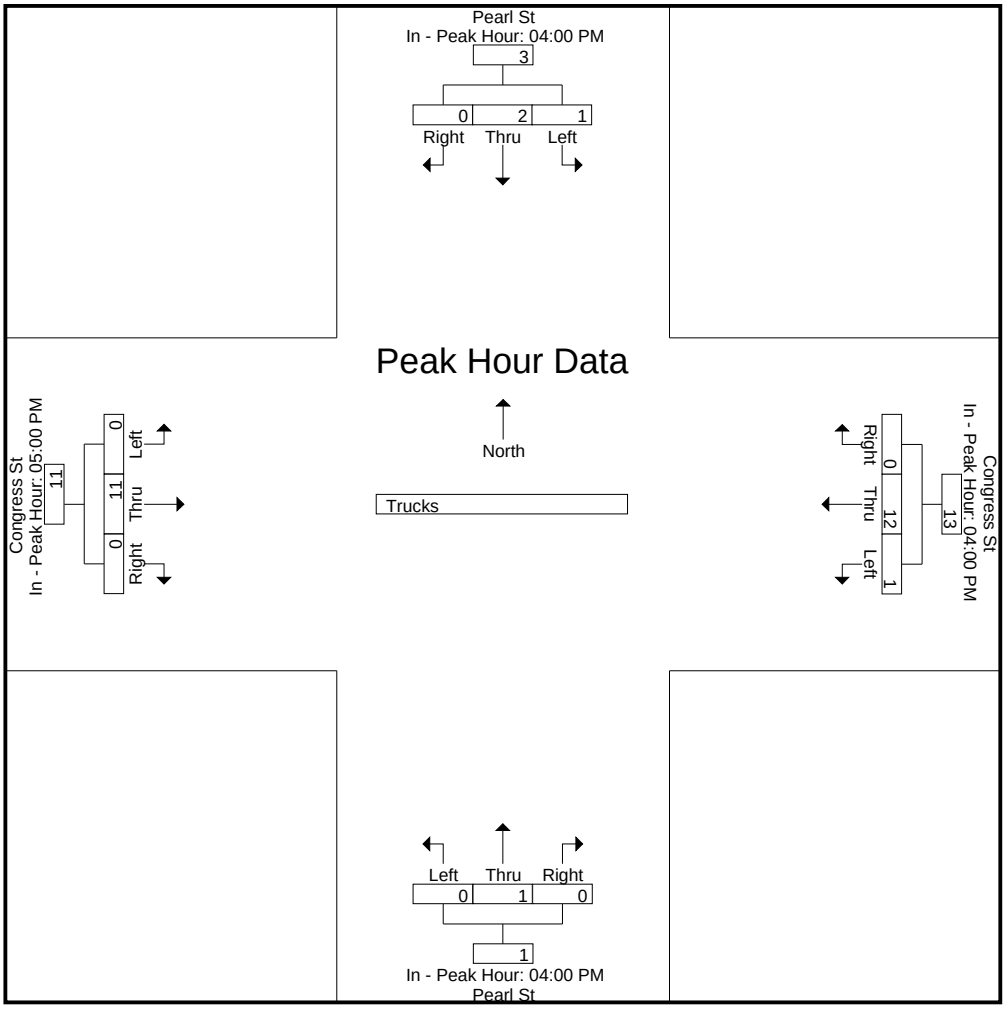


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				05:00 PM			
+0 mins.	**1**	0	0	1	0	3	0	3	0	0	0	0	0	**4**	0	**4**
+15 mins.	0	0	0	0	**1**	4	0	**5**	0	**1**	0	**1**	0	2	0	2
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	**5**	0	5	0	0	0	0	0	3	0	3
Total Volume	1	2	0	3	1	12	0	13	0	1	0	1	0	11	0	11
% App. Total	33.3	66.7	0		7.7	92.3	0		0	100	0		0	100	0	
PHF	.250	.250	.000	.375	.250	.600	.000	.650	.000	.250	.000	.250	.000	.688	.000	.688

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 10

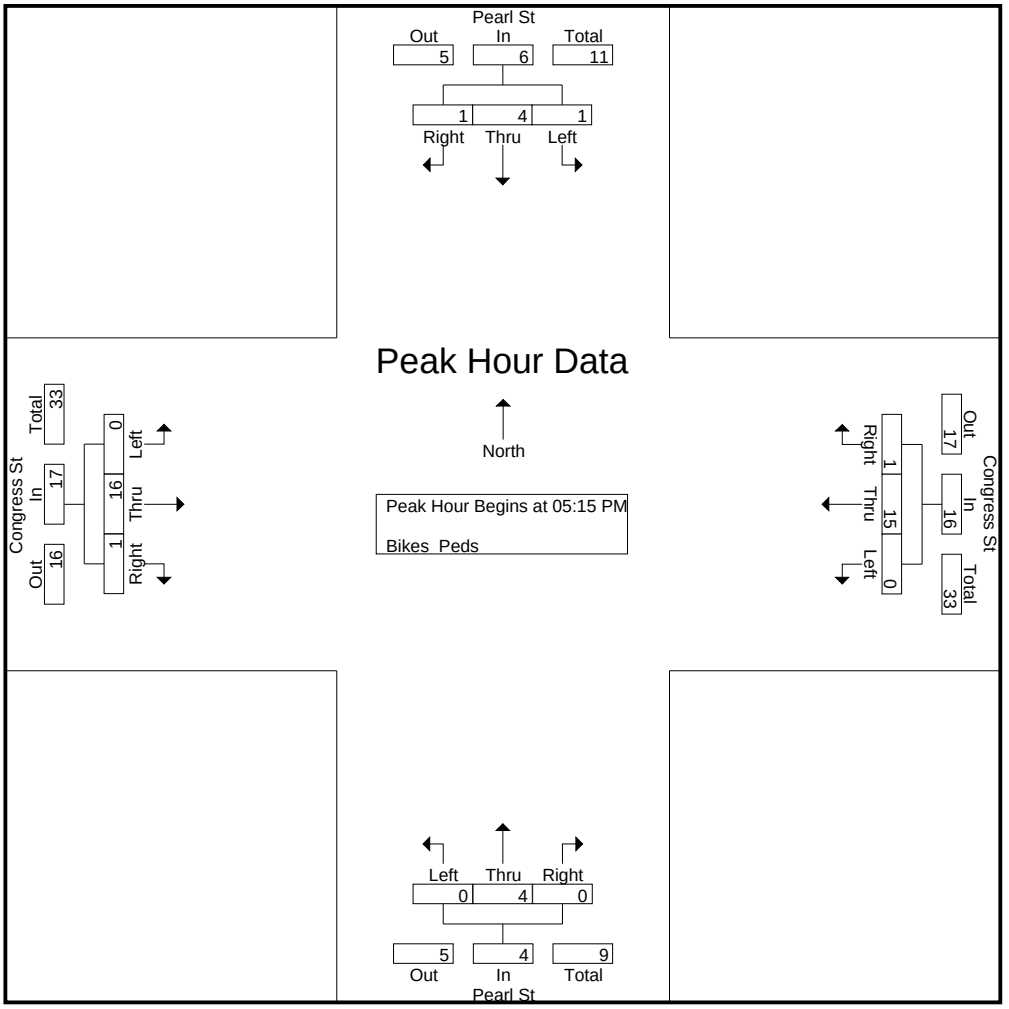
Groups Printed- Bikes Peds

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	17	0	4	0	12	0	2	0	13	0	2	0	6	48	8	56
04:15 PM	0	1	0	14	0	4	0	13	1	1	0	15	0	3	0	4	46	10	56
04:30 PM	0	0	0	26	0	0	0	16	0	0	0	22	1	3	0	8	72	4	76
04:45 PM	0	0	0	26	0	2	0	13	0	0	0	12	0	1	0	6	57	3	60
Total	0	1	0	83	0	10	0	54	1	3	0	62	1	9	0	24	223	25	248
05:00 PM	0	0	0	15	0	1	0	16	0	1	0	20	0	2	0	14	65	4	69
05:15 PM	0	1	1	27	0	9	0	11	0	2	0	14	0	5	0	5	57	18	75
05:30 PM	0	0	0	23	0	2	0	16	0	0	0	12	0	5	0	6	57	7	64
05:45 PM	0	2	0	30	0	1	1	5	0	1	0	17	0	3	1	2	54	9	63
Total	0	3	1	95	0	13	1	48	0	4	0	63	0	15	1	27	233	38	271
06:00 PM	1	1	0	37	0	3	0	18	0	1	0	20	0	3	0	7	82	9	91
06:15 PM	0	0	0	35	0	0	0	11	0	0	0	8	0	3	0	4	58	3	61
06:30 PM	0	0	0	64	0	2	0	10	0	0	0	6	0	3	0	5	85	5	90
06:45 PM	0	1	0	24	0	1	0	5	0	0	2	19	0	4	0	4	52	8	60
Total	1	2	0	160	0	6	0	44	0	1	2	53	0	13	0	20	277	25	302
07:00 PM	0	1	0	12	0	4	0	2	0	0	0	13	0	1	0	0	27	6	33
07:15 PM	0	0	0	11	0	2	0	3	0	1	0	13	0	2	0	2	29	5	34
07:30 PM	0	0	0	9	1	3	0	1	1	0	0	13	0	0	0	5	28	5	33
07:45 PM	0	1	0	6	2	8	1	2	0	2	0	8	0	3	0	2	18	17	35
Total	0	2	0	38	3	17	1	8	1	3	0	47	0	6	0	9	102	33	135
Grand Total	1	8	1	376	3	46	2	154	2	11	2	225	1	43	1	80	835	121	956
Apprch %	10	80	10		5.9	90.2	3.9		13.3	73.3	13.3		2.2	95.6	2.2				
Total %	0.8	6.6	0.8		2.5	38	1.7		1.7	9.1	1.7		0.8	35.5	0.8		87.3	12.7	

	Pearl St From North				Congress St From East				Pearl St From South				Congress St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	1	**1**	**2**	0	**9**	0	**9**	0	**2**	0	**2**	0	**5**	0	**5**	**18**
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
05:45 PM	0	**2**	0	2	0	1	**1**	2	0	1	0	1	0	3	**1**	4	9
06:00 PM	**1**	1	0	2	0	3	0	3	0	1	0	1	0	3	0	3	9
Total Volume	1	4	1	6	0	15	1	16	0	4	0	4	0	16	1	17	43
% App. Total	16.7	66.7	16.7		0	93.8	6.2		0	100	0		0	94.1	5.9		
PHF	.250	.500	.250	.750	.000	.417	.250	.444	.000	.500	.000	.500	.000	.800	.250	.850	.597

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 11

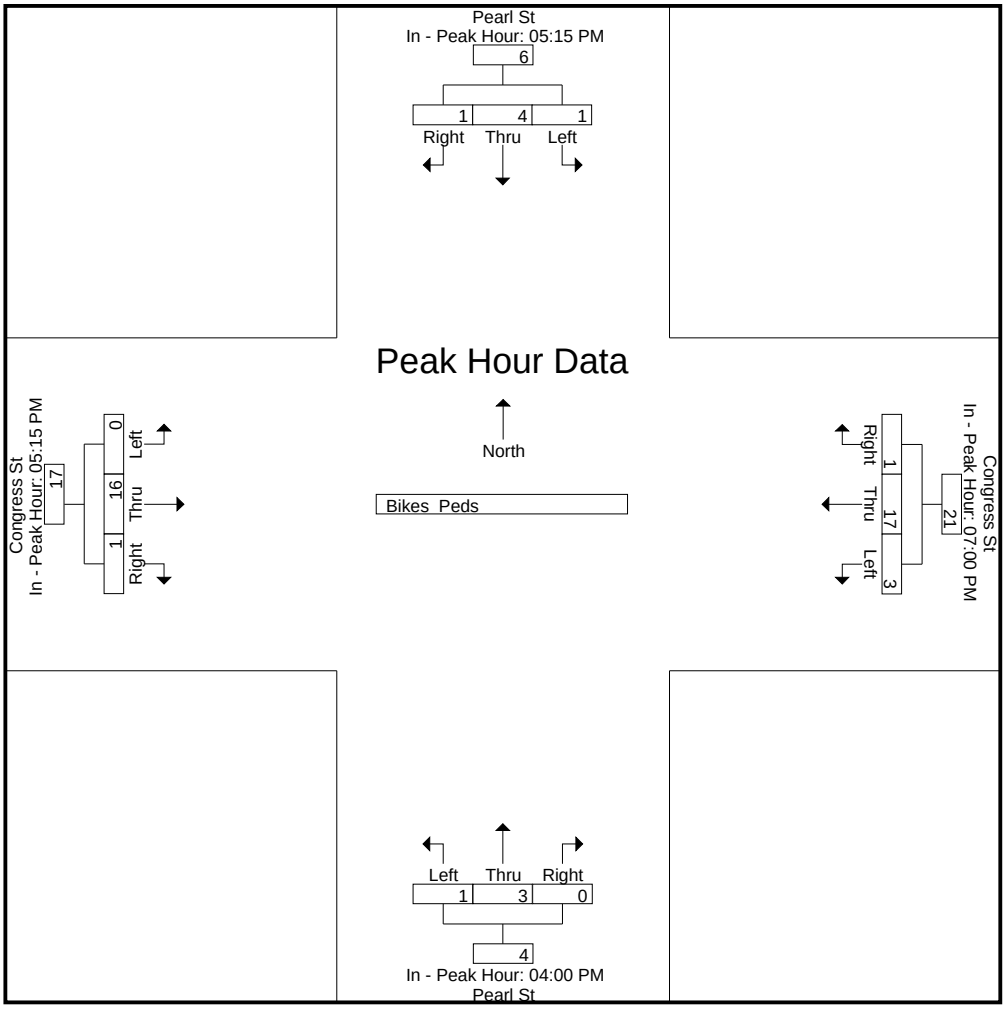


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:15 PM				07:00 PM				04:00 PM				05:15 PM			
+0 mins.	0	1	**1**	**2**	0	4	0	4	0	**2**	0	**2**	0	**5**	0	**5**
+15 mins.	0	0	0	0	0	2	0	2	**1**	1	0	2	0	5	0	5
+30 mins.	0	**2**	0	2	1	3	0	4	0	0	0	0	0	3	**1**	4
+45 mins.	**1**	1	0	2	**2**	**8**	**1**	**11**	0	0	0	0	0	3	0	3
Total Volume	1	4	1	6	3	17	1	21	1	3	0	4	0	16	1	17
% App. Total	16.7	66.7	16.7		14.3	81	4.8		25	75	0		0	94.1	5.9	
PHF	.250	.500	.250	.750	.375	.531	.250	.477	.250	.375	.000	.500	.000	.800	.250	.850

N/S Street : Pearl Street
E/W Street : Congress Street
City/State : Portland, ME
Weather : Clear

File Name : 19371002
Site Code : 19371002
Start Date : 5/28/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 1

Groups Printed- Cars - Trucks

	Pearl St From North			Cumberland Ave From East			Pearl St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	13	7	5	41	3	10	53	11	8	52	16	224
04:15 PM	1	14	9	3	39	3	13	54	9	10	57	10	222
04:30 PM	7	19	7	3	36	3	20	59	9	6	66	17	252
04:45 PM	4	13	6	2	35	6	17	52	5	3	54	8	205
Total	17	59	29	13	151	15	60	218	34	27	229	51	903
05:00 PM	2	19	3	5	54	8	14	59	4	13	57	10	248
05:15 PM	3	13	7	3	58	9	10	53	9	9	62	17	253
05:30 PM	2	9	11	3	52	9	10	32	6	5	65	22	226
05:45 PM	3	12	7	4	47	5	8	16	6	8	74	16	206
Total	10	53	28	15	211	31	42	160	25	35	258	65	933
06:00 PM	3	11	6	7	40	4	7	23	4	4	60	7	176
06:15 PM	4	12	9	18	46	2	5	6	2	8	52	21	185
06:30 PM	2	9	13	13	53	7	1	5	1	6	49	16	175
06:45 PM	3	7	8	5	28	6	6	14	7	5	40	10	139
Total	12	39	36	43	167	19	19	48	14	23	201	54	675
07:00 PM	2	8	14	0	30	3	10	14	7	4	32	9	133
07:15 PM	4	11	6	1	43	4	4	12	2	1	37	4	129
07:30 PM	3	7	4	2	23	0	5	8	4	3	29	6	94
07:45 PM	1	4	5	0	24	2	4	13	3	7	36	4	103
Total	10	30	29	3	120	9	23	47	16	15	134	23	459
Grand Total	49	181	122	74	649	74	144	473	89	100	822	193	2970
Apprch %	13.9	51.4	34.7	9.3	81.4	9.3	20.4	67	12.6	9	73.7	17.3	
Total %	1.6	6.1	4.1	2.5	21.9	2.5	4.8	15.9	3	3.4	27.7	6.5	
Cars	49	180	122	74	641	74	144	471	89	100	818	191	2953
% Cars	100	99.4	100	100	98.8	100	100	99.6	100	100	99.5	99	99.4
Trucks	0	1	0	0	8	0	0	2	0	0	4	2	17
% Trucks	0	0.6	0	0	1.2	0	0	0.4	0	0	0.5	1	0.6

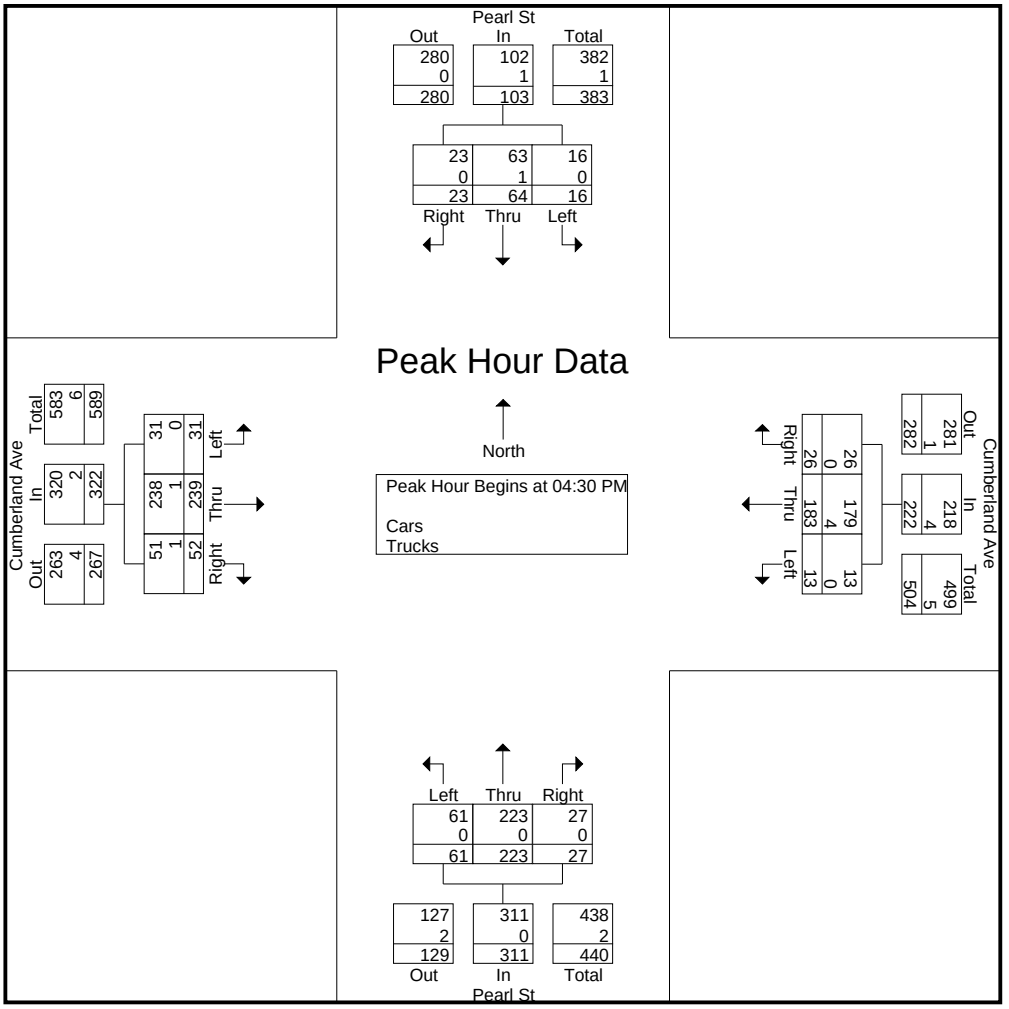
	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**7**	**19**	**7**	**33**	3	36	3	42	**20**	**59**	**9**	**88**	6	**66**	**17**	**89**	252
04:45 PM	4	13	6	23	2	35	6	43	17	52	5	74	3	54	8	65	205
05:00 PM	2	19	3	24	**5**	54	8	67	14	59	4	77	**13**	57	10	80	248
05:15 PM	3	13	7	23	3	**58**	**9**	**70**	10	53	9	72	9	62	17	88	**253**
Total Volume	16	64	23	103	13	183	26	222	61	223	27	311	31	239	52	322	958
% App. Total	15.5	62.1	22.3		5.9	82.4	11.7		19.6	71.7	8.7		9.6	74.2	16.1		
PHF	.571	.842	.821	.780	.650	.789	.722	.793	.763	.945	.750	.884	.596	.905	.765	.904	.947
Cars	16	63	23	102	13	179	26	218	61	223	27	311	31	238	51	320	951
% Cars	100	98.4	100	99.0	100	97.8	100	98.2	100	100	100	100	100	99.6	98.1	99.4	99.3
Trucks	0	1	0	1	0	4	0	4	0	0	0	0	0	1	1	2	7
% Trucks	0	1.6	0	1.0	0	2.2	0	1.8	0	0	0	0	0	0.4	1.9	0.6	0.7

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 2



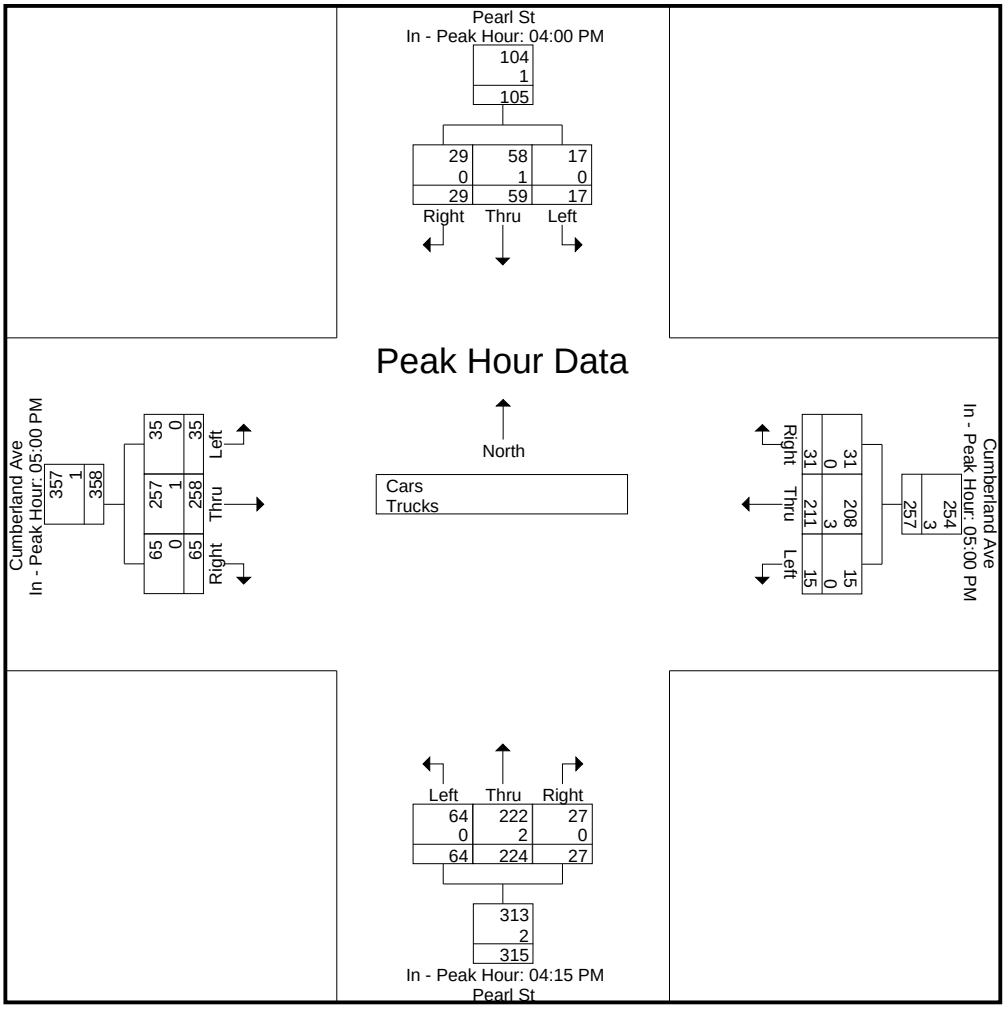
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	5	13	7	25	**5**	54	8	67	13	54	**9**	76	**13**	57	10	80
+15 mins.	1	14	**9**	24	3	**58**	**9**	**70**	**20**	**59**	9	**88**	9	62	17	88
+30 mins.	**7**	**19**	7	**33**	3	52	9	64	17	52	5	74	5	65	**22**	92
+45 mins.	4	13	6	23	4	47	5	56	14	59	4	77	8	**74**	16	**98**
Total Volume	17	59	29	105	15	211	31	257	64	224	27	315	35	258	65	358
% App. Total	16.2	56.2	27.6		5.8	82.1	12.1		20.3	71.1	8.6		9.8	72.1	18.2	
PHF	.607	.776	.806	.795	.750	.909	.861	.918	.800	.949	.750	.895	.673	.872	.739	.913
Cars	17	58	29	104	15	208	31	254	64	222	27	313	35	257	65	357
% Cars	100	98.3	100	99	100	98.6	100	98.8	100	99.1	100	99.4	100	99.6	100	99.7
Trucks	0	1	0	1	0	3	0	3	0	2	0	2	0	1	0	1
% Trucks	0	1.7	0	1	0	1.4	0	1.2	0	0.9	0	0.6	0	0.4	0	0.3

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 4

Groups Printed- Cars

	Pearl St From North			Cumberland Ave From East			Pearl St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	5	13	7	5	40	3	10	53	11	8	50	15	220
04:15 PM	1	14	9	3	39	3	13	52	9	10	57	10	220
04:30 PM	7	18	7	3	34	3	20	59	9	6	65	16	247
04:45 PM	4	13	6	2	35	6	17	52	5	3	54	8	205
Total	17	58	29	13	148	15	60	216	34	27	226	49	892
05:00 PM	2	19	3	5	53	8	14	59	4	13	57	10	247
05:15 PM	3	13	7	3	57	9	10	53	9	9	62	17	252
05:30 PM	2	9	11	3	52	9	10	32	6	5	65	22	226
05:45 PM	3	12	7	4	46	5	8	16	6	8	73	16	204
Total	10	53	28	15	208	31	42	160	25	35	257	65	929
06:00 PM	3	11	6	7	40	4	7	23	4	4	60	7	176
06:15 PM	4	12	9	18	45	2	5	6	2	8	52	21	184
06:30 PM	2	9	13	13	52	7	1	5	1	6	49	16	174
06:45 PM	3	7	8	5	28	6	6	14	7	5	40	10	139
Total	12	39	36	43	165	19	19	48	14	23	201	54	673
07:00 PM	2	8	14	0	30	3	10	14	7	4	32	9	133
07:15 PM	4	11	6	1	43	4	4	12	2	1	37	4	129
07:30 PM	3	7	4	2	23	0	5	8	4	3	29	6	94
07:45 PM	1	4	5	0	24	2	4	13	3	7	36	4	103
Total	10	30	29	3	120	9	23	47	16	15	134	23	459
Grand Total	49	180	122	74	641	74	144	471	89	100	818	191	2953
Apprch %	14	51.3	34.8	9.4	81.2	9.4	20.5	66.9	12.6	9	73.8	17.2	
Total %	1.7	6.1	4.1	2.5	21.7	2.5	4.9	15.9	3	3.4	27.7	6.5	

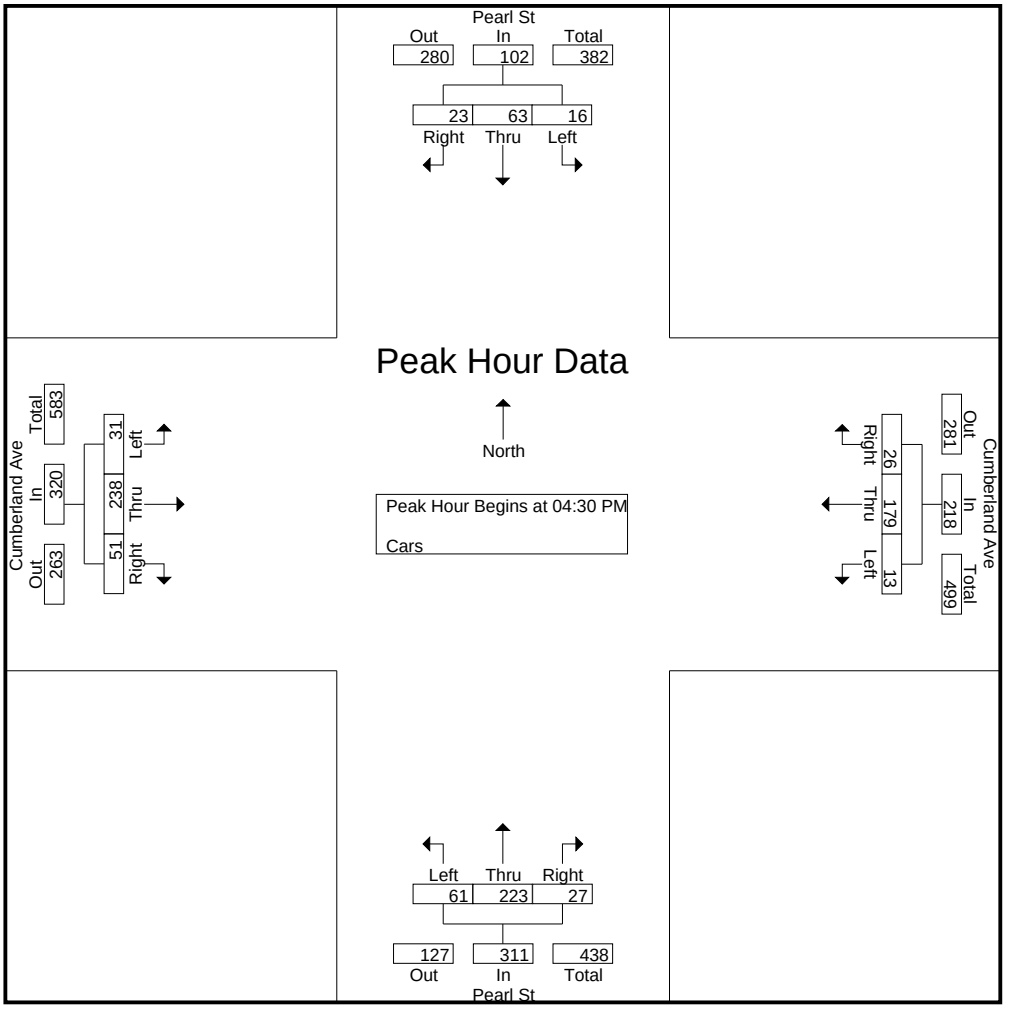
	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**7**	18	**7**	**32**	3	34	3	40	**20**	**59**	**9**	**88**	6	**65**	16	87	247
04:45 PM	4	13	6	23	2	35	6	43	17	52	5	74	3	54	8	65	205
05:00 PM	2	**19**	3	24	**5**	53	8	66	14	59	4	77	**13**	57	10	80	247
05:15 PM	3	13	7	23	3	**57**	**9**	**69**	10	53	9	72	9	62	**17**	**88**	**252**
Total Volume	16	63	23	102	13	179	26	218	61	223	27	311	31	238	51	320	951
% App. Total	15.7	61.8	22.5		6	82.1	11.9		19.6	71.7	8.7		9.7	74.4	15.9		
PHF	.571	.829	.821	.797	.650	.785	.722	.790	.763	.945	.750	.884	.596	.915	.750	.909	.943

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 5



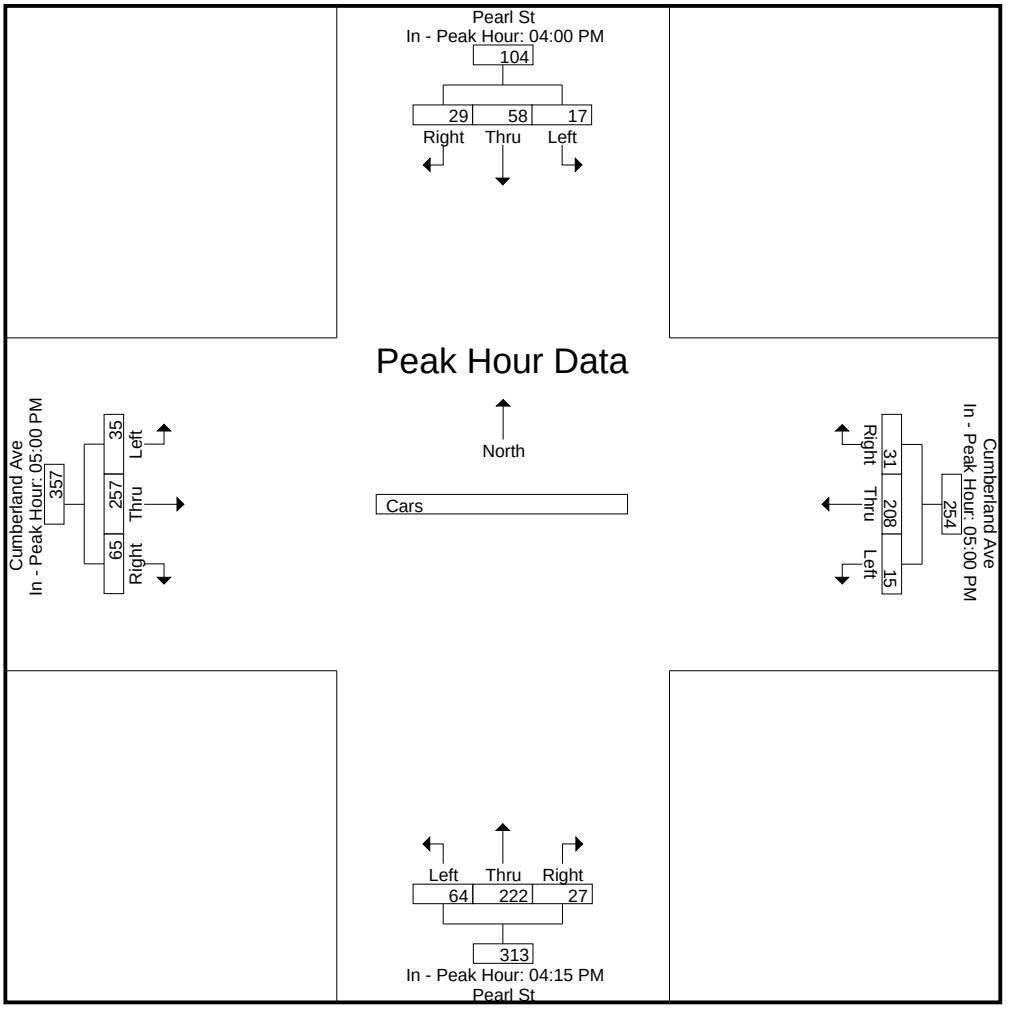
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	5	13	7	25	**5**	53	8	66	13	52	**9**	74	**13**	57	10	80
+15 mins.	1	14	**9**	24	3	**57**	**9**	**69**	**20**	**59**	9	**88**	9	62	17	88
+30 mins.	**7**	**18**	7	**32**	3	52	9	64	17	52	5	74	5	65	**22**	92
+45 mins.	4	13	6	23	4	46	5	55	14	59	4	77	8	**73**	16	**97**
Total Volume	17	58	29	104	15	208	31	254	64	222	27	313	35	257	65	357
% App. Total	16.3	55.8	27.9		5.9	81.9	12.2		20.4	70.9	8.6		9.8	72	18.2	
PHF	.607	.806	.806	.813	.750	.912	.861	.920	.800	.941	.750	.889	.673	.880	.739	.920

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 7

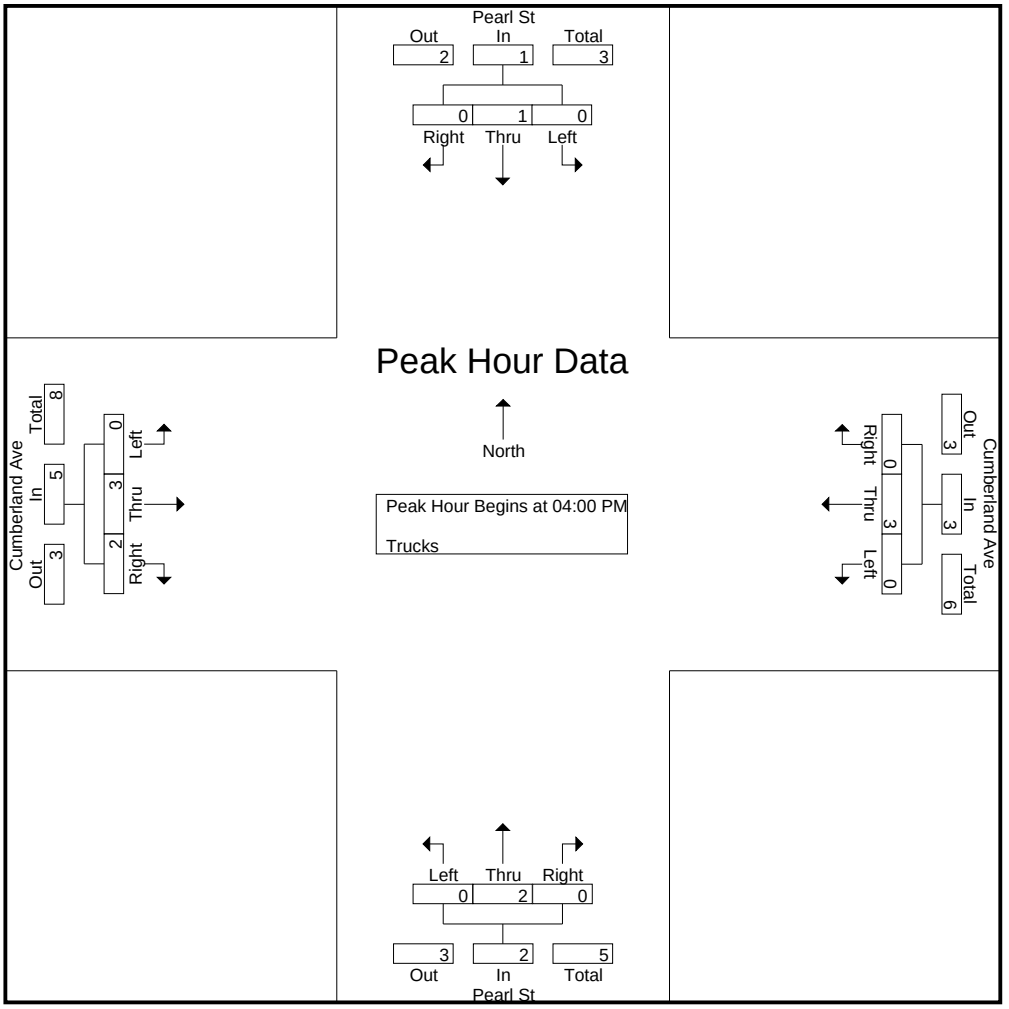
Groups Printed- Trucks

	Pearl St From North			Cumberland Ave From East			Pearl St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	2	1	4
04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	0	1	0	0	2	0	0	0	0	0	1	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	3	0	0	2	0	0	3	2	11
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	8	0	0	2	0	0	4	2	17
Apprch %	0	100	0	0	100	0	0	100	0	0	66.7	33.3	
Total %	0	5.9	0	0	47.1	0	0	11.8	0	0	23.5	11.8	

	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	**1**	**3**	4
04:15 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
04:30 PM	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	0	1	1	2	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	3	0	3	0	2	0	2	0	3	2	5	11
% App. Total	0	100	0		0	100	0		0	100	0		0	60	40		
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.250	.000	.250	.000	.375	.500	.417	.550

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 8

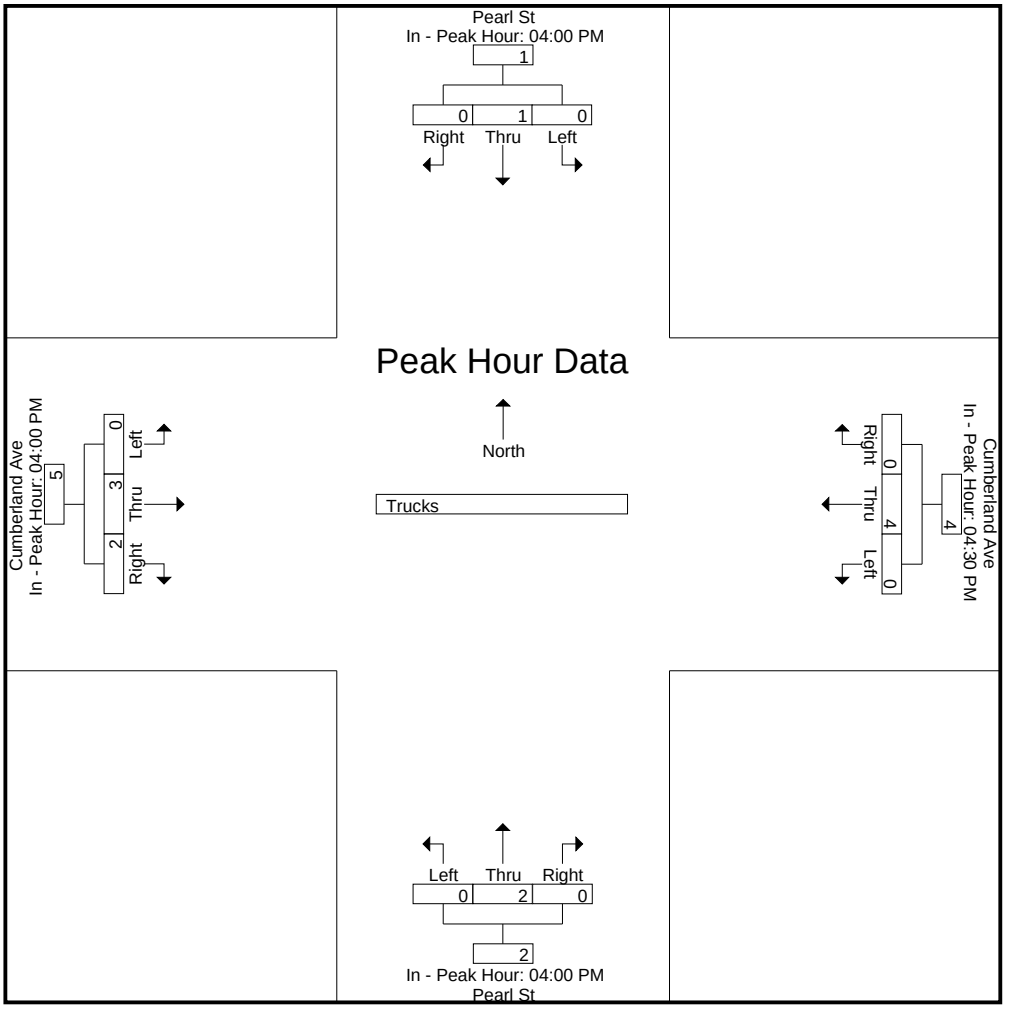


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	4	0	4	0	2	0	2	0	3	2	5
% App. Total	0	100	0		0	100	0		0	100	0		0	60	40	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.375	.500	.417

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 10

Groups Printed- Bikes Peds

	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	8	0	0	0	9	0	1	0	3	0	1	0	7	27	2	29
04:15 PM	0	0	0	3	0	3	0	1	1	1	0	1	0	1	1	4	9	7	16
04:30 PM	0	0	0	8	0	1	0	3	0	0	0	5	0	4	1	9	25	6	31
04:45 PM	0	0	0	10	0	2	1	2	0	1	0	5	0	0	0	4	21	4	25
Total	0	0	0	29	0	6	1	15	1	3	0	14	0	6	2	24	82	19	101
05:00 PM	0	0	0	11	0	2	0	5	0	0	0	6	0	3	0	8	30	5	35
05:15 PM	0	1	0	7	0	2	0	4	0	1	0	6	0	3	0	0	17	7	24
05:30 PM	0	0	0	10	0	2	0	3	1	1	0	15	0	0	0	3	31	4	35
05:45 PM	0	1	0	11	0	2	0	1	0	2	0	5	0	2	0	4	21	7	28
Total	0	2	0	39	0	8	0	13	1	4	0	32	0	8	0	15	99	23	122
06:00 PM	0	0	0	6	0	1	0	3	0	1	0	15	0	2	1	4	28	5	33
06:15 PM	0	0	0	7	0	3	0	2	0	0	0	11	0	2	0	6	26	5	31
06:30 PM	0	0	0	8	0	2	0	3	0	0	0	12	0	2	0	9	32	4	36
06:45 PM	0	0	0	7	0	0	0	1	0	0	0	9	0	3	0	7	24	3	27
Total	0	0	0	28	0	6	0	9	0	1	0	47	0	9	1	26	110	17	127
07:00 PM	0	0	0	3	0	1	0	2	0	0	0	1	0	1	1	0	6	3	9
07:15 PM	0	0	0	12	0	3	0	3	0	1	0	1	0	3	0	0	16	7	23
07:30 PM	0	0	0	6	0	0	0	1	0	0	0	7	0	0	0	4	18	0	18
07:45 PM	0	1	0	5	0	0	0	0	1	2	0	0	0	0	0	0	5	4	9
Total	0	1	0	26	0	4	0	6	1	3	0	9	0	4	1	4	45	14	59
Grand Total	0	3	0	122	0	24	1	43	3	11	0	102	0	27	4	69	336	73	409
Apprch %	0	100	0		0	96	4		21.4	78.6	0		0	87.1	12.9				
Total %	0	4.1	0		0	32.9	1.4		4.1	15.1	0		0	37	5.5		82.2	17.8	

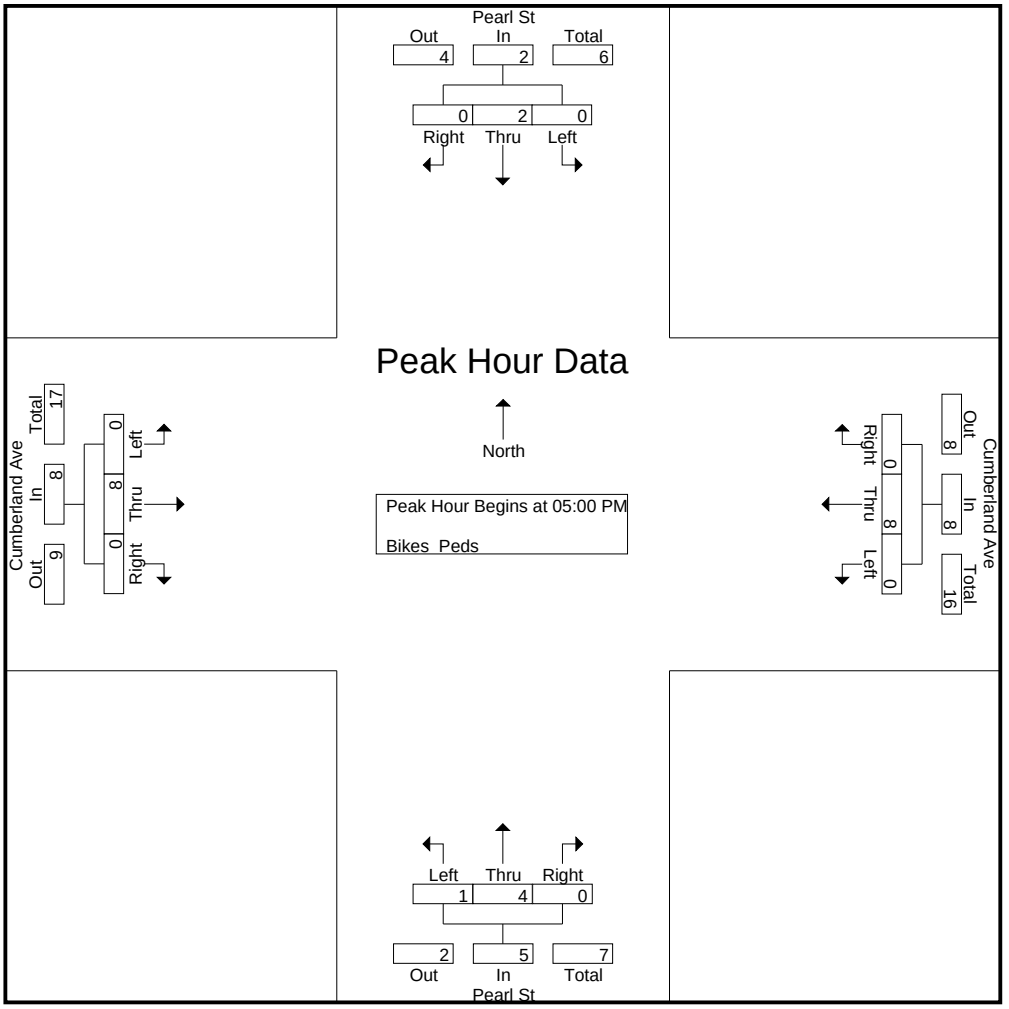
	Pearl St From North				Cumberland Ave From East				Pearl St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**	5
05:15 PM	0	**1**	0	**1**	0	2	0	2	0	1	0	1	0	3	0	3	**7**
05:30 PM	0	0	0	0	0	2	0	2	**1**	1	0	**2**	0	0	0	0	4
05:45 PM	0	1	0	1	0	2	0	2	0	**2**	0	2	0	2	0	2	7
Total Volume	0	2	0	2	0	8	0	8	1	4	0	5	0	8	0	8	23
% App. Total	0	100	0		0	100	0		20	80	0		0	100	0		
PHF	.000	.500	.000	.500	.000	1.00	.000	1.00	.250	.500	.000	.625	.000	.667	.000	.667	.821

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 11



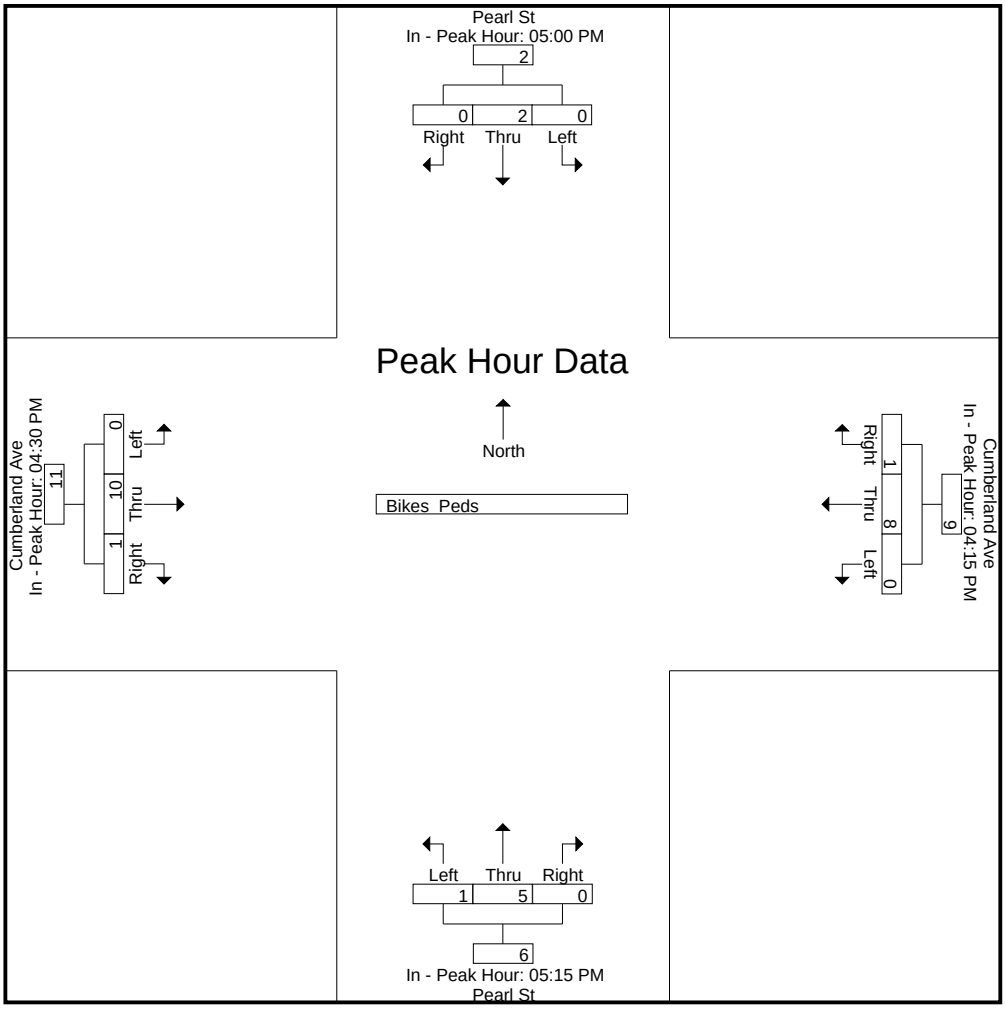
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:15 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	1	0	1	0	**4**	**1**	**5**
+15 mins.	0	**1**	0	**1**	0	1	0	1	**1**	1	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	2	**1**	3	0	**2**	0	2	0	3	0	3
+45 mins.	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3
Total Volume	0	2	0	2	0	8	1	9	1	5	0	6	0	10	1	11
% App. Total	0	100	0		0	88.9	11.1		16.7	83.3	0		0	90.9	9.1	
PHF	.000	.500	.000	.500	.000	.667	.250	.750	.250	.625	.000	.750	.000	.625	.250	.550

N/S Street : Pearl Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371003
Site Code : 19371003
Start Date : 5/28/2025
Page No : 12



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 1

Groups Printed- Cars - Trucks

	Myrtle St From North			Cumberland Ave From East			Myrtle St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	61	0	13	1	8	0	74	0	157
04:15 PM	0	0	0	0	59	2	16	4	13	0	64	0	158
04:30 PM	0	0	0	0	66	0	10	0	8	2	80	0	166
04:45 PM	0	0	0	0	59	0	15	3	6	3	62	0	148
Total	0	0	0	0	245	2	54	8	35	5	280	0	629
05:00 PM	0	0	0	0	67	0	14	1	19	4	65	0	170
05:15 PM	0	0	0	1	70	3	18	5	12	1	80	0	190
05:30 PM	0	0	0	0	71	3	11	4	13	4	82	0	188
05:45 PM	0	0	0	0	64	2	13	1	11	1	89	0	181
Total	0	0	0	1	272	8	56	11	55	10	316	0	729
06:00 PM	0	0	0	0	53	1	8	3	8	2	66	0	141
06:15 PM	0	0	0	0	56	5	9	0	10	2	69	0	151
06:30 PM	0	0	0	0	57	3	15	3	8	2	65	0	153
06:45 PM	0	0	0	0	41	1	2	2	4	0	56	0	106
Total	0	0	0	0	207	10	34	8	30	6	256	0	551
07:00 PM	0	0	0	0	48	3	9	2	3	2	42	0	109
07:15 PM	0	0	0	0	51	2	7	0	2	0	41	0	103
07:30 PM	0	0	0	0	32	1	8	1	2	0	36	0	80
07:45 PM	0	0	0	0	34	1	9	3	3	0	45	0	95
Total	0	0	0	0	165	7	33	6	10	2	164	0	387
Grand Total	0	0	0	1	889	27	177	33	130	23	1016	0	2296
Apprch %	0	0	0	0.1	96.9	2.9	52.1	9.7	38.2	2.2	97.8	0	
Total %	0	0	0	0	38.7	1.2	7.7	1.4	5.7	1	44.3	0	
Cars	0	0	0	0	881	27	177	33	130	23	1010	0	2281
% Cars	0	0	0	0	99.1	100	100	100	100	100	99.4	0	99.3
Trucks	0	0	0	1	8	0	0	0	0	0	6	0	15
% Trucks	0	0	0	100	0.9	0	0	0	0	0	0.6	0	0.7

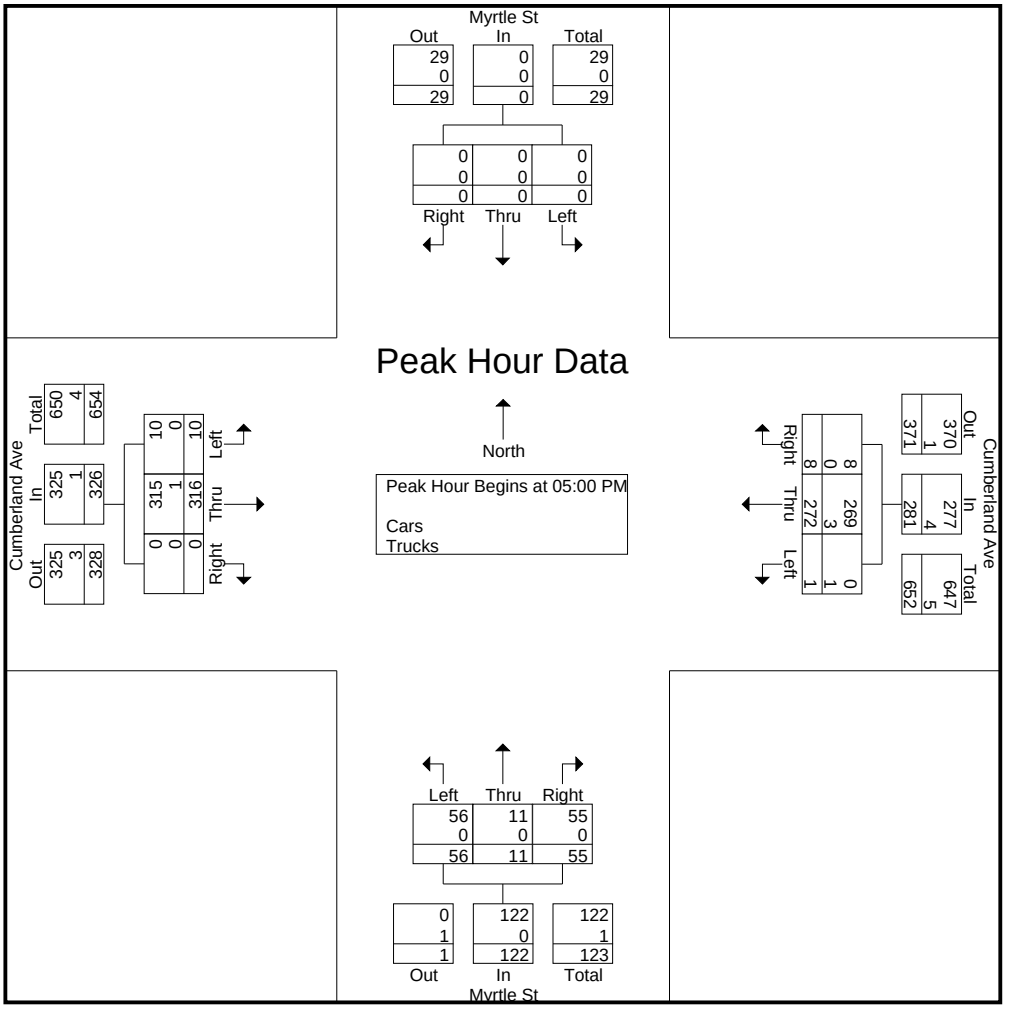
	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	67	0	67	14	1	**19**	34	**4**	65	0	69	170
05:15 PM	0	0	0	0	**1**	70	**3**	**74**	**18**	**5**	12	**35**	1	80	0	81	**190**
05:30 PM	0	0	0	0	0	**71**	3	74	11	4	13	28	4	82	0	86	188
05:45 PM	0	0	0	0	0	64	2	66	13	1	11	25	1	**89**	0	**90**	181
Total Volume	0	0	0	0	1	272	8	281	56	11	55	122	10	316	0	326	729
% App. Total	0	0	0		0.4	96.8	2.8		45.9	9	45.1		3.1	96.9	0		
PHF	.000	.000	.000	.000	.250	.958	.667	.949	.778	.550	.724	.871	.625	.888	.000	.906	.959
Cars	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325	724
% Cars	0	0	0	0	0	98.9	100	98.6	100	100	100	100	100	99.7	0	99.7	99.3
Trucks	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
% Trucks	0	0	0	0	100	1.1	0	1.4	0	0	0	0	0	0.3	0	0.3	0.7

Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 2



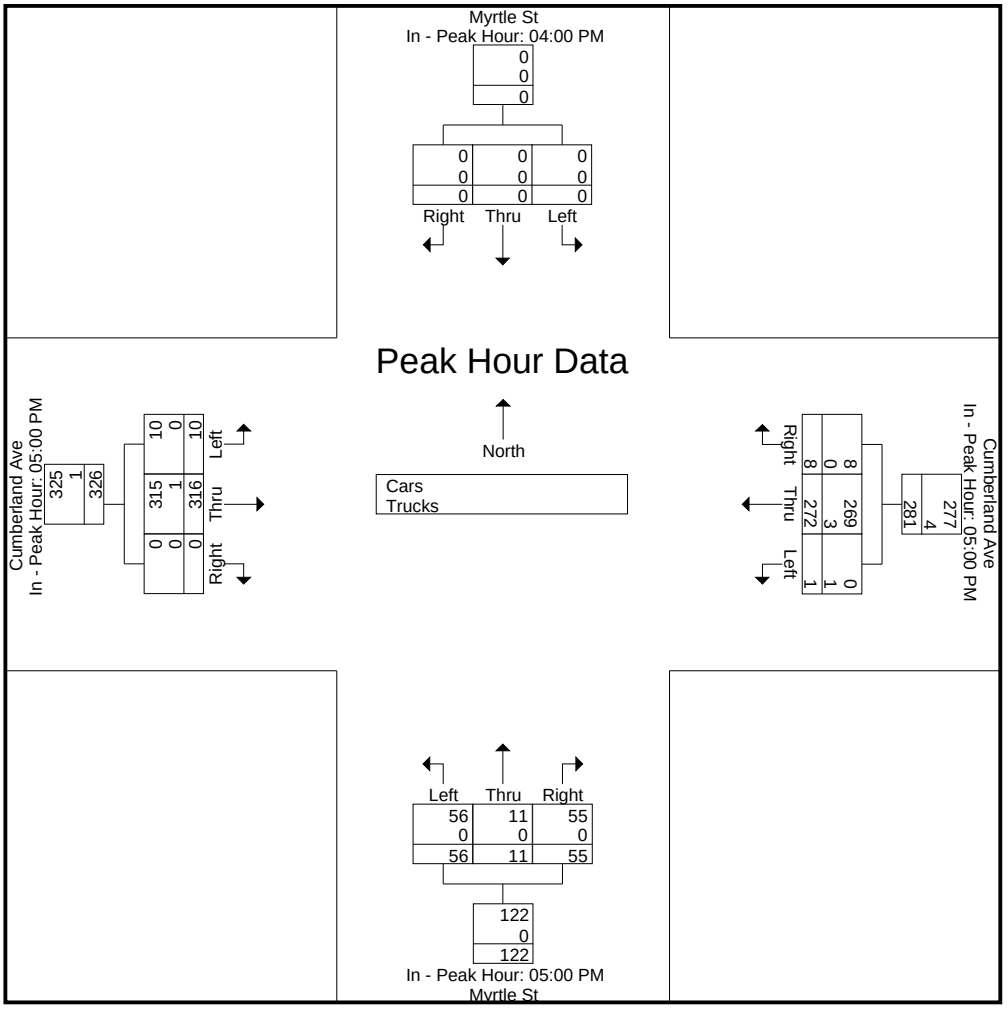
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	67	0	67	14	1	**19**	34	**4**	65	0	69
+15 mins.	0	0	0	0	**1**	70	**3**	**74**	**18**	**5**	12	**35**	1	80	0	81
+30 mins.	0	0	0	0	0	**71**	3	74	11	4	13	28	4	82	0	86
+45 mins.	0	0	0	0	0	64	2	66	13	1	11	25	1	**89**	0	**90**
Total Volume	0	0	0	0	1	272	8	281	56	11	55	122	10	316	0	326
% App. Total	0	0	0		0.4	96.8	2.8		45.9	9	45.1		3.1	96.9	0	
PHF	.000	.000	.000	.000	.250	.958	.667	.949	.778	.550	.724	.871	.625	.888	.000	.906
Cars	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325
% Cars	0	0	0	0	0	98.9	100	98.6	100	100	100	100	100	99.7	0	99.7
Trucks	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1
% Trucks	0	0	0	0	100	1.1	0	1.4	0	0	0	0	0	0.3	0	0.3

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 4

Groups Printed- Cars

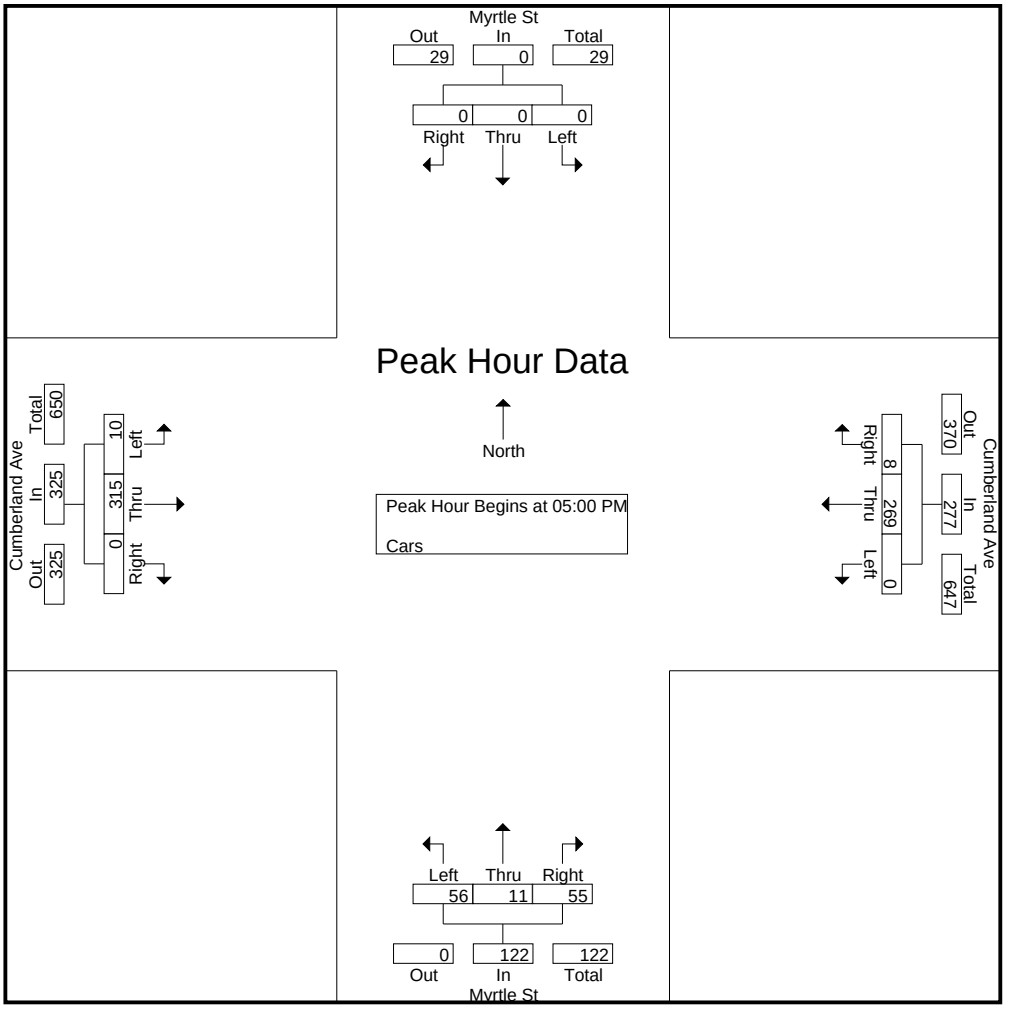
	Myrtle St From North			Cumberland Ave From East			Myrtle St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	60	0	13	1	8	0	71	0	153
04:15 PM	0	0	0	0	59	2	16	4	13	0	64	0	158
04:30 PM	0	0	0	0	64	0	10	0	8	2	78	0	162
04:45 PM	0	0	0	0	59	0	15	3	6	3	62	0	148
Total	0	0	0	0	242	2	54	8	35	5	275	0	621
05:00 PM	0	0	0	0	66	0	14	1	19	4	65	0	169
05:15 PM	0	0	0	0	69	3	18	5	12	1	80	0	188
05:30 PM	0	0	0	0	71	3	11	4	13	4	82	0	188
05:45 PM	0	0	0	0	63	2	13	1	11	1	88	0	179
Total	0	0	0	0	269	8	56	11	55	10	315	0	724
06:00 PM	0	0	0	0	53	1	8	3	8	2	66	0	141
06:15 PM	0	0	0	0	55	5	9	0	10	2	69	0	150
06:30 PM	0	0	0	0	56	3	15	3	8	2	65	0	152
06:45 PM	0	0	0	0	41	1	2	2	4	0	56	0	106
Total	0	0	0	0	205	10	34	8	30	6	256	0	549
07:00 PM	0	0	0	0	48	3	9	2	3	2	42	0	109
07:15 PM	0	0	0	0	51	2	7	0	2	0	41	0	103
07:30 PM	0	0	0	0	32	1	8	1	2	0	36	0	80
07:45 PM	0	0	0	0	34	1	9	3	3	0	45	0	95
Total	0	0	0	0	165	7	33	6	10	2	164	0	387
Grand Total	0	0	0	0	881	27	177	33	130	23	1010	0	2281
Apprch %	0	0	0	0	97	3	52.1	9.7	38.2	2.2	97.8	0	
Total %	0	0	0	0	38.6	1.2	7.8	1.4	5.7	1	44.3	0	

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	66	0	66	14	1	**19**	34	**4**	65	0	69	169
05:15 PM	0	0	0	0	0	69	**3**	72	**18**	**5**	12	**35**	1	80	0	81	**188**
05:30 PM	0	0	0	0	0	**71**	3	**74**	11	4	13	28	4	82	0	86	188
05:45 PM	0	0	0	0	0	63	2	65	13	1	11	25	1	**88**	0	**89**	179
Total Volume	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325	724
% App. Total	0	0	0		0	97.1	2.9		45.9	9	45.1		3.1	96.9	0		
PHF	.000	.000	.000	.000	.000	.947	.667	.936	.778	.550	.724	.871	.625	.895	.000	.913	.963

Accurate Counts
978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 5

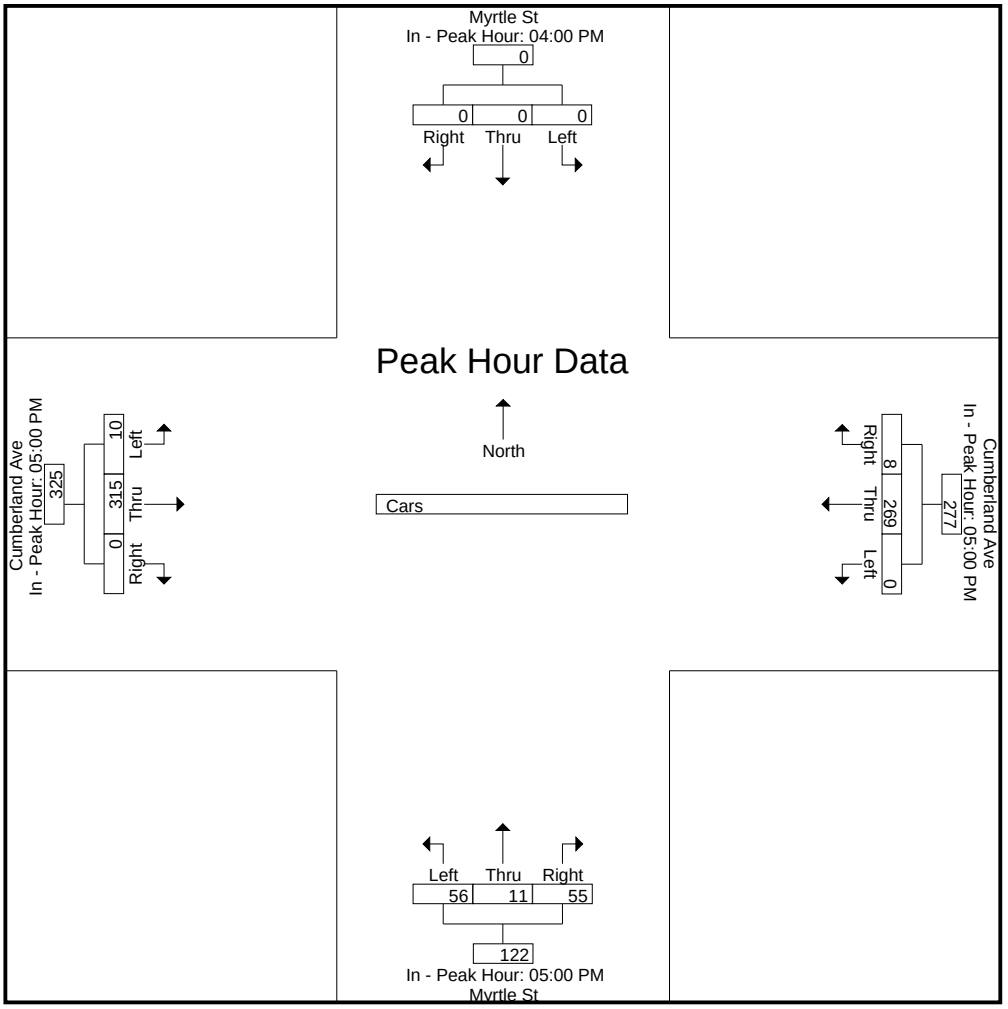


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	66	0	66	14	1	**19**	34	**4**	65	0	69
+15 mins.	0	0	0	0	0	69	**3**	72	**18**	**5**	12	**35**	1	80	0	81
+30 mins.	0	0	0	0	0	**71**	3	**74**	11	4	13	28	4	82	0	86
+45 mins.	0	0	0	0	0	63	2	65	13	1	11	25	1	**88**	0	**89**
Total Volume	0	0	0	0	0	269	8	277	56	11	55	122	10	315	0	325
% App. Total	0	0	0		0	97.1	2.9		45.9	9	45.1		3.1	96.9	0	
PHF	.000	.000	.000	.000	.000	.947	.667	.936	.778	.550	.724	.871	.625	.895	.000	.913

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 6



Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 7

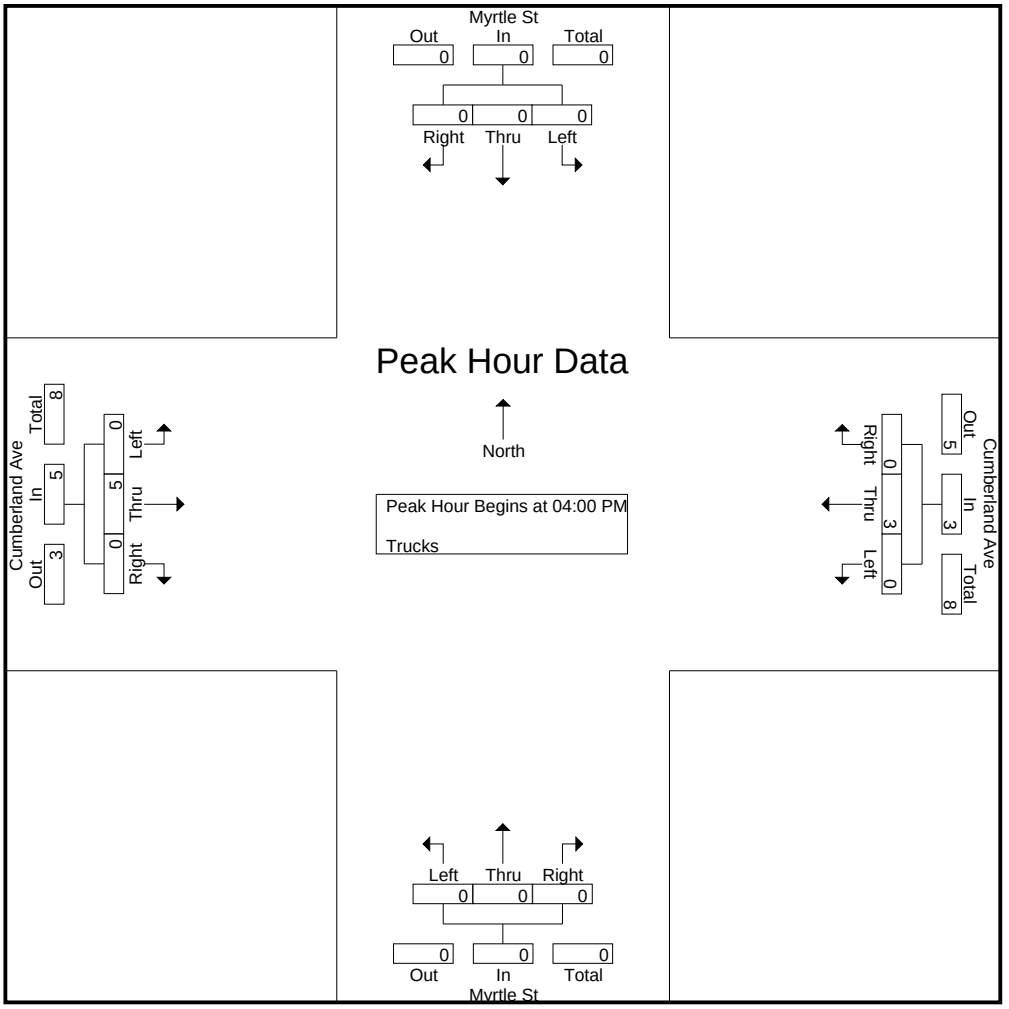
Groups Printed- Trucks

	Myrtle St From North			Cumberland Ave From East			Myrtle St From South			Cumberland Ave From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	0	0	0	5	0	8
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	1	3	0	0	0	0	0	1	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	8	0	0	0	0	0	6	0	15
Apprch %	0	0	0	11.1	88.9	0	0	0	0	0	100	0	
Total %	0	0	0	6.7	53.3	0	0	0	0	0	40	0	

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**3**	0	**3**	**4**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.417	.000	.417	.500

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 8

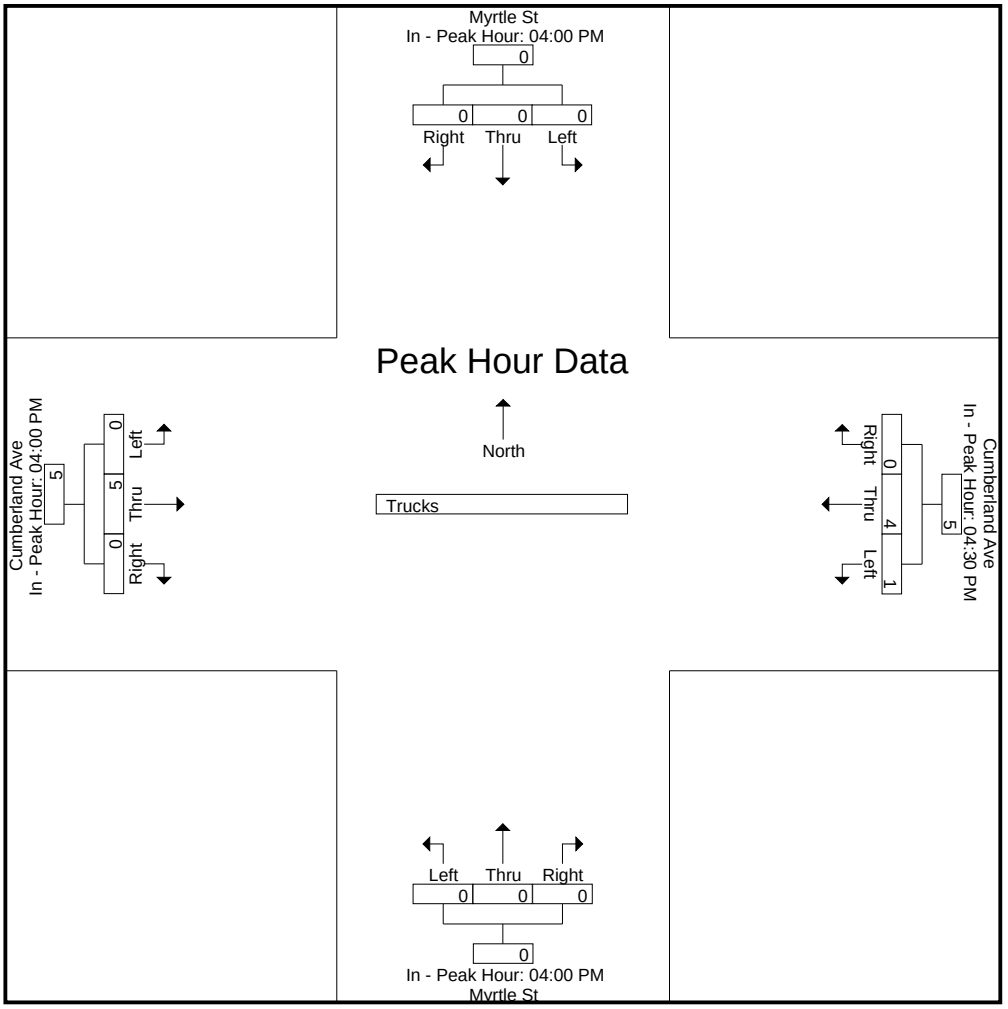


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**3**	0	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	**1**	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	4	0	5	0	0	0	0	0	5	0	5
% App. Total	0	0	0		20	80	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.625	.000	.000	.000	.000	.000	.417	.000	.417

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 10

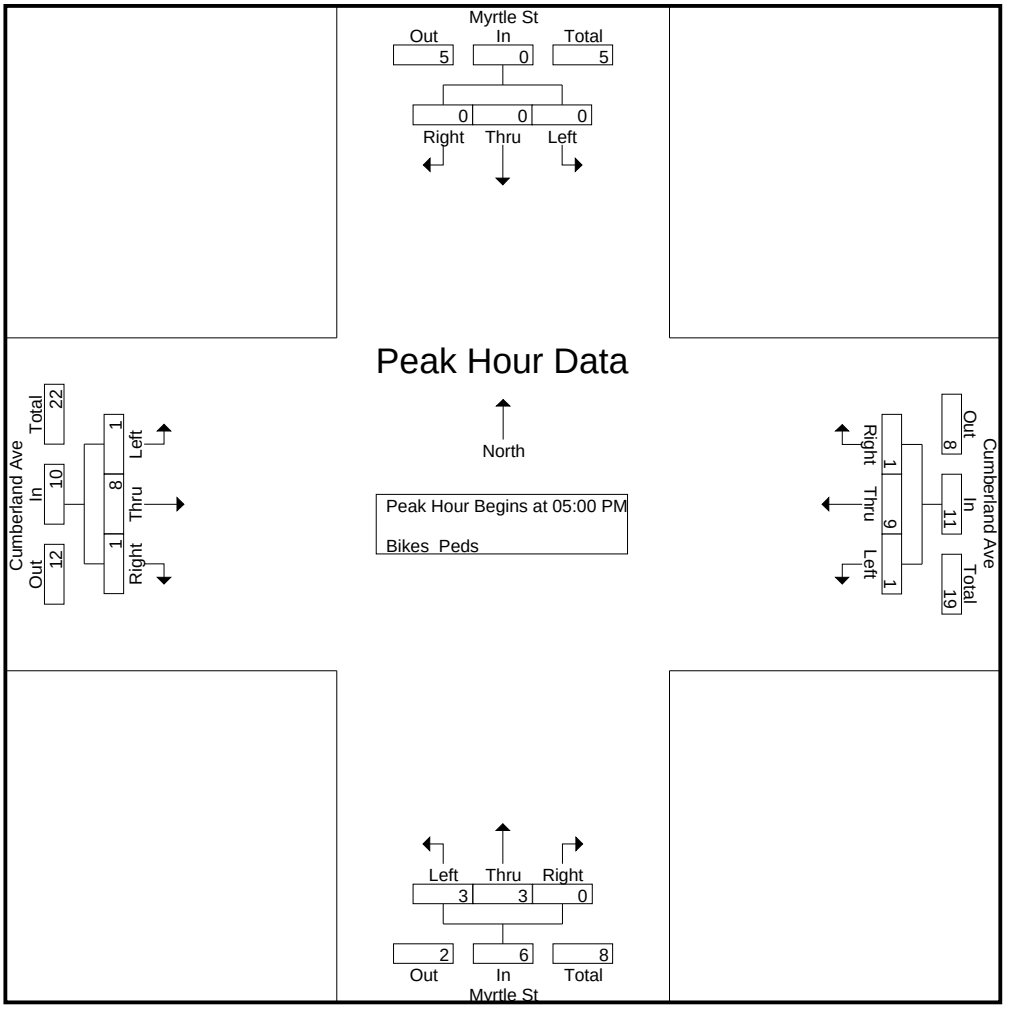
Groups Printed- Bikes Peds

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	4	0	0	0	4	0	0	0	5	0	1	0	9	22	1	23
04:15 PM	0	0	0	4	0	4	0	2	2	0	0	2	0	2	0	13	21	8	29
04:30 PM	0	0	0	11	0	2	0	2	0	0	0	4	0	3	0	22	39	5	44
04:45 PM	0	0	0	10	0	1	0	1	0	0	0	2	0	0	0	15	28	1	29
Total	0	0	0	29	0	7	0	9	2	0	0	13	0	6	0	59	110	15	125
05:00 PM	0	0	0	16	0	3	0	6	0	3	0	6	0	3	0	20	48	9	57
05:15 PM	0	0	0	9	1	0	1	1	2	0	0	2	0	3	1	16	28	8	36
05:30 PM	0	0	0	9	0	4	0	4	0	0	0	10	1	0	0	9	32	5	37
05:45 PM	0	0	0	11	0	2	0	2	1	0	0	9	0	2	0	3	25	5	30
Total	0	0	0	45	1	9	1	13	3	3	0	27	1	8	1	48	133	27	160
06:00 PM	0	0	0	8	0	0	0	5	0	0	1	8	0	3	0	14	35	4	39
06:15 PM	0	0	0	13	0	3	0	2	0	0	0	17	0	2	0	20	52	5	57
06:30 PM	0	0	0	9	0	2	0	1	0	0	0	6	0	2	0	45	61	4	65
06:45 PM	0	0	0	7	0	0	0	2	0	0	0	7	0	4	1	11	27	5	32
Total	0	0	0	37	0	5	0	10	0	0	1	38	0	11	1	90	175	18	193
07:00 PM	0	0	0	2	0	1	0	0	0	0	0	3	0	1	0	2	7	2	9
07:15 PM	0	0	0	12	0	4	0	1	0	0	1	3	0	2	0	13	29	7	36
07:30 PM	0	0	0	4	0	0	1	2	1	0	0	6	0	0	0	4	16	2	18
07:45 PM	0	0	0	4	0	1	0	1	0	0	0	1	0	0	0	0	6	1	7
Total	0	0	0	22	0	6	1	4	1	0	1	13	0	3	0	19	58	12	70
Grand Total	0	0	0	133	1	27	2	36	6	3	2	91	1	28	2	216	476	72	548
Apprch %	0	0	0		3.3	90	6.7		54.5	27.3	18.2		3.2	90.3	6.5				
Total %	0	0	0		1.4	37.5	2.8		8.3	4.2	2.8		1.4	38.9	2.8		86.9	13.1	

	Myrtle St From North				Cumberland Ave From East				Myrtle St From South				Cumberland Ave From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	3	0	3	0	**3**	0	**3**	0	**3**	0	3	**9**
05:15 PM	0	0	0	0	**1**	0	**1**	2	**2**	0	0	2	0	3	**1**	**4**	8
05:30 PM	0	0	0	0	0	**4**	0	**4**	0	0	0	0	**1**	0	0	1	5
05:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
Total Volume	0	0	0	0	1	9	1	11	3	3	0	6	1	8	1	10	27
% App. Total	0	0	0		9.1	81.8	9.1		50	50	0		10	80	10		
PHF	.000	.000	.000	.000	.250	.563	.250	.688	.375	.250	.000	.500	.250	.667	.250	.625	.750

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
Page No : 11

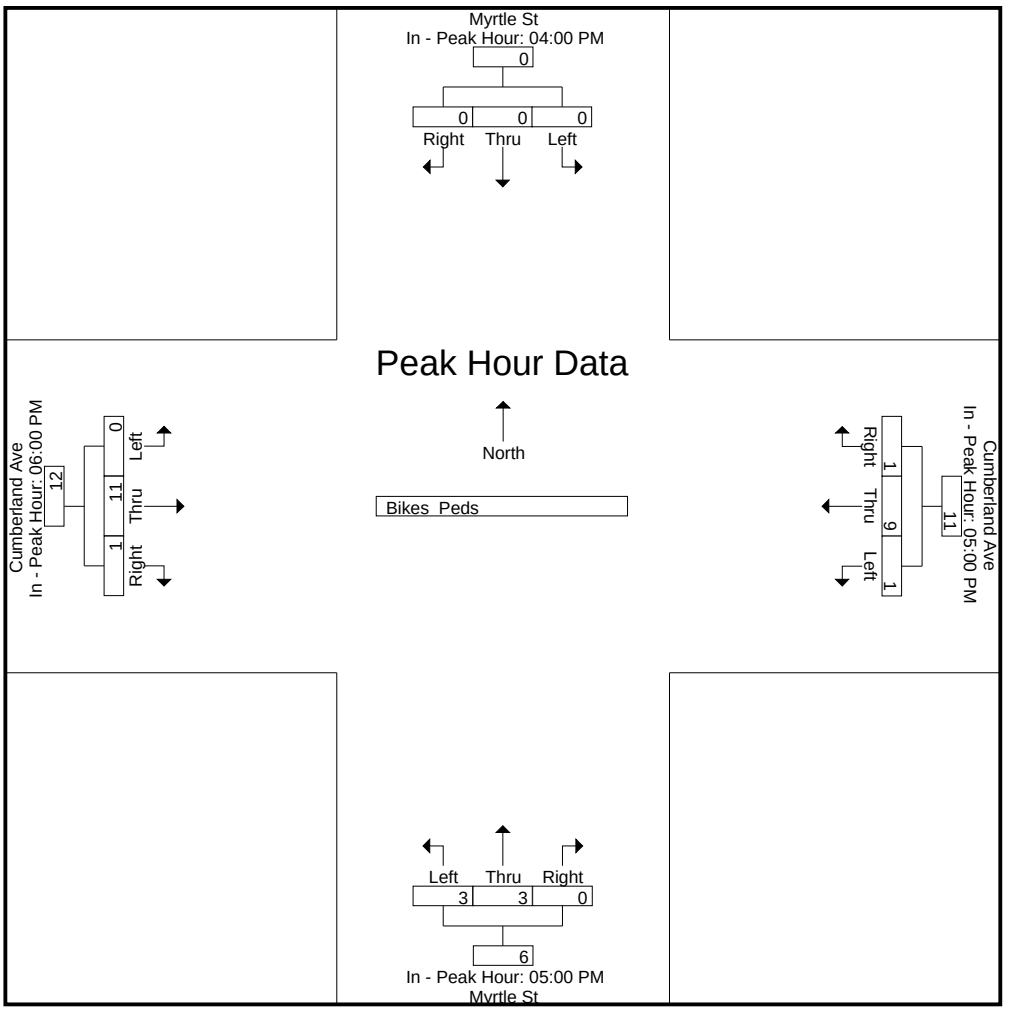


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				06:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	**3**	0	**3**	0	3	0	3
+15 mins.	0	0	0	0	**1**	0	**1**	2	**2**	0	0	2	0	2	0	2
+30 mins.	0	0	0	0	0	**4**	0	**4**	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	**4**	**1**	**5**
Total Volume	0	0	0	0	1	9	1	11	3	3	0	6	0	11	1	12
% App. Total	0	0	0		9.1	81.8	9.1		50	50	0		0	91.7	8.3	
PHF	.000	.000	.000	.000	.250	.563	.250	.688	.375	.250	.000	.500	.000	.688	.250	.600

N/S Street : Myrtle Street
E/W Street : Cumberland Avenue
City/State : Portland, ME
Weather : Clear

File Name : 19371004
Site Code : 19371004
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 1

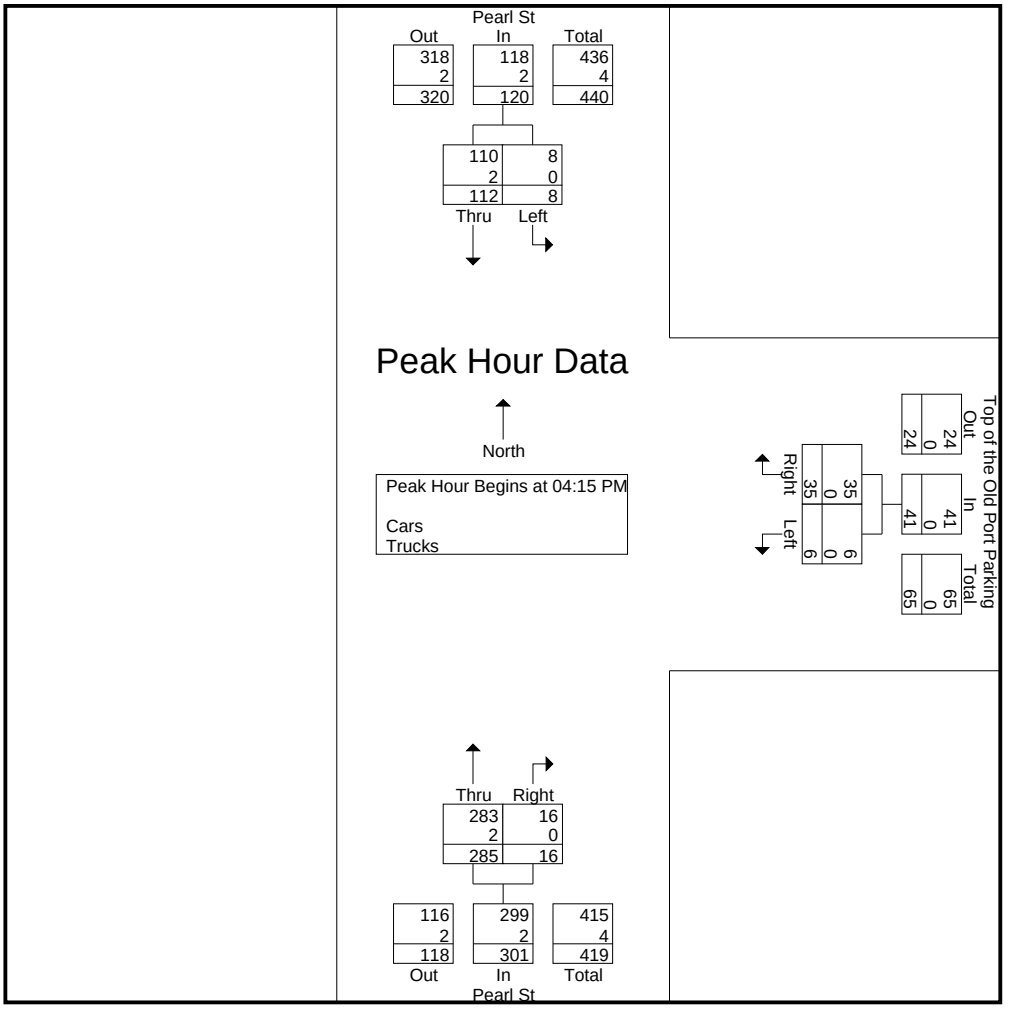
Groups Printed- Cars - Trucks

	Pearl St From North		Top of the Old Port Parking From East		Pearl St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	1	35	1	2	73	0	112
04:15 PM	3	23	0	12	70	2	110
04:30 PM	2	37	1	8	83	3	134
04:45 PM	1	22	2	7	63	5	100
Total	7	117	4	29	289	10	456
05:00 PM	2	30	3	8	69	6	118
05:15 PM	2	31	0	4	66	3	106
05:30 PM	3	31	0	4	43	3	84
05:45 PM	5	26	0	1	27	8	67
Total	12	118	3	17	205	20	375
06:00 PM	7	16	0	3	31	20	77
06:15 PM	15	27	1	3	10	19	75
06:30 PM	17	20	0	3	4	23	67
06:45 PM	6	17	1	2	25	12	63
Total	45	80	2	11	70	74	282
07:00 PM	0	16	0	0	31	1	48
07:15 PM	2	15	0	2	17	0	36
07:30 PM	0	15	1	2	14	0	32
07:45 PM	0	8	0	0	20	1	29
Total	2	54	1	4	82	2	145
Grand Total	66	369	10	61	646	106	1258
Apprch %	15.2	84.8	14.1	85.9	85.9	14.1	
Total %	5.2	29.3	0.8	4.8	51.4	8.4	
Cars	66	366	10	61	644	106	1253
% Cars	100	99.2	100	100	99.7	100	99.6
Trucks	0	3	0	0	2	0	5
% Trucks	0	0.8	0	0	0.3	0	0.4

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**3**	23	26	0	**12**	**12**	70	2	72	110
04:30 PM	2	**37**	**39**	1	8	9	**83**	3	**86**	**134**
04:45 PM	1	22	23	2	7	9	63	5	68	100
05:00 PM	2	30	32	**3**	8	11	69	**6**	75	118
Total Volume	8	112	120	6	35	41	285	16	301	462
% App. Total	6.7	93.3		14.6	85.4		94.7	5.3		
PHF	.667	.757	.769	.500	.729	.854	.858	.667	.875	.862
Cars	8	110	118	6	35	41	283	16	299	458
% Cars	100	98.2	98.3	100	100	100	99.3	100	99.3	99.1
Trucks	0	2	2	0	0	0	2	0	2	4
% Trucks	0	1.8	1.7	0	0	0	0.7	0	0.7	0.9

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 2

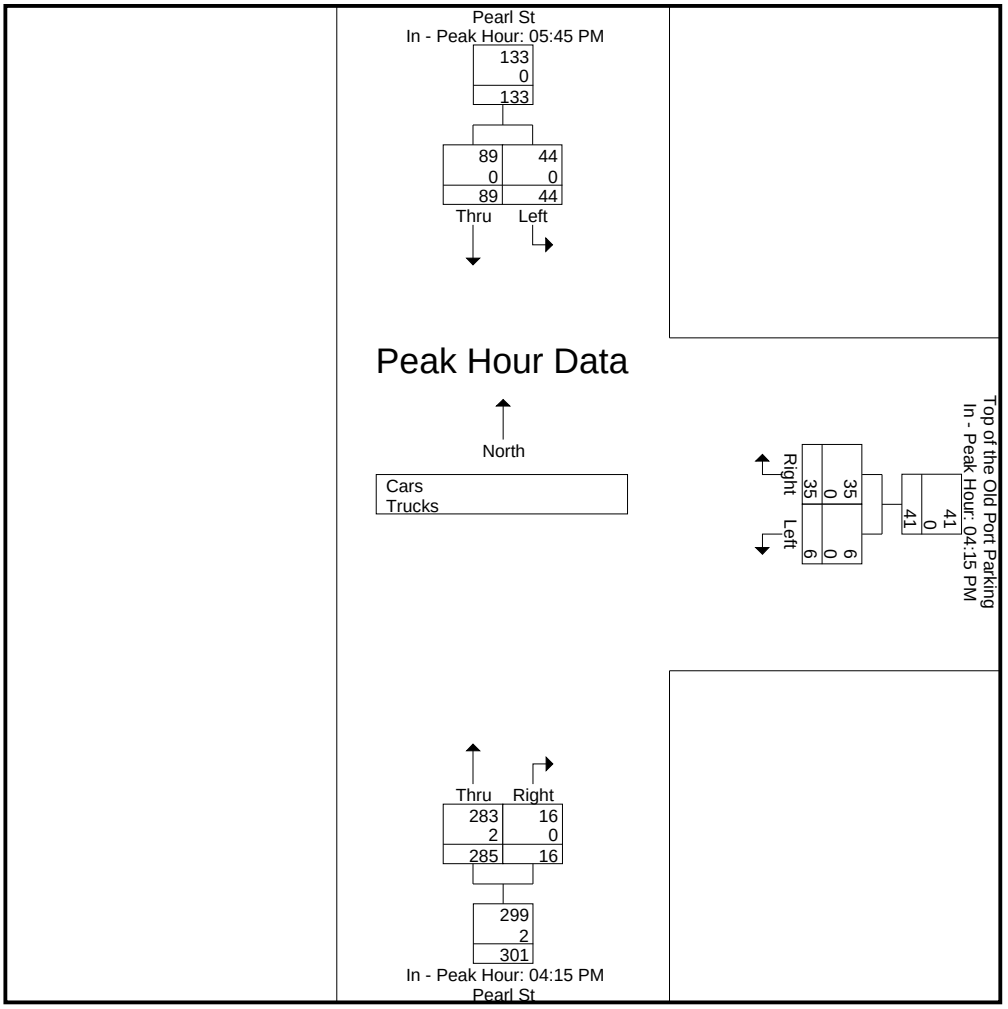


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:45 PM			04:15 PM			04:15 PM		
+0 mins.	5	26	31	0	**12**	**12**	70	2	72
+15 mins.	7	16	23	1	8	9	**83**	3	**86**
+30 mins.	15	**27**	**42**	2	7	9	63	5	68
+45 mins.	**17**	20	37	**3**	8	11	69	**6**	75
Total Volume	44	89	133	6	35	41	285	16	301
% App. Total	33.1	66.9		14.6	85.4		94.7	5.3	
PHF	.647	.824	.792	.500	.729	.854	.858	.667	.875
Cars	44	89	133	6	35	41	283	16	299
% Cars	100	100	100	100	100	100	99.3	100	99.3
Trucks	0	0	0	0	0	0	2	0	2
% Trucks	0	0	0	0	0	0	0.7	0	0.7

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 4

Groups Printed- Cars

	Pearl St From North		Top of the Old Port Parking From East		Pearl St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	1	34	1	2	73	0	111
04:15 PM	3	23	0	12	68	2	108
04:30 PM	2	35	1	8	83	3	132
04:45 PM	1	22	2	7	63	5	100
Total	7	114	4	29	287	10	451
05:00 PM	2	30	3	8	69	6	118
05:15 PM	2	31	0	4	66	3	106
05:30 PM	3	31	0	4	43	3	84
05:45 PM	5	26	0	1	27	8	67
Total	12	118	3	17	205	20	375
06:00 PM	7	16	0	3	31	20	77
06:15 PM	15	27	1	3	10	19	75
06:30 PM	17	20	0	3	4	23	67
06:45 PM	6	17	1	2	25	12	63
Total	45	80	2	11	70	74	282
07:00 PM	0	16	0	0	31	1	48
07:15 PM	2	15	0	2	17	0	36
07:30 PM	0	15	1	2	14	0	32
07:45 PM	0	8	0	0	20	1	29
Total	2	54	1	4	82	2	145
Grand Total	66	366	10	61	644	106	1253
Apprch %	15.3	84.7	14.1	85.9	85.9	14.1	
Total %	5.3	29.2	0.8	4.9	51.4	8.5	

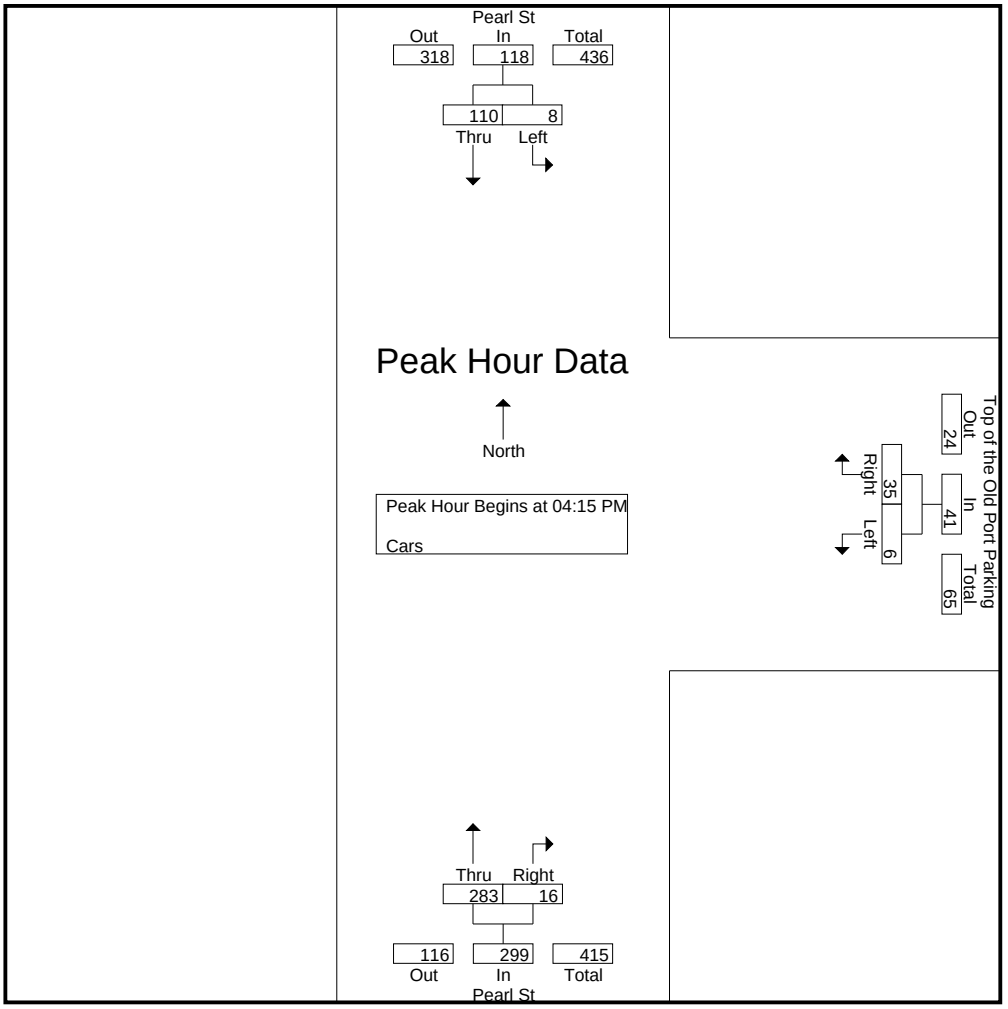
	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**3**	23	26	0	**12**	**12**	68	2	70	108
04:30 PM	2	**35**	**37**	1	8	9	**83**	3	**86**	**132**
04:45 PM	1	22	23	2	7	9	63	5	68	100
05:00 PM	2	30	32	**3**	8	11	69	**6**	75	118
Total Volume	8	110	118	6	35	41	283	16	299	458
% App. Total	6.8	93.2		14.6	85.4		94.6	5.4		
PHF	.667	.786	.797	.500	.729	.854	.852	.667	.869	.867

Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
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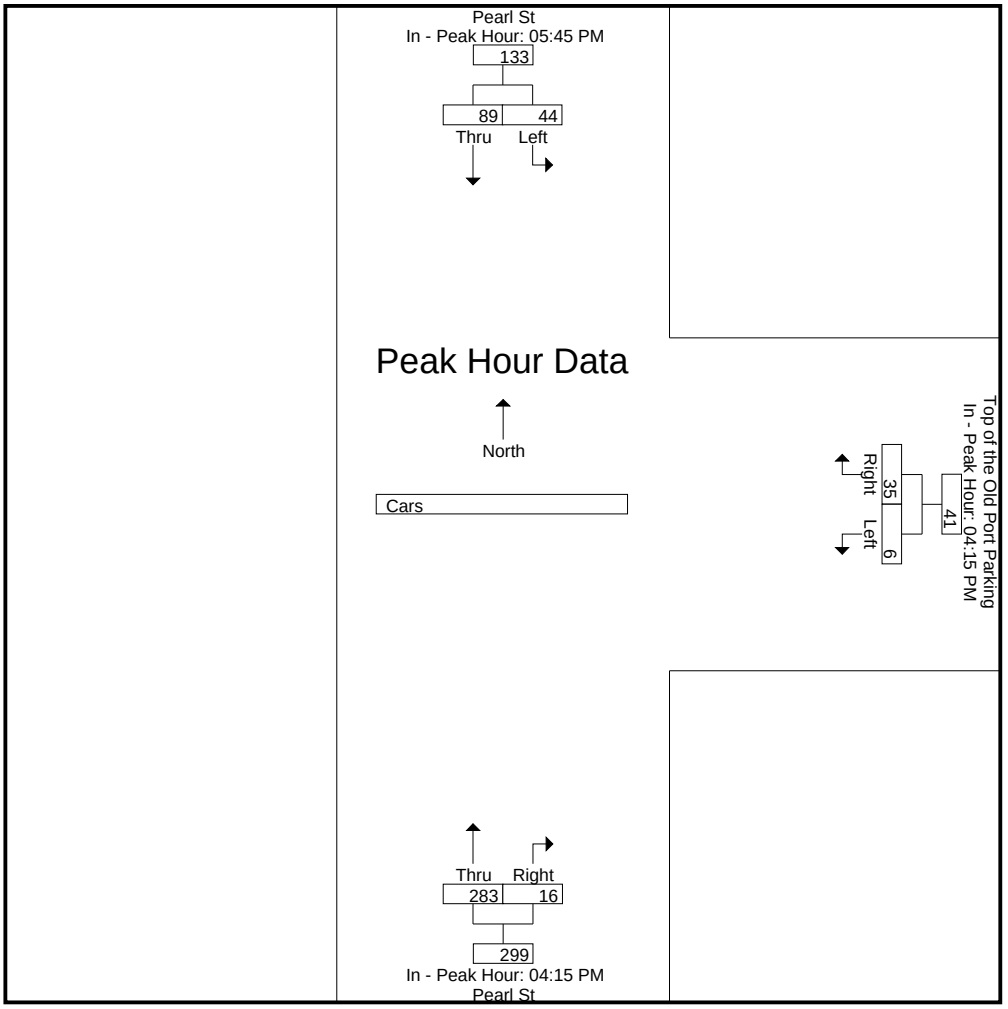
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:45 PM			04:15 PM			04:15 PM		
+0 mins.	5	26	31	0	**12**	**12**	68	2	70
+15 mins.	7	16	23	1	8	9	**83**	3	**86**
+30 mins.	15	**27**	**42**	2	7	9	63	5	68
+45 mins.	**17**	20	37	**3**	8	11	69	**6**	75
Total Volume	44	89	133	6	35	41	283	16	299
% App. Total	33.1	66.9		14.6	85.4		94.6	5.4	
PHF	.647	.824	.792	.500	.729	.854	.852	.667	.869

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
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Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 7

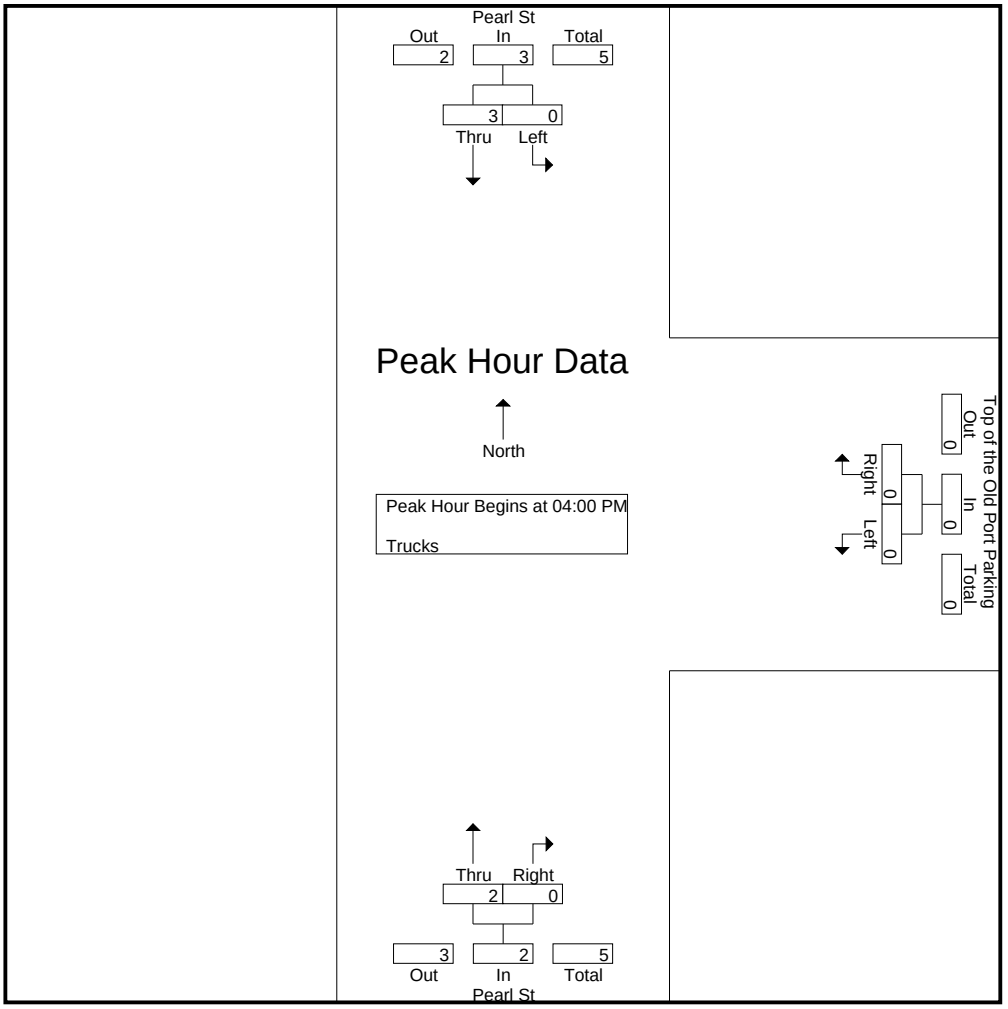
Groups Printed- Trucks

	Pearl St From North		Top of the Old Port Parking From East		Pearl St From South		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:00 PM	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	2
04:30 PM	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0
Total	0	3	0	0	2	0	5
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Grand Total	0	3	0	0	2	0	5
Apprch %	0	100	0	0	100	0	
Total %	0	60	0	0	40	0	

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
04:30 PM	0	**2**	**2**	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	2	0	2	5
% App. Total	0	100		0	0		100	0		
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250	.625

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 8

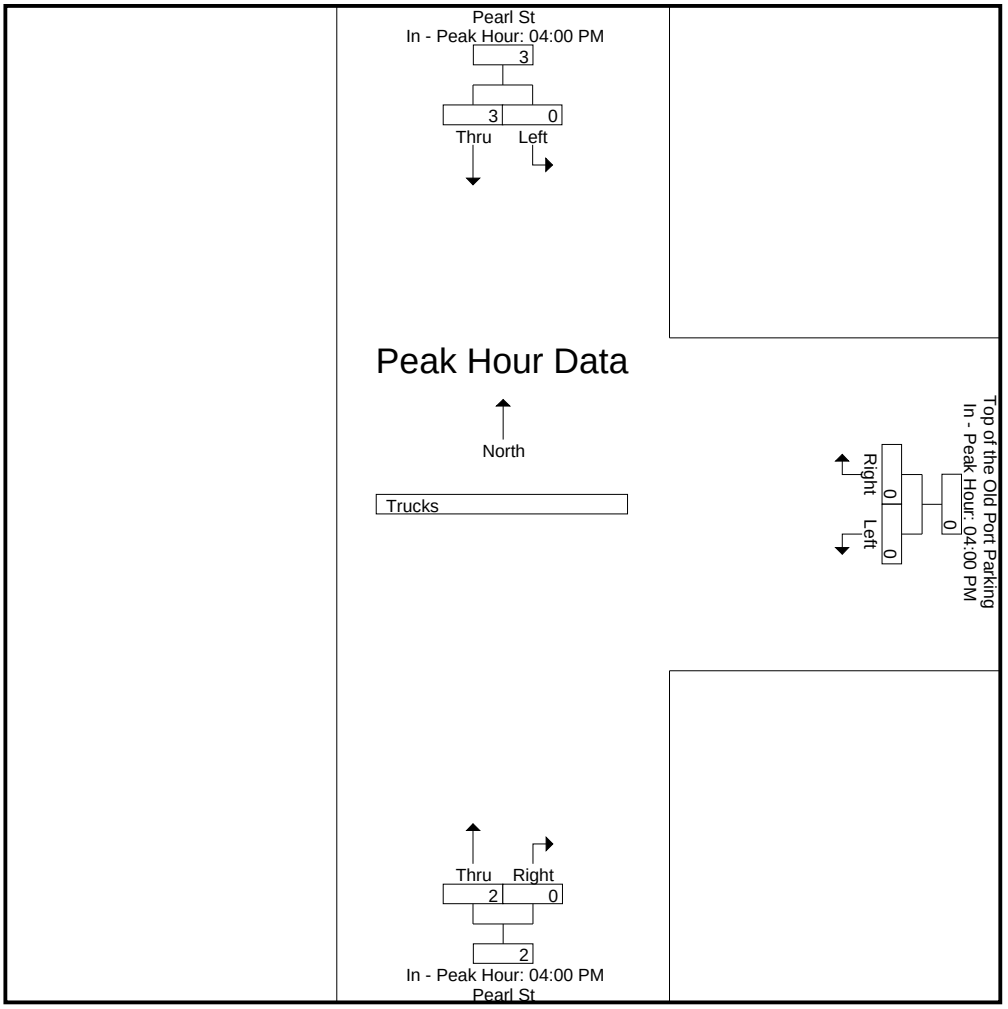


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	**2**	**2**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.375	.375	.000	.000	.000	.250	.000	.250

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 9



Accurate Counts

978-664-2565

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 10

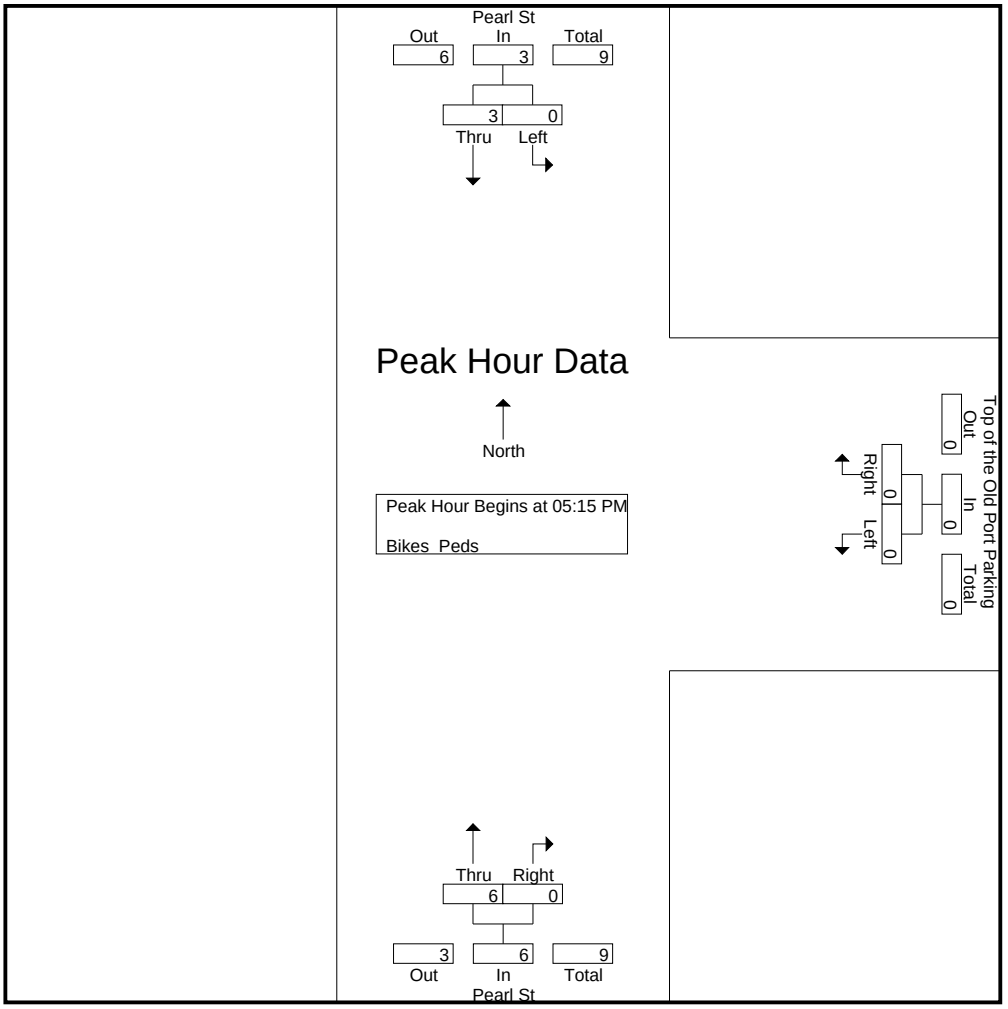
Groups Printed- Bikes Peds

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South					
Start Time	Left	Thru	Peds	Left	Right	Peds	Thru	Right	Peds	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	0	0	0	0	9	0	0	2	11	0	11
04:15 PM	0	2	2	0	0	0	1	0	4	6	3	9
04:30 PM	0	0	0	0	0	3	0	0	4	7	0	7
04:45 PM	0	0	0	0	0	6	1	0	7	13	1	14
Total	0	2	2	0	0	18	2	0	17	37	4	41
05:00 PM	0	0	1	0	0	8	0	0	10	19	0	19
05:15 PM	0	1	0	0	0	4	2	0	4	8	3	11
05:30 PM	0	0	2	0	0	6	1	0	4	12	1	13
05:45 PM	0	1	0	0	0	5	2	0	4	9	3	12
Total	0	2	3	0	0	23	5	0	22	48	7	55
06:00 PM	0	1	13	0	0	7	1	0	2	22	2	24
06:15 PM	0	0	44	0	0	3	0	0	11	58	0	58
06:30 PM	0	0	59	0	0	3	0	0	11	73	0	73
06:45 PM	0	0	29	0	0	6	0	0	7	42	0	42
Total	0	1	145	0	0	19	1	0	31	195	2	197
07:00 PM	0	1	0	0	0	2	0	0	1	3	1	4
07:15 PM	0	0	4	0	0	3	1	0	0	7	1	8
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	1	0	0	0	0	3	0	2	2	4	6
Total	0	2	4	0	0	5	4	0	3	12	6	18
Grand Total	0	7	154	0	0	65	12	0	73	292	19	311
Apprch %	0	100		0	0		100	0				
Total %	0	36.8		0	0		63.2	0		93.9	6.1	

	Pearl St From North			Top of the Old Port Parking From East			Pearl St From South			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:15 PM										
05:15 PM	0	**1**	**1**	0	0	0	**2**	0	**2**	**3**
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	1	1	0	0	0	2	0	2	3
06:00 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	3	3	0	0	0	6	0	6	9
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.750	.000	.750	.750

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 11

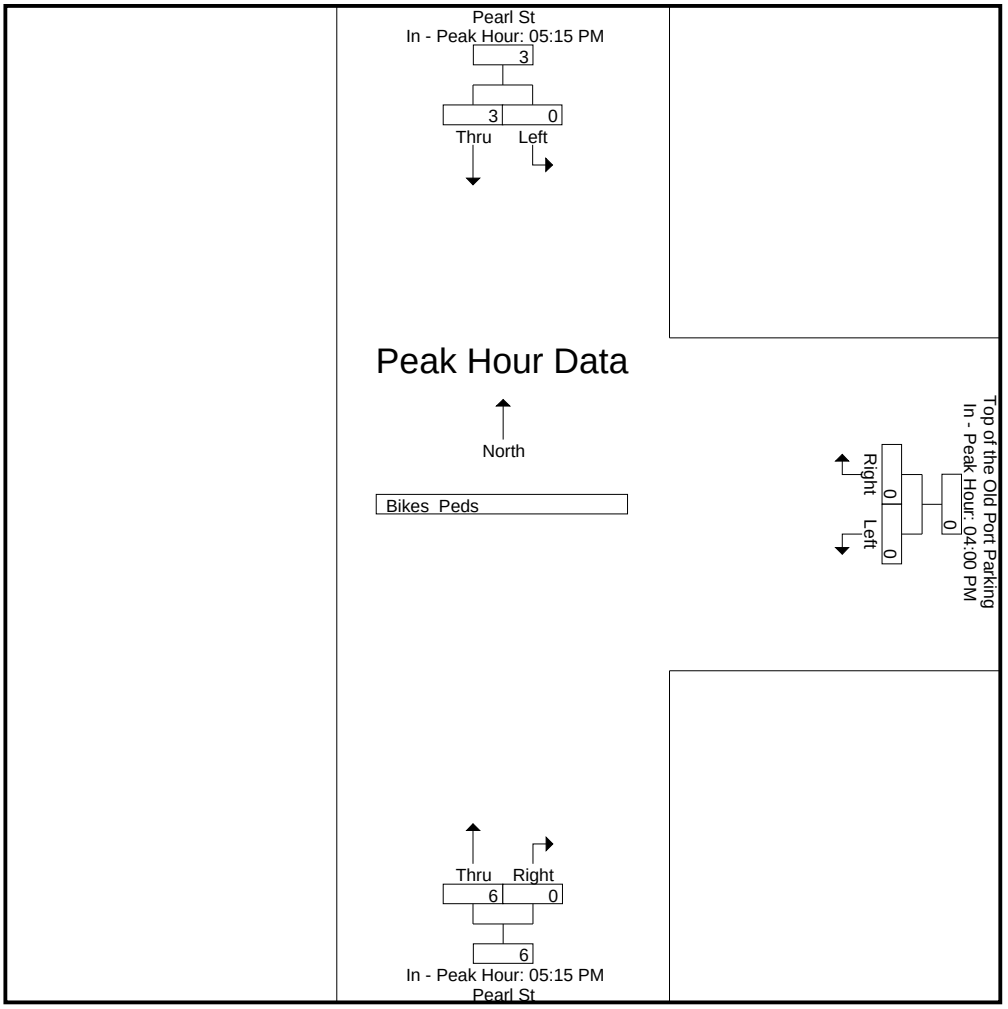


Peak Hour Analysis From 04:00 PM to 07:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:15 PM			04:00 PM			05:15 PM		
+0 mins.	0	**1**	**1**	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	1	0	0	0	2	0	2
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	3	3	0	0	0	6	0	6
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.750	.000	.750

N/S Street : Pearl Street
E/W Street : Top of the Old Port Parking
City/State : Portland, ME
Weather : Clear

File Name : 19731005
Site Code : 19731005
Start Date : 5/28/2025
Page No : 12



Appendix C. Previous Traffic Movement Permit

PRELIMINARY

CITY OF PORTLAND, MAINE

PLANNING BOARD

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

February 24, 2023

Joseph Dasco
385 Congress Street LLC
383 Commercial Street
Portland, ME 04101

Marieke Thormann
Fathom Companies
80 Exchange Street
Portland, ME 04101

Project Name:	385 Congress Street	**Project ID:**	PL-001970-2022
Address:	385 Congress Street	**CBL:**	012 P027001

Applicant: 385 Congress Street LLC & Fathom Companies
Planner: Zach Powell

Dear Joesph Dasco and Marieke Thormann:

On February 14, 2023, the Planning Board approved a Traffic Movement Permit application for the proposed phased mixed-use development at 385 Congress Street. The Planning Board voted (6-0, Silk Absent) to approve the application with the following conditions as presented below:

PRIOR TO BUILDING PERMIT SUBMISSION FOR PHASE 1 (HOTEL)

1. The Applicant shall update the site plan set to state that the City will review conditions on Pearl Street post-occupancy and determine the feasibility of on-street parking in a future phase of the MDP, offset the eastbound Congress Street left-turn lane off-set STOP bar by 15 feet, and replace site plan key note 17 on site plan sheet 5 with a metered parking sign (PS6).

PRIOR TO ISSUANCE OF BUILDING PERMIT FOR PHASE 1 (HOTEL)

2. The Applicant shall submit a scope of work for the traffic monitoring program of the valet operations for review and approval by the Planning Authority. The scope of work shall outline specific actions that will be taken by the hotel/valet vendor if vehicle queuing problems are identified.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR PHASE 1 (HOTEL)

3. The Applicant shall upgrade the entire traffic signal system at the intersection of Congress & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground
4. The Applicant shall install pedestrian signal heads at the intersection of Cumberland Avenue & Pearl Street.

POST OCCUPANCY CONDITIONS FOR PHASE 1 (HOTEL)

5. The Applicant shall be required to perform a traffic monitoring program of the valet operations and queuing conditions. The monitoring study shall be performed within the first month of occupancy, three months after occupancy, and annually for at least three years. At the conclusion of Year 3, City Staff shall make a determination on continuation. The monitoring program shall be conducted under normal traffic system conditions and when Myrtle Street is closed. The monitoring program shall report at a minimum vehicle arrival/departure volumes, number of valet personnel, vehicle queuing, impacts of the co-location of automobile and bicycle parking, and photographs of conditions

MAJOR SITE PLAN APPLICATION PHASE 2 (CONDO A)

6. As part of the Major Site Plan application for Phase 2 (Condo A) the Applicant shall submit signal plans for an upgrade to the entire traffic system for the intersection of Cumberland & Pearl Street.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE 3 (CONDO B)

7. The Applicant shall upgrade the entire traffic signal system at the intersection of Cumberland & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground

The approval is based on the submitted plans and findings related to site plan review as contained in the Planning Board report dated February 10, 2023 for application #PL-002156-2022, which is attached.

If there are any questions, please contact Zach Powell at 207-756-8083 or at zpowell@portlandmaine.gov.

Sincerely,



Maggie Stanley, Chair

Attachments:

1. Planning Board Public Hearing Report (February 10, 2023)

Planning Board Report
Planning and Urban Development Department

385 Congress Street
Major Site Plan Review and MDP Traffic Movement Permit Review
PL-002156-2023
Fathom Congress, LLC., Applicant

Submitted to:	Portland Planning Board	**Prepared By:**	Zach Powell
Public Hearing Date:	February 14, 2023	**Date:**	February, 10, 2023

I. INTRODUCTION

Fathom Congress, LLC has submitted an application for Major Site Plan Review to facilitate the construction of a mixed-use development including 179 hotel rooms on the southeast corner of the site. The project is part of a larger Master Development Plan that was approved by the Planning Board on August 9, 2022, and the subject property received subdivision approval by the Planning Board on January 24, 2023. The applicant is currently seeking Major Site Plan Approval for the project's first phase and approval of the Traffic Movement Permit associated with the larger Master Development Plan.



Figure 1: Perspective View from Congress & Exchange Street looking northwest with rendered elevations of the proposed hotel in black and brown, and the massing of future phases in light gray.

From the last meeting, the Applicant has updated the submitted plans to add an additional floor that will be occupied by 20 additional hotel rooms.

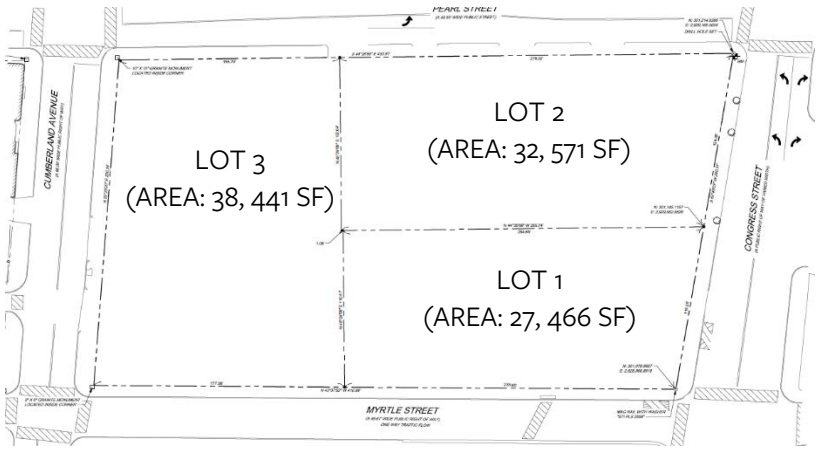


Figure 2: Map of subdivision approved at January 24, 2023 Planning Board Hearing, with the subject site plan application involving the redevelopment of Lot 1.

The Planning and Urban Development Department mailed 104 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the February 4, 2023 edition of the *Portland Press Herald*.

Applicant: Marieke Thormann, Fathom Congress, LLC
Consultants: Daniel Riley, Sebago Technics Inc.; Gregory Lemon & Tobias Strohe, JNS Architecture and Interior Design

II. REQUIRED REVIEWS

Review	Applicable Standards
Major Site Plan Review	Section 14.6
B-3 Design Review Standards	Design Manual & August 2, 2022 MDP Design Memorandum (**Attachment 1**)
Traffic Movement Permit (TMP)	Technical Manual Section 1.1
Waivers Granted Under August 9, 2022 MDP Approval	**Applicable Standard**
Sec. 7.3 – Table 7-E: Mixed-Use Zone Dimensional Standards – to vary the front setbacks on Cumberland Avenue, Myrtle Street, and Pearl Street up to 22 feet.	Sec. 7.3 – The maximum permitted front setback from all street frontages in the B-3 zone is 5 feet.
Technical Standards - Sec. 14.1.2 – to construct structured parking on the portion of the site identified as Lots '2' and '3' where 96 of the total 267 spaces (±35%) will be compact parking spaces and construct structured parking on the portion of the site identified as 'Lot 1' that is 100% comprised of compact spaces.	Sec. 14.1.2 – Parking lots with greater than 10 spaces may be comprised of up to 20% compact parking spaces.
Technical Standards - Sec. 14.1.3 – to stripe parking spaces on the portion of the site identified as 'Lot 1' that have parallel valet parking spaces across the ends of double-stacked, 90-degree compact spaces.	Sec. 14.1.3 – Parking lot layout shall conform to Figures I-28 thru I-32.
Technical Standards - Sec. 14.1.5 – to waive the minimum 24' drive aisle width in the garage on the portion of the site identified as 'Lot 1' to allow parallel valet parking spaces across the ends of double stacked, 90-degree compact spaces and an aisle width of 15 feet.	Sec. 14.1.5. – Vehicular access shall be provided by one or more aisles. The minimum widths of aisles are illustrated in Figures I-28 thru I-31.

III. PROJECT DATA

Existing Zoning	B-3 Downtown Business, Downtown Entertainment Overlay, PAD Encouragement Area		
Existing Use	Off-Street Parking (Surface and Structured) (141 spaces) Storage (±3,914 SF)		
Proposed Use	Hotel	118,083SF (179 rooms)	
	Condominiums	16,315 SF (9 units)	
	Restaurant	4,630 SF (1 restaurant)	
	Retail Space	755 SF (1 unit)	
	Passive Recreation Space (Amenity Deck)	6,128 SF	
	Structured Parking	27,425 SF (75 spaces)	
Property Size	27,466 SF (0.63 acres)		
	Existing	*Proposed*	*Net Change*
Building Footprint	16,694 SF	20,875 SF	+ 4,181 SF

Building Floor Area	16,694 SF	152,387 SF	+135693 SF
Automobile Parking Spaces	44 (29 surface; 15 structured)	75 structured spaces	+31 spaces
Bicycle Parking Spaces	0 spaces	18 spaces	+18 spaces
Curb Cuts	1	2	+1 curb cut
Trees in Streetscape	9	7	-2

IV. EXISTING CONDITIONS

The site is bounded to the South by Myrtle Street, to the East by Congress Street, and to the North and West by parcels created through the recent subdivision that will not be held under common ownership. The Comprehensive Plan, Portland 2030, identifies Congress Street as a priority corridor. Priority corridors are key corridors that connect major nodes and neighborhoods and therefore serve as areas that can accommodate additional mixed-use, higher-density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer.

The subject block and immediate area is 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, #7, and the Husky Line begin and end their routes. METRO bus routes #1, #7, #8, #9A, #9B, and the Biddeford Saco Old Orchard Beach Transit 60 Green line can be accessed along Congress Street within one block of the site. South Portland Bus routes 21, 24A, and 24B can be accessed along Congress Street roughly two blocks southwest of the site. METRO bus route 8 is located along Cumberland Avenue less than one block from the site.

The site was formerly occupied by a number of commercial and residential structures. In the 1960s, a portion of the site served as the printing facilities for the Portland Press Herald. Currently, the site serves as off-street parking (both surface and structured) for daily and monthly parking .The existing parking structure: (±13,408 SF) is proposed to be demolished to facilitate the development of the site.

V. RIGHT, TITLE & INTEREST

The owner of the property is 385 Congress, LLC. The owner and applicant for the construction of the hotel (The Fathom Companies d/b/a Fathom Congress, LLC) have entered into a Purchase and Sale Agreement which serves as sufficient right-title-interest documentation for The Fathom Companies for the purpose of reviewing a site plan application.

The submitted existing conditions survey (**P.46** and **P.47**) indicates the property has no existing easements. Sidewalk access and maintenance agreements along Myrtle Street, Congress Street & Cumberland Avenue will be established for the expanded sidewalk area on the subject property. As noted in the Purchase and Sale Agreement, utility easements will be created to facilitate access pre-and and post-construction.

VI. FINANCIAL & TECHNICAL CAPACITY

The applicant has submitted a letter of financial capacity from their financial institutions as documentation stating that the Applicant is in good standing (**Attachments H and I**).

VII. ZONING ANALYSIS

The site is encompassed by the B-3 Downtown Business Zone, the Pedestrian Activities District (PAD) encouragement area, and the Downtown Entertainment Overlay Zone.

The purpose statement for the B-3 zone includes the following relevant to the proposal:

- *Enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working and visitor populations;*
- *Encourage increased housing opportunity downtown for a diverse residential population;*
- *Enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment;*
- *To encourage excellence in urban design;*
- *In the PAD Overlay Zone, to create continuity of pedestrian-oriented uses along streets where such uses predominate and along streets which, over time, will establish and maintain a strong retail and pedestrian-oriented use pattern.*

The zoning dimensional requirements are intentionally permissive in this urban downtown zone and are intended to facilitate intensive forms of development which maximize site coverage and maintain the existing street wall pattern. Regarding height for this block, there is a 50-foot maximum street wall height within 15 feet of the property line along Congress and Myrtle Streets, and a maximum building height of 150 feet as per the Downtown Height Overlay map. Compliance with the B-3 dimensional requirements is shown in Table 1. Based on the waivers granted during the review of the MDP and approval of the proposed subdivision, the submitted Major Site Plan application complies with the zoning.

Table 1: Compliance with B-3 Dimensional Lot Standards

Standard	Required	Proposed
Maximum Front Setback	5 feet	3-20 feet (Waiver Granted with MDP Approval)
Minimum Cumulative Stepback at 50 feet (Congress & Myrtle)	15 feet	15 feet (Met at ground level)
Minimum Side & Rear Setbacks	N/A	Complies
Maximum length of undifferentiated blank wall	30 feet	20 feet (Complies)
Maximum Floor Area	15,000 square feet for each floor above 125 feet	Complies. L11 has ±8,535 square feet of floor area.
Maximum Structure Height	150 feet with a 90-foot maximum street wall height on Pearl Street and a 50-foot maximum on Congress and Myrtle Streets	143.75 feet (Complies)
Maximum Lot Coverage	25% of lot area for portions of structures exceeding 125 feet in height or 10,500 square feet, whichever is more	Complies. Proposed floor area of L11 is 10,500 square feet.

Downtown Urban Design Guidelines & Pedestrian Activities District (PAD) Encouragement Area: The site is required to comply with the Downtown Urban Design Guidelines. Additionally, the Congress Street frontage falls within the Pedestrian Activities District (PAD) encouragement area. This overlay zone is intended to encourage ground floor uses that activate pedestrian spaces, creating a safe and vibrant pedestrian environment in Portland's downtown. Buildings located within the encouragement area are required to be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone. Further, all sidewalk areas and open spaces shall be designed to complement the general pattern of the downtown pedestrian environment.

During the MDP review, the Applicant took steps to develop a more pedestrian-centric design by:

- Expansion of the sidewalk area along Congress Street;
- Addition of a pedestrian entrance facing and visible from Congress Street;
- Inclusion of a retail unit that wraps around the corner of Congress & Myrtle Street, and
- Increased accessibility to the Amenity Deck from the street level.

Further discussion of compliance with the PAD Overlay & B-3 design standards is provided in the following Section of this report.

VIII. DESIGN REVIEW

A total of three design reviews have been completed for the project, dated respectively October 19, 2022, January 6, 2023, and February 8, 2023 (**Attachments 3-5**). The reviews were conducted by Sean King, Urban Designer, Evan Schueckler, Historic Preservation Manager, Rob Weiner, Historic Preservation Compliance Coordinator, Kevin Kraft, Deputy Director of Planning and Urban Development, and Zach Powell, Senior Planner. Key updates to the application based on the Design Review Memorandums are included below:

- Reduction in the number of proposed materials along the ground level to create a stronger, more cohesive building design by using masonry banding along the Congress & Myrtle Street frontages for the majority of the massing, with the corner of the building near the intersection of Congress & Myrtle Streets with the curtain wall and ground floor commercial unit utilizing an ironspot brick.
- Replacement of black metal panels along the retail space on the corner of Congress and Myrtle streets with ironspot brick.
- Inclusion of a horizontal belt course along the building's 1-2 story base and recessed elements that are consistent with the historical character of surrounding buildings.
- Breaking up the vertical scale of the building through a delineation in building materials.
- Creation of a unified window pattern on the ground floor through the substitution of vertical windows at ground level along Congress Street and the interior northern elevation with storefront windows to match the hotel lobby façade.
- Development of a more prominent entrance along Congress Street through the recession of entrance doors, articulation through changes in material, and alignment of the suspended canopy with the canopy proposed on the northern elevation.
- Consistency in paving materials for publicly-accessible paved areas and delineation of changes in material with a flush band to the edges of paved surfaces.
- Reconfiguration of planters along the expanded Congress Street sidewalk/linear park area to develop a more inviting, connected space for pedestrians.

The final design review memorandum (**Attachment 5**) recommends two conditions of approval related to the final review and approval of proposed fencing along Myrtle Street to access the exterior staircase and elevator, the proposed final design for the railing on the rooftop. Through the incorporation of the changes mentioned above and the recommended conditions of approval, the submitted application meets the applicable B-3, PAD Overlay, Multiple-family, and MDP design standards.

IX. TRAFFIC MOVEMENT PERMIT

At the August 9, 2022 Planning Board Hearing for the Master Development Plan, the Board approved a condition that the Traffic Movement Permit (TMP) shall receive approval prior to the approval of the first site plan application. The Applicant submitted a draft methodology to City Staff for trip generation estimations and traffic counts pursuant to TMP application requirements on August 5, 2022. Upon review of these materials, City Staff recommended changing the Institute of Traffic Engineers (ITE) Land Use Codes (LUCs) to derive estimates, with these changes shown in Table 2 below.

Table 2: Changes to ITE Land Use Codes		
Use(s)	**March 24, 2022 Submission**	**August 5, 2022 Update**
Hotel & Restaurant	310- Hotel	310- Hotel
Residential & Retail	232- High-Rise Residential with 1,000-25,000 square feet of ground floor commercial	222 – Multifamily Housing (Highrise)
		932- High-Turnover (Sit-Down) Restaurant

The Applicant submitted an updated and expanded TMP application on December 16, 2022 (**Attachment N**) that included updated information on existing parking demand and crash data, a relocated garage access point from Cumberland Avenue to Pearl Street, relocation of an existing mid-block crosswalk on Myrtle Street, and parking management plan.

Comments from the consulting Traffic Engineer Tom Errico (**Attachment 8**) have focused on:

- Assessing parking lot usage at 385 Congress Street and the Top of the Old Parking Lot in future phases to use more accurate counts, given that parking occupancy has not returned to pre-COVID conditions.
- Assessing the restriping of Pearl Street in regards to on-street parking, and removal of the dedicated left turn lane for the Top of the Old Port Parking Lot post-occupancy to better understand multi-modal impacts.
- Ensuring that there will not be significant queuing/sidewalk obstructions waiting for garage doors to open through doors opening in advance of a vehicle arriving.
- Upgrading the traffic signal (except for the controller cabinet) at the Congress & Pearl Street intersection to meet the City's Traffic Signal Policy and Guidance Manual.
- Upgrading the traffic signal at the Cumberland Avenue & Pearl Street intersection to meet the City's Traffic Signal Policy and Guidance Manual.
- Conducting ADA facility assessments of pedestrian facilities at all intersections of the MDP block and upgrade as necessary, based on proposed signal improvements.
- Recommendation for monitoring at 1-month, 3-months, and annually through three years after issuance of a Certificate of Occupancy to better assess the impacts of valet operations, given that the block serves as automobile parking for the Press Hotel.

- Requesting the submission of parking demand estimates from the ITE, 5th Edition to better quantify the anticipated parking demand for the site.

To address these comments, conditions have been recommended for the TMP. Through the adoption of the recommended conditions, the proposed application will satisfy the requirements of the TMP.

As a condition of the TMP, the applicant will be required to replace/upgrade the traffic signal equipment and associated street, ramp, and sidewalk conditions at the intersections of Congress Street and Pearl Street. As a result of the required upgrades the applicant is requesting a modification of the transportation related impact fees (**Attachment QQ**) for the costs associated with sidewalk and street improvements directly related to the traffic signal upgrades, at the corners across from the site. Additionally, the applicant is requesting that costs associated with traffic signal improvements be applied as a credit against the Transportation Impact Fee.

The 2018 Impact Fee Study identifies the need for signal improvements and facilities as an element of growth-related costs. City staff has identified that improvements to traffic signals and sidewalks not along the project's frontage are eligible for credits against the transportation impact fee. The total impact fee credit shall be calculated based on cost estimates submitted at the time of a building permit application and to be reviewed and approved by the Planning Authority and the Department of Public Works.

X. STAFF REVIEW

A. Site Plan Review Standards Section 14.6

Section 14.6 of the City's Land Use Code establishes standards under which Site Plan applications must be reviewed. Per this section, Site Plans shall adhere to the following requirements:

Section 14.6.1. Transportation Standards

A. Impact on Surrounding Street Systems

Please refer to Section IX of this staff report for a review of the proposed project on the surrounding street systems, as well as the recommended conditions of approval for the proposed TMP.

In regards to the anticipated construction impacts of the proposed Phase 1 project, a Construction Management Plan (**Attachment PP**) has been submitted to City Staff and is currently under review. Submission and finalization of the Construction Management Plan is a standard condition of approval, and should include specific provisions to ensure a provision for a pedestrian facility on the western side of Congress Street throughout construction and the installation of applicable parking signage on Cumberland Avenue in the event that driveways are blocked off during construction.

B. Access and Circulation

1. In General

The proposed project is not expected to create or aggravate any significant hazard to safety on the surrounding street or increase congestion. The proposed project will include a driveway entrance accessed via Congress Street and a garage entrance for exiting onto Myrtle Street. The proposed hotel and retail space would include primary entrances facing Congress Street. An expanded sidewalk would be included for the building's entire frontage along Congress Street to accommodate pedestrians. The site is located in a walkable Downtown Portland location that is accessible to public transit.

2. Loading and Servicing

The subject property has frontages on Congress & Myrtle Streets, with one proposed curb cut on Congress Street and one on Myrtle Street. Additionally, the lower garage level will establish an access easement with the property to the west to be able to access that parking level from Cumberland Avenue. The proposed dimensions of the ground level structured parking allows the movement of box trucks, but is not anticipated based on narratives provided by the Applicant. City staff has discouraged the use of the Level 1 structured parking for deliveries and loading as well, given that the design of the parking/waivers for the parking was predicated on the sole use of area by valet drivers. The Applicant has proposed the designation of a loading space on the north side of Myrtle Street to align with the proposed loading area. Updates to the design have helped provide better separation between the proposed loading space and the mid-block pedestrian crossing on Myrtle Street, as well as sufficient space from the existing loading space on the south side of Myrtle Street to ensure safe access for emergency vehicles.

3. Curb and sidewalks

ADA improvements on Congress Street at the intersection of Myrtle Street have been identified by City Staff based on the current slope. Conditions to ensure assessment of the ADA compliance of the Congress & Pearl Street intersection has been recommended as a condition, along with final review by the Department of Public Works, the City's Historic Preservation Staff, and the Planning Authority to ensure that the collective sidewalk improvements meet City Technical and Design standards.

Together with the recommended conditions of approval for the TMP and site plan, the proposed application has ensured that the proposed access and circulation for the site will not result in negative impacts on the surrounding area.

C. Public Transit Access

Staff Comment: The site is located within a quarter mile of an existing transit shelter on Congress Street and is not required to provide a transit shelter on-site.

D. Parking

1. Vehicular parking

The proposed development proposes 75 automobile parking spaces on two levels of parking. The subject property is located within a quarter mile of an existing fixed transit route and is further required, based upon the scope of the project as a major site plan, to complete a parking study. The parking study has been completed as part of the larger TMP for the MDP application. Please refer to Section IX of this report for additional information on the scope and results of the TMP. A TDM plan has been developed for the project and is further discussed in the review of standards for Section 14.6.1.E. As mentioned at the beginning of this report, the Applicant received waivers for the number of compact spaces, parking layout, and required width of access aisles. Through the completion of the TMP and the previously approved waivers, the proposed application is meeting the parking requirements for the proposed development.

2. Bicycle parking

Sixteen bicycle parking spaces are required in total, with nine being for the hotel, four being for the condominium units, and three being for the restaurant. The Applicant has provided 18 bicycle parking spaces within level one of the parking garage, with two of those spaces, (10% of the total provided in level one) meeting the distance requirements from the main egress by being located no further from the entrance than

the nearest five spaces. Section 1.15.4 of the City Technical Manual at the time of application submission (Current Section 1.12.4) states that if bicycle parking is not directly visible from the public right-of-way, directional signage shall be provided indicating the availability and location of bicycle parking facilities. Based on the proposed location of the bicycle parking in the garage, recommended conditions of approval have been included to require the submission of signage that indicates the availability and location of the facilities to meet the standard of Section 1.15.4 of the City's Technical Manual.

3. Snow storage

The proposed parking for the hotel is to be located within structured parking, which is anticipated to have minimal snow storage impacts. Access points and any existing surface parking on the block is proposed to have snow transported off-site, which has been proposed as well for the right-of-way along Congress and Myrtle Streets.

4. Electric Vehicle (EV) charging

Sixteen of the 75 proposed parking spaces (21%) have been identified as having electric vehicle charging stations, which exceeds the minimum required (20%) by the City's Technical Manual.

With the recommended conditions and updates to the application, the proposed project is not anticipated to result in negative parking impacts for the site and the surrounding area.

E. Transportation Demand Management

Staff Comment: The application was reviewed on January 5, 2023 by the City's Transportation Program Manager Bruce Hyman, who provided the following comments:

Based on the applicant's memo, the following items appear to be outstanding/unresolved:

- *The parking reduction target – The Applicant has not stated a parking reduction target but references that the parking to be allocated to the hotel is already below the national average. Clarification was (and still is) requested whether a parking reduction target will be developed.*
- *Level of transit subsidy to be provided to employees – The Applicant states that the level of transit subsidy will be determined by the hotel operator based upon its staffing plan. An updated TDM Plan with this information should be required to be approved prior to Certificate of Occupancy.*
- *A commitment to information related to transportation options to the hotel on the hotel's website should be required in an updated TDM Plan to be approved prior to Certificate of Occupancy – an electronic kiosk in the hotel lobby is highly recommended to highlight the education materials identified in the draft TDM Plan (transit schedules and stop locations, real-time departure for transit routes, transportation alternatives, pedestrian routes, etc.)*

The Applicant has updated the submitted TDM plan to include a baseline anticipated number of trips (AM: 52 | PM: 53) that the hotel will generate and a proposed reduction of 10% (5 trips) through the implementation of TDM strategies. The Applicant has also stated that a TDM kiosk will be provided in the main lobby and that transportation options will be posted on the hotel's website. The level of transit subsidy to be offered to employees has not been finalized since the eventual hotel chain/operator is not known at this time. This standard has been met. A recommended condition has been included at the end of this report requiring the Applicant to submit and receive approval from the Planning Authority for an updated TDM plan that includes the level of transit subsidy to be provided for employees.

Section 14.6.2. Environmental Quality Standards

A. Preservation of Significant Natural Features

Staff Comment: As a lot used for parking, both surface and within an existing building) within a densely developed urban context, there are no significant natural features located on the subject property.

B. Landscape Preservation

Staff Comment: As a condition of the Master Development Plan, the Applicant was required to consult with the City Arborist to evaluate the preservation of existing street trees along Congress Street. Based on this consultation with City Arborist Jeff Tarling, preservation of the existing street trees has been determined to not be viable based on the proposed work. Replacement street trees have been proposed as part of the site plan application.

C. Site Landscaping and Buffers

Staff Comment: §14.6.2.C.1. of the Land Use Code states that all development subject to required zoning setbacks shall include a minimum of one shade tree or six plantings (Shrub, ornamental grass, or three perennials) per 30 linear feet of all frontages as measured along the property line (370 feet of frontage/30 feet = 12.3 = 12 shade trees or six plantings) and can be planted anywhere on the site.

Four moveable and three permanent planters have been proposed at street level. 6 trees, 90 shrubs, 92 ornamental grasses and 216 perennials have been proposed on the amenity deck. Together, the proposed landscaping plan complies with §14.6.2.C.4. of the Land Use Code.

The site is required to provide 9 street trees for the proposed multi-family requirement (1 street tree per dwelling unit) and for commercial uses, providing a street tree every 35-45 feet (370 feet of frontage/ 35-45 feet = 8-11 street trees). The Applicant has included 7 street trees with a spacing of one tree every 22-23 feet. Trees originally proposed for Myrtle Street were deemed not viable by the Forester Jeff Tarling and the Department of Public Works due to space constraints and sunlight.

The applicant will be required to contribute $4,000 (10 trees x $400 contribution = $4,000) into the city's Tree Fund for the remaining 10 required street trees.

D. Water Quality, Stormwater Management, and Erosion Control

Staff Comment: The Applicant has identified erosion & sediment control measures proposed for the site and has proposed on-site detention & will reroute stormwater to the combined sewer on Pearl Street in anticipation of future separation by the City and reduce impacts on the combined sewer at Myrtle Street.

A review of the application documents by Consulting Stormwater Engineer Lauren Swett noted that:

- *The Applicant has provided a detail for sediment barrier, but has not shown any sediment barrier erosion controls on their grading plan. This may be able to be addressed as part of the construction management plan, understanding that barrier controls may move around as construction happens; the current construction management plan just refers back to the approved erosion control plan.*
- *Building demolition sites are proposed to be left with gravel surfaces, and erosion controls should be in place until these areas have permanent stabilization.*

A recommended condition of approval has been included to document the proposed erosion controls and ensure that adequate perimeter erosion controls are provided throughout all areas of the site with measures to remain until each area reaches permanent stabilization.

Section 14.6.3. Public Infrastructure and Community Safety Standards

A. Consistency with City Master Plans

Staff Comment: The submitted plan is consistent with City Council-approved master plans by:

- Improving transportation access to arts and cultural venues throughout the City by enhancing intersection and mid-block connections to Merrill Auditorium (**Arts District Plan, 1996**),
- Proposing the construction of dense housing in Downtown and pedestrian enhancements such as curb extensions and expanded sidewalks to promote walkability and traffic calming (**Peninsula Transit Plan, 2009**), and
- 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 residential density as well as employment and job density that can support and drive transit ridership as well as walk to work opportunities **(One Climate Future, 2021)**.

B. Public Safety and Fire Prevention

Staff Comment: Based on staff comments, the Applicant has provided additional information on how access will be provided to the amenity deck from the street level after the completion of Phase 2 (Condo A). The submitted lighting plan provides sufficient lighting to ensure clear sight lines between the property and the right-of-way.

The site includes two frontages (Congress & Myrtle Streets) that provide sufficient access for emergency vehicles. The application has been reviewed by City Staff to ensure the safe travel of emergency vehicles onto Myrtle Street with the new curb extensions at Congress Street, given that the street is used by fire trucks at the Central Fire Station across the street.

Based on these updates and the submitted design, the proposed project will not result in negative public safety issues and will provide sufficient access for emergency vehicles to the site.

C. Public Utilities

Staff Comment: The site currently provides electrical service underground and the proposed development continues to provide underground service.

The Applicant has coordinated with the City to address Combined Sewer Overflow (CSO) capacity issues through the use of on-site detention and rerouting of stormwater to Pearl Street.

Attachment Y1 from the Portland Water District provides an ability to serve letter for the proposed project, with noted improvements that will need to be made as part of providing service.

The Applicant is proposing to provide on-site trash & recycling storage interior to the building at street level next to the structured parking area, with trash receptacles being moved out to the street curb for collection. This standard is met.

Section 14.6.4. Site Design Standards

A. Massing, Ventilation, and Wind Impact

Staff Comment: Based upon the submitted architectural plans depicting massing, location, and height of the proposed building the development is not anticipated to result in a substantial diminution in the value of neighboring structures.

B. Shadows

Staff Comment: This standard is not applicable since the property is located in the B-3 zone. However, shadow impacts of the proposed development were reviewed under the Master Development Plan approval and found that the proposed design would not result in significant negative impacts on adjacent open spaces (City Hall Plaza & Lincoln Park) from the hours of 10:00 AM to 2:00 PM.

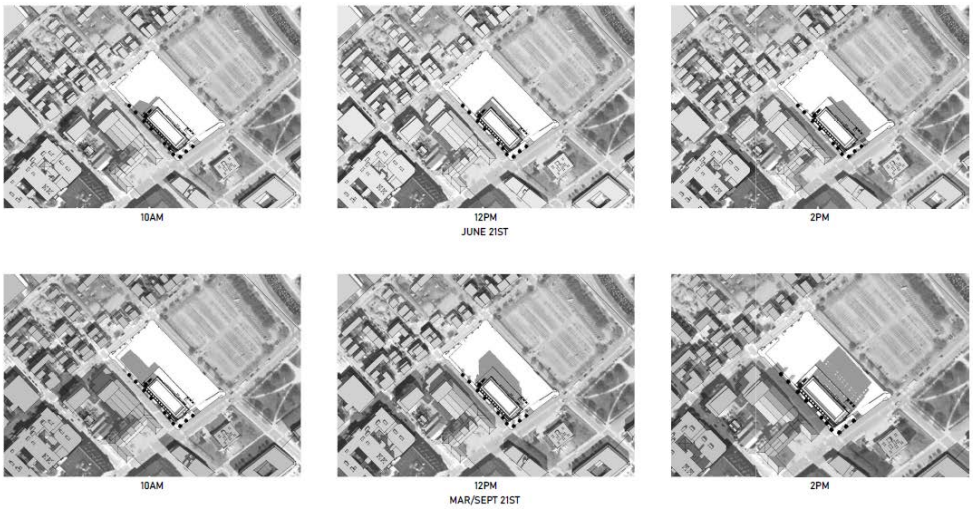


Figure 3: Shadow Study for Phase 1, which does not demonstrate any negative shadow impacts on nearby open spaces at City Hall Plaza or Lincoln Park.

C. Snow and Ice Loading

Staff Comment: Based on comments from City Staff, the Applicant has updated the application to remove a proposed art installation in front of the Myrtle Street staircase and has confirmed that snow would be removed from the site to meet City requirements.

The updates to the application, along with the proposed flat roof design will prevent significant amounts of accumulated snow and ice from loading or falling onto the right-of-way or adjacent properties.

D. View Corridors

Staff Comment: The project site is located adjacent to a view corridor along Congress Street. Feedback from the MDP review resulted in the Applicant matching the front setback of the building along Congress Street

with City Hall to provide more consistency in the street wall. This also provides additional viewshed benefits. Based upon these findings this standard is considered met.

E. Historic Resources

Staff Comment: The proposed development is not located within a locally designated historic district. Since the site is adjacent to the Congress Street Historic District and local landmark City Hall, an advisory historic preservation review was provided by Historic Preservation staff as part of the City design review to ensure compatibility with the neighboring district and landmarks.

F. Exterior Lighting

Staff Comment: The Applicant has submitted photometric plans and lighting details (**Attachment NN and P.22a**) for the site and for street lighting. At street level, the Application is complying with the maximum permitted illumination levels of the Technical Manual. Final review and approval of the photometric plan by the Planning Authority has been included as a recommended condition to ensure that the proposed lighting on the Myrtle Street staircase and Level 2 (Amenity Deck) meets the maximum permitted illumination levels of Section 12.3 of the City's Technical Manual.

G. Noise and Vibration

Staff Comment: The proposed mechanical equipment will be located on Level 12 and the roof. Equipment on the roof is set back from the street frontages and screened by walls. Based on the proposed use of the site, it is anticipated that the mechanical equipment will comply with State and Federal emissions requirements.

H. Signage and Wayfinding

Staff Comment: Finalized signage has not been included as part of the site plan application materials. Future review of signage with the standards of Article 20 will occur upon submission of separate sign permits.

I. Design Standards

Staff Comment: Please refer to the comments in Section VIII of this report.

XI. NEIGHBORHOOD MEETING & PUBLIC COMMENT

As of the writing of this report, no written public comments have been received.. The applicant held a Neighborhood Meeting on October 6, 2022, and 2 members of the public attended (**Attachment II**). Questions raised at the Neighborhood Meeting addressed the following topics:

- Security at the amenity deck;
- Phasing, and
- Retention of on-street parking.

XII. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning Department staff recommends that the Planning Board find that application #PL-002156-2022 meets the applicable standards of Portland's Land Use Code.

XIII. PROPOSED MOTIONS

A. TRAFFIC MOVEMENT PERMIT

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 relevant to Portland's Technical Standards and other regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with 23 M.R.S. §704-A and Chapter 305 Rules and Regulations pertaining to Traffic Movement Permits, subject to the following conditions of approval:

PRIOR TO BUILDING PERMIT SUBMISSION FOR PHASE 1 (HOTEL)

1. The Applicant shall update the site plan set to state that the City will review conditions on Pearl Street post-occupancy and determine the feasibility of on-street parking in a future phase of the MDP, offset the eastbound Congress Street left-turn lane off-set STOP bar by 15 feet, and replace site plan key note 17 on site plan sheet 5 with a metered parking sign (PS6).

PRIOR TO ISSUANCE OF BUILDING PERMIT FOR PHASE 1 (HOTEL)

2. The Applicant shall submit a scope of work for the traffic monitoring program of the valet operations for review and approval by the Planning Authority. The scope of work shall outline specific actions that will be taken by the hotel/valet vendor if vehicle queuing problems are identified.

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR PHASE 1 (HOTEL)

3. The Applicant shall upgrade the entire traffic signal system at the intersection of Congress & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground
4. The Applicant shall install pedestrian signal heads at the intersection of Cumberland Avenue & Pearl Street.

POST OCCUPANCY CONDITIONS FOR PHASE 1 (HOTEL)

5. The Applicant shall be required to perform a traffic monitoring program of the valet operations and queuing conditions. The monitoring study shall be performed within the first month of occupancy, three months after occupancy, and annually for at least three years. At the conclusion of Year 3, City Staff shall make a determination on continuation. The monitoring program shall be conducted under normal traffic system conditions and when Myrtle Street is closed. The monitoring program shall report at a minimum vehicle arrival/departure volumes, number of valet personnel, vehicle queuing, impacts of the co-location of automobile and bicycle parking, and photographs of conditions

MAJOR SITE PLAN APPLICATION PHASE 2 (CONDO A)

6. As part of the Major Site Plan application for Phase 2 (Condo A) the Applicant shall submit signal plans for an upgrade to the entire traffic system for the intersection of Cumberland & Pearl Street.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE 3 (CONDO B)

7. The Applicant shall upgrade the entire traffic signal system at the intersection of Cumberland & Pearl Street (except for the controller cabinet, unless modification to equipment may be needed for a full functioning signal) to meet the City's Traffic Signal Policy and Guidance Manual. This upgrade shall include mast arm supports. Sidewalk ADA upgrades may be required to meet MaineDOT's policy regarding ADA upgrades associated with a signal project that disturbs the ground

B. INCLUSIONARY ZONING FOR HOTEL PROJECTS CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 at 385 Congress Street relevant to Portland's Inclusionary Zoning Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] the proposed project meets the requirements of section 18.2.5 and section 18.2.3 with the following condition(s):

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. Should the applicant choose to provide the required low-income housing units on-site the Applicant and the City shall enter into an agreed upon Affordable Housing Agreement (AHA).

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY

2. The applicant shall pay an agreed upon fee-in-lieu into the City's Housing Trust Fund calculated at time of Building Permit application or should the applicant choose to provide the required Hotel Inclusionary Zoning low-income units on-site an Affordable Housing Agreement (AHA) shall be filed as a covenant to the property's deed with the Cumberland County Registry of Deeds.

C. MAJOR SITE PLAN

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 relevant to the Site Plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the Site Plan standards of the Land Use Code, subject to the following conditions of approval:

PRIOR TO ISSUANCE OF A DEMOLITION PERMIT APPLICATION FOR PHASE 1 (HOTEL)

1. The Applicant shall coordinate erosion control shown on their grading plan and referred to in the construction management plan to ensure that adequate perimeter erosion controls are provided on all areas of the site, including the main building construction site and on the building demolition areas, with these measures to remain in place until each area reaches permanent stabilization.

PRIOR TO BUILDING PERMIT SUBMISSION FOR PHASE 1 (HOTEL)

2. The Applicant shall submit an updated site plan to the set delineating the boundaries of the proposed work as part of Phase 1, and shall extend 2 hour limit parking spaces along closed driveways to the site, as applicable.

3. The Applicant shall submit an updated photometric plan to the Planning Authority to confirm the proposed lighting on the Myrtle Street staircase and Level 2 (Amenity Deck) meets the maximum permitted illumination levels of Section 12.3 of the City's Technical Manual.
4. The Applicant shall submit details of the security fence facing Myrtle Street to access the exterior staircase and elevator and final railing details to the Planning Authority for final review and approval.
5. The Applicant shall submit directional signage details for review and approval by the Planning Authority that indicate the availability and location of bicycle parking facilities.
6. The applicant shall submit the final Construction Management Plan (CMP) to the Planning Authority for review and approval.

PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR PHASE 1 (HOTEL)

7. Public Access Easement: That the pedestrian plaza area along Congress Street and the publicly accessible staircase/walkway area located along Myrtle Street, shall be accessible to the public, and managed and maintained by the operator of the hotel. A public access easement confirming this and other details shall be finalized to the satisfaction of the Planning Authority and Corporation Counsel.

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR PHASE 1 (HOTEL)

8. Due to site constraints preventing the planting of required street trees in the right-of-way, the applicant shall contribute $4,000 for the 10 remaining required street trees (10 x $400 - $4,000).
9. The Applicant shall submit an updated TDM plan that confirms the level of transit subsidy to be provided to employees to be reviewed and approved by the Planning Authority.
10. The Hotel Operator/Valet Vendor shall identify off-site parking locations that meet the parking demand estimate and the parking spaces shall be located in close proximity to the hotel to allow for efficient valet operations. Documentation of off-site parking shall be provided in conjunction with the valet monitoring requirement.

D. IMPACT FEES

On the basis of the application, plans, reports, and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 14, 2023 for application #PL-002156-2022 relevant to the Site Plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [finds/does not find] that the plan is in conformance with the Site Plan standards and impact fee regulations of the Land Use Code, and the impact fee modification shall be granted under the following conditions:

11. Impact fee credits are available for portions of the traffic signal upgrade at Congress & Pearl Street and sidewalk ADA improvements on non-applicant frontages.
12. Prior to issuance of a Building Permit, the applicant shall provide plans, details, and cost estimates to be prepared by a licensed professional engineer and approved by the Planning Authority and the Department of Public Works for the Congress & Pearl Street intersection upgraded traffic signal system and sidewalk ADA upgrades on non-applicant frontages.

Appendix D. Parking Facilities Map

PRELIMINARY

NOTES:

INFORMATION CONTAINED ON THIS PLAN IS BASED PRIMARILY OR ENTIRELY ON PUBLICLY AVAILABLE INFORMATION.

PARKING LOCATIONS AND SPACE COUNTS DERIVED FROM THE PORTLAND MAINE MARCH 2025 PARKING SURVEY.

EXTERNAL DATA SOURCES:
CITY OF PORTLAND, MAINE
MAINE GEOLIBRARY
2020 ORTHOREGIONAL IMAGERY

MARGINAL WAY PARK & RIDE 175 SPACES
CHESTNUT & LANCASTER PARKING GARAGE 450 SPACES
TOP OF THE OLD PORT 540 SPACES
2 INDIA STREET LOT 20 SPACES
CUMBERLAND COUNTY COURTHOUSE GARAGE 328 SPACES
PUBLIC MARKET GARAGE 595 SPACES
ELM STREET GARAGE 398 SPACES
SIMBA PARKING LOT 115 SPACES
HUB FURNITURE PARKING LOT 32 SPACES
MIDDLE & PEARL LOT 208 SPACES
EAST BROWN COW LOT 46 SPACES
CASCO BAY GARAGE 419 SPACES
MONUMENT SQUARE GARAGE 340 SPACES
CUSTOM HOUSE SQUARE GARAGE 761 SPACES
ARTS DISTRICT GARAGE 270 SPACES
MAINE HISTORICAL SOCIETY 37 SPACES
ONE CITY CENTER PARKING GARAGE 600 SPACES
TEMPLE STREET GARAGE 620 SPACES
FORE STREET GARAGE 423 SPACES
DIMILLO'S ON THE WHARF 317 SPACES
MIDTOWN PARKING LOT 175 SPACES
PORTLAND SQUARE 237 SPACES
FREE STREET LOT: OPPOSITE ARENA 44 SPACES
PORTLAND HARBOR HOTEL 195 SPACES
FISHERMAN'S WHARF 250 SPACES
VENTURE PARKING LOT 48 SPACES
FREE STREET: MAINE HEALTH LOT 155 SPACES
SPRING STREET GARAGE 569 SPACES
14 YORK STREET 66 SPACES
HOLIDAY INN BY THE BAY 285 SPACES
CENTER STREET PARKING 63 SPACES
4/10 MILE

PORTLAND MUSIC HALL
DISTANCE BUFFER FROM VENUE - 4/10 MI
PARKING LOCATIONS
DIMENSIONS & NOTES
PORTLAND TAX PARCELS
TAX
CONVEYANCE
0 150 300 600 900 1,200 1,500 Feet

GIS PLAN

NOT FOR CONSTRUCTION

REV:	BY:	DATE:	STATUS:

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South Portland, Bridgton, Sanford and Bath

PORTLAND PENINSULA PARKING FACILITIES
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE
FOR:
MILE MARKER INVESTMENTS
200 US ROUTE 1, SUITE 200
SCARBOROUGH, MAINE 04074

DESIGNED	
DRAWN	MTM
CHECKED	
DATE	4/14/2025
SCALE	1" = 300'
PROJECT	19371-05

SHEET 1 OF 1

Appendix E. Queueing System Model Spreadsheet Output

PRELIMINARY

M/M/s Queuing System Model Analysis

λ	4.2	mean arrival rate
μ	2	mean service rate
s	4	# of spaces

L	2.29534	mean # of customers in system
Lq	0.212	mean # of customers in queue
W	0.55088	mean time customer remains in system
Wq	0.05088	mean time customer waits in queue
ρ	0.52083	utilization per station
τ	2.08333	Traffic Intensity, how many positions fully occupied
s-1-τ	0.91667	s-1-τ
C	0.19504	probability of queueing on arrival

Arrivals	
VEH/HR	250
VEH/Min	4.16667
Service	
Min/Veh	0.5

n	τ^n/n!
0	1
1	2.083333
2	2.170139
3	1.507041
4	0.784917
5	0.327049
6	0.113559
7	0.033797
8	0.008801
9	0.002037
10	0.000424
11	8.04E-05
12	1.4E-05
p0	0.119067

n	pn	Pn
0	0.119067	0.119067
1	0.248057	0.367125
2	0.258393	0.625518
3	0.17944	0.804957
4	0.093458	0.898415
5	0.048676	0.947091
6	0.025352	0.972443
7	0.013204	0.985648
8	0.006877	0.992525
9	0.003582	0.996107
10	0.001866	0.997972
11	0.000972	0.998944
12	0.000506	0.99945

pn *Probability of n customers in system*
Pn *po+p1+…pn*

t	P(w > t)	P(wq > t)
0.0	1	0.195043
0.2	0.714101	0.090609
0.4	0.499015	0.042093
0.6	0.343948	0.019555
0.8	0.234945	0.009084
1.0	0.159527	0.00422
1.2	0.107882	0.001961
1.4	0.072755	0.000911
1.6	0.048974	0.000423
1.8	0.032923	0.000197
2.0	0.022113	9.13E-05
2.2	0.014843	4.24E-05
2.4	0.009959	1.97E-05

Appendix F. MGM Boston Music Hall

PRELIMINARY

EXPANDED PROJECT NOTIFICATION FORM

12-28 Lansdowne Street

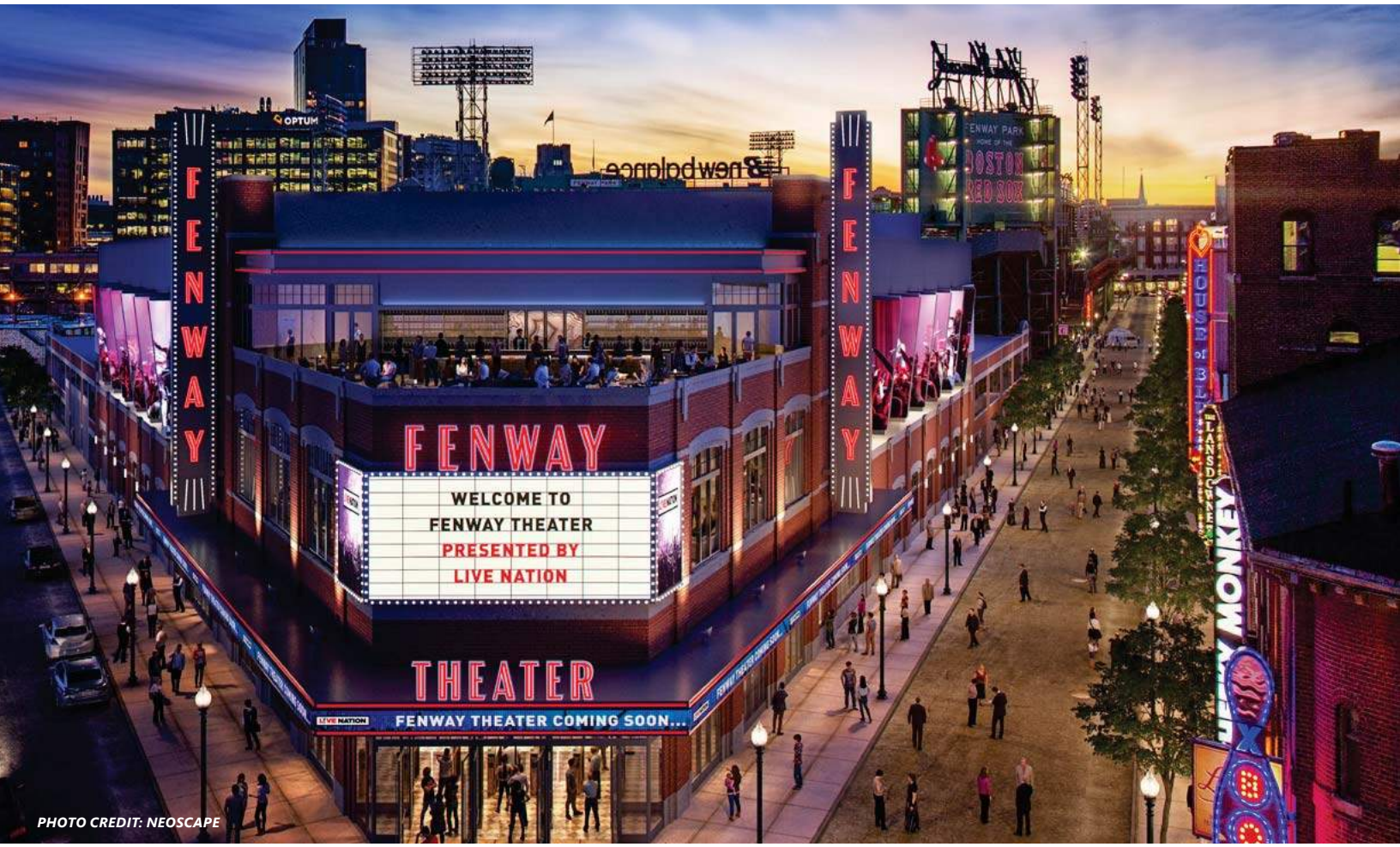


PHOTO CREDIT: NEOSCAPE

SUBMITTED TO

Boston Planning and Development Agency

SUBMITTED BY

175 Ipswich Street, LLC
c/o Fenway Sports Group Real Estate

February 22, 2019

PREPARED BY

flink CONSULTING

vhb

IN ASSOCIATION WITH

DAIQ Architects
Jones Lang LaSalle
Foley Hoag LLP
Tremont Preservation
WSP
Neoscape
McNamara Salvia
Howe Engineers
Haley & Aldrich
Golder Associates, LSP
Axiom Partners, Inc.

4.5 Build Conditions

The proposed site plan is shown in Figure 4.11, which identifies the Project's pedestrian and service vehicle access locations.

The 2023 Build transportation conditions were developed by estimating Project generated trips by mode, distributing these trips by time and geography, and assigning the new trips to the relevant transportation infrastructure network. For the roadway network, the traffic volumes expected to be generated by the Project were added to the 2023 No-Build Conditions to create the 2023 Build Conditions.

4.5.1 Project Trip Generation

The primary component of the Project, as currently conceptualized, involves construction of the Fenway Theater, a new, state-of-the-art, approximately 5,400-person capacity multi-purpose performing arts center at the intersection of Lansdowne and Ipswich Streets. The Fenway Theater will fill a void in the landscape of performance venues in Boston, by providing a state-of-the art facility whose capacity sits between those venues that accommodate less than 2,500 patrons, and the larger arena/stadium venues. The Fenway Theater will host a wide variety of live entertainment and civic events on a year-round basis, enlivening the Lansdowne Street entertainment district on both Fenway Park event days and non-event days, and providing a steady stream of patrons for the neighborhood's many restaurants and retail establishments. The Theater will be operated in a newly formed joint venture with Live Nation, which will also operate the nearby House of Blues, and is expected to have many of the same transportation characteristics as that facility.

The Fenway Park Improvements will include a new vertical addition constructed above the existing roof of the Fenway Garage building, featuring concession stands, restrooms and other elements designed to enhance the fan experience in the bleachers. Additionally, the Fenway Park Improvements will include a new function space for 500 to 600 persons with views of Fenway Park suitable for large pre-game groups and/or private events at other times. These Fenway Park improvements result in a net reduction of approximately +/- 300 seats, however these enhancements will not change the licensed capacity of Fenway Park and, as such, are not expected to appreciably change game day transportation demands.

Finally, the Interior Renovations will modify existing spaces to enable them to be shared between the operators of Fenway Park and the Fenway Theater (including a shared lobby, commissary, loading dock, trash and utility areas). Any anticipated changes in employment for these functions are captured within the theater employment estimates.

No on-site parking is planned as part of the Project and there will be a net reduction of 105 parking spaces as a result of the repurposing and demolition of existing parking within the Fenway Garage building.

To assess the impact of the proposed Project, trip estimates were based on the:

- Expected use of the theater (frequency and type of event);
- Anticipated on-site attendance during events (employees and patrons);
- Estimated mode of arrival; and
- Temporal characteristics of these trips.

4.5.1.1 Expected Use and Attendance

The Fenway Theater will be a state-of-the-art performing arts center. It will be built to house best in class amenities for musical performances and will also be designed to host a wide variety of events and private functions. In contemplating this Project, a market analysis was completed to better understand the need for and desired capacity for an indoor live entertainment venue. The range of anticipated use and attendance at the Fenway Theater is summarized in Table 4-3.

Table 4-3 Anticipated Utilization of the Fenway Theater*

	Range of Use	
Theater Patrons	**Low Scenario**	**High Scenario**
Total Capacity (persons)	5,400	5,400
Number of Theater Events per year	110	150
Average Theater Attendance	3,510	4,590
Number of Special Events per year	55	75
Average Special Event Attendance	800	800

*Based on a market study completed by the Fenway Sports Group Real Estate and Live Nation.

The transportation impact assessment presented in this chapter assumes an average theater attendance of 4,590 persons.

The theater is expected to provide approximately 80 full-time and 450 part-time jobs. Table 4-4 summarizes the expected number of employees that will be on-site at any one time, depending on the time of day and scheduled events.

Table 4-4 Anticipated Employment at the Fenway Theater

Day/Time/Condition	**Estimated Employees***
Typical Weekday (Non-Event Day)	50
Typical Weekday (Event Day)	60
Peak Event Weeknight/Weekend	150

*Based on data provided by House of Blues and Live Nation.

It is expected that approximately 50 employees will be on-site on typical weekdays when there are no events scheduled and 60 to 150 employees on the day of an event, depending on the nature and time of the event. The transportation impact

assessment presented in this chapter assumes 150 employees on-site during an evening performance.

4.5.1.2 Mode Share

To understand how patrons are expected to travel to/from the theater, transportation surveys were completed at Fenway Park and the House of Blues during the fall of 2018. It was found that mode choices vary by day of week, time of day, weather conditions, and type of event. In general, personal car use to Fenway Park and venues like the House of Blues is measurably lower on weekdays than on weekends. Average mode shares found through the 2018 surveys were used for this analysis and applied to the expected theater attendance, as summarized in Table 4-5.

Table 4-5 Fenway Theater Anticipated Average Attendance Estimates by Mode of Travel

Mode	Mode Share[1]	Estimated Theater Attendance by Mode
Personal Car	47.1%	2,160
Public Transportation	23.3%	1,070
Shared Ride (Taxi, Uber, Lyft, Limo, etc.)	16.3%	750
Walk	12.8%	590
Bike	0.5%	20
Total	100%	4,590

1 Based on patron surveys conducted at Fenway Park and the House of Blues in the fall of 2018.

Mode splits for theater employees are based on the BTD mode share guidelines for the area (Zone 4), as follows:

- 38 percent will travel by personal car;
- 37 percent will travel by public transportation; and
- 25 percent will walk or bike.

4.5.1.3 Temporal Characteristics of Project Trips

The Fenway Theater is expected to be most active during the evening hours. Based on programming data from the House of Blues, which is expected to be similar to programming at the Fenway Theater, most performances are expected to begin at approximately 8:00 PM, with doors opening 60 to 90 minutes before the show. As such, the majority of transportation demands is expected to occur after the evening commuter peak period. Fenway Park and House of Blues survey data did reveal that a segment of patrons (5 to 10 percent) come to the Fenway area in advance of

events to have dinner, shop, or go to bars. Based on this data, the analysis assumes that 10 percent of patron arrivals would coincide with the evening peak period.

Employee arrival and departure patterns are expected to be similar to that of House of Blues with about 50 percent of the peak staffing arriving during the afternoon and 50 percent arriving during the evening commuter peak.

4.5.1.4 Project Trip Generation

Results of the total Project trip generation estimates are shown in Table 4-6 and Table 4-7 for Fenway Theater patrons and employees, respectively.

Table 4-6 Total Project Trip Generation: Theater Patrons

Time Period/Direction	Walk/Bike[1]	Transit[1]	Shared Ride[2]	Vehicle[2]
Daily				
Inbound	610	1,070	270	770
Outbound	610	1,070	270	770
Total	1,220	2,140	540	1,540
PM Peak Hour				
Inbound	61	107	27	77
Outbound	Neg.	Neg.	Neg.	Neg.
Total	61	107	27	77

1 Project-generated person trips.
2 Project-generated patron vehicle-trips based on vehicle occupancy of 2.8 persons per vehicle based on patron surveys conducted at Fenway Park and the House of Blues in the fall of 2018.
Neg. = Negligible

Table 4-7 Project Trip Generation: Theater Employees (Event Day)

Time Period/Direction	Walk/Bike/Shared-Ride[1]	Transit[1]	Vehicle[2]
PM Peak Hour			
Inbound	19	28	25
Outbound	Neg.	Neg.	Neg.
Total	19	28	25

1 Project-generated person trips.
2 Project-generated vehicle-trips based on vehicle occupancy of 1.1 persons per vehicle.
Neg. = Negligible

4.5.2 Trip Distribution and Assignment

Project trip distribution is based on ticket sales data provided by the House of Blues, a general admission concert venue located at 15 Lansdowne Street across the street

from Fenway Park. The data provides the home towns of people that buy tickets to the venue and was assumed to reasonably approximate the patterns to the new theater.

Table 4-8 summarizes the results of the distribution analysis and the assignment of project generated trips to study area roadways.

Table 4-8 Expected Geographic Distribution of Project Traffic

Corridor	Distribution
Commonwealth Avenue (West)	9%
Beacon Street (East)	6%
Beacon Street (West)	2%
Boylston Street (West)	10%
Storrow Drive	32%
Soldier's Field Road	21%
Hemenway Street (South)	8%
Massachusetts Avenue (North)	6%
Massachusetts Avenue (South)	6%
Total	100%

Geographic distribution for the employees of the theater was assumed to be aligned with the patron distribution and follow similar patterns to get to the Fenway Theater. Build traffic volumes are presented in Figure 4.12.

4.5.3 Traffic Operations Analysis

Synchro 9.0 software, endorsed by the BTD, was used to evaluate the Vehicular Level of Service (LOS) operations at the study area intersections for the 2018 Existing, 2023 No-Build, and 2023 Build Conditions. This software is based on the 2000 Highway Capacity Manual (HCM).

LOS is a measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections:

- For signalized intersections, the analysis considers the operations of each lane or lane group entering the intersection, and the overall LOS designation at the intersection is a blended average of all the individual turning movements.

- For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. The LOS is only determined for left turns from the main street and all movements from the minor street. The LOS designation is for the most critical movement, which is most often the left turn out of the side street.

Table 4-9 presents the delay threshold criteria for LOS, as defined in the HCM. Tables 4-10 and 4-11 present the results of the Level of Service analyses for signalized and unsignalized study area intersections, respectively.

Table 4-9 Level of Service Intersection Delay Thresholds[1]

Level of Service	Signalized Intersection Control Delay (sec/vehicle)	Unsignalized Intersection Control Delay (sec/vehicle)
LOS A	≤ 10	0 – 10
LOS B	> 10 – 20	> 10 – 15
LOS C	> 20 – 35	> 15 – 25
LOS D	> 35 – 55	> 25 – 35
LOS E	> 55 – 80	> 35 – 50
LOS F	> 80	> 50

[1] Highway Capacity Manual, Transportation research Board, 2000.

During non-Fenway Park event days, all intersections (signalized and unsignalized) operate at an overall LOS C or better during the evening peak hour for all scenarios analyzed. Traffic generated from the Project is not expected to measurably affect vehicular mobility at the study area intersections.

During Fenway Park events, as previously discussed, Lansdowne Street and the portions of Jersey Street and Van Ness Street adjacent to Fenway Park are closed to vehicular traffic. During the pre-event period, critical study area intersections operate under police officer control. Due to street closures and the influx of fans to Fenway Park, Brookline and Boylston Streets are more congested during this period. Similarly, during the post-event period, study area intersections operate under police officer control until area traffic is cleared (30 to 60 minutes post event).

Appendix G. SimTraffic Reports

PRELIMINARY

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1870	1936	1901	1898	1893	1918	1940
Vehs Exited	1872	1938	1915	1911	1889	1935	1940
Starting Vehs	29	29	30	36	24	34	24
Ending Vehs	27	27	16	23	28	17	24
Travel Distance (mi)	399	409	399	400	402	408	410
Travel Time (hr)	26.4	27.6	26.3	26.8	27.5	27.2	27.4
Total Delay (hr)	9.5	10.3	9.5	10.0	10.5	10.0	10.1
Total Stops	1720	1812	1712	1687	1759	1722	1810
Fuel Used (gal)	17.5	18.1	17.4	17.6	17.8	17.8	18.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1968	1960	1882	1915
Vehs Exited	1966	1970	1900	1923
Starting Vehs	29	31	36	26
Ending Vehs	31	21	18	18
Travel Distance (mi)	414	415	400	406
Travel Time (hr)	28.2	27.5	26.7	27.2
Total Delay (hr)	10.6	9.9	9.7	10.0
Total Stops	1832	1792	1695	1753
Fuel Used (gal)	18.3	18.2	17.6	17.8

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	446	489	450	419	432	454	450
Vehs Exited	455	485	452	434	436	463	455
Starting Vehs	29	29	30	36	24	34	24
Ending Vehs	20	33	28	21	20	25	19
Travel Distance (mi)	97	103	95	89	93	99	94
Travel Time (hr)	6.3	6.9	6.2	5.9	5.9	6.3	6.1
Total Delay (hr)	2.2	2.5	2.2	2.1	1.9	2.2	2.1
Total Stops	394	454	393	378	348	365	397
Fuel Used (gal)	4.2	4.5	4.1	3.9	4.0	4.2	4.1

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	448	476	440	449
Vehs Exited	450	488	442	456
Starting Vehs	29	31	36	26
Ending Vehs	27	19	34	20
Travel Distance (mi)	95	102	94	96
Travel Time (hr)	6.4	6.6	5.8	6.2
Total Delay (hr)	2.4	2.3	1.8	2.2
Total Stops	424	421	336	390
Fuel Used (gal)	4.2	4.4	3.9	4.2

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	577	538	568	570	577	560	590
Vehs Exited	570	546	562	549	552	549	579
Starting Vehs	20	33	28	21	20	25	19
Ending Vehs	27	25	34	42	45	36	30
Travel Distance (mi)	122	113	117	117	119	115	124
Travel Time (hr)	8.6	8.2	8.1	8.3	8.9	8.1	8.9
Total Delay (hr)	3.3	3.4	3.1	3.3	3.8	3.2	3.7
Total Stops	561	545	535	533	581	545	597
Fuel Used (gal)	5.4	5.1	5.2	5.2	5.4	5.2	5.7

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	8	9	10	Avg
Vehs Entered	588	540	566	564
Vehs Exited	578	512	571	558
Starting Vehs	27	19	34	20
Ending Vehs	37	47	29	29
Travel Distance (mi)	121	109	119	117
Travel Time (hr)	8.7	7.5	8.5	8.4
Total Delay (hr)	3.6	2.9	3.4	3.4
Total Stops	566	531	571	553
Fuel Used (gal)	5.5	4.9	5.4	5.3

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	438	441	434	421	441	438	440
Vehs Exited	451	445	443	438	459	455	443
Starting Vehs	27	25	34	42	45	36	30
Ending Vehs	14	21	25	25	27	19	27
Travel Distance (mi)	95	93	93	90	97	96	94
Travel Time (hr)	6.4	5.9	6.1	6.0	6.9	6.1	6.0
Total Delay (hr)	2.3	2.0	2.2	2.2	2.9	2.1	2.0
Total Stops	426	379	396	370	454	378	400
Fuel Used (gal)	4.3	4.0	4.1	4.0	4.4	4.0	4.0

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	443	442	433	435
Vehs Exited	446	464	430	446
Starting Vehs	37	47	29	29
Ending Vehs	34	25	32	19
Travel Distance (mi)	94	96	92	94
Travel Time (hr)	6.2	6.2	5.9	6.2
Total Delay (hr)	2.2	2.1	2.0	2.2
Total Stops	384	374	387	395
Fuel Used (gal)	4.1	4.1	4.0	4.1

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	409	468	449	488	443	466	460
Vehs Exited	396	462	458	490	442	468	463
Starting Vehs	14	21	25	25	27	19	27
Ending Vehs	27	27	16	23	28	17	24
Travel Distance (mi)	84	100	94	103	93	98	99
Travel Time (hr)	5.2	6.6	6.0	6.7	5.8	6.6	6.4
Total Delay (hr)	1.6	2.4	2.0	2.3	1.9	2.5	2.3
Total Stops	339	434	388	406	376	434	416
Fuel Used (gal)	3.6	4.4	4.0	4.4	4.0	4.3	4.3

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	489	502	443	459
Vehs Exited	492	506	457	463
Starting Vehs	34	25	32	19
Ending Vehs	31	21	18	18
Travel Distance (mi)	104	108	95	98
Travel Time (hr)	6.9	7.2	6.6	6.4
Total Delay (hr)	2.5	2.7	2.5	2.3
Total Stops	458	466	401	411
Fuel Used (gal)	4.5	4.8	4.2	4.3

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.4	0.1	0.1	0.2	3.5	0.5	0.4
Total Del/Veh (s)	26.0	16.3	9.7	23.7	21.3	16.0	14.7	9.5	7.1	14.3	8.8	7.6

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.1

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Del/Veh (s)	17.1	10.7	5.5	14.1	12.6	9.7	12.9	10.2	6.8	15.8	9.4	5.6

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	10.7

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.3	0.0	0.0	0.2
Total Del/Veh (s)	17.8	16.5	9.8	5.7	2.4	2.2	1.6	4.3

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.0	0.1	0.1
Total Del/Veh (s)	10.4	9.5	6.1	3.0	0.6	1.2	1.2	2.2

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	NWT	NWR	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	0.8	1.3	1.3	7.7	6.6	1.7

Total Zone Performance

Denied Del/Veh (s)	0.4
Total Del/Veh (s)	594.4

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	140	243	187	100	79	172
Average Queue (ft)	53	116	47	70	27	85
95th Queue (ft)	106	201	132	116	66	151
Link Distance (ft)	182	365	233			334
Upstream Blk Time (%)	0		0			
Queuing Penalty (veh)	0		0			
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			0	7	2	17
Queuing Penalty (veh)			1	4	6	7

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	92	184	201	149
Average Queue (ft)	39	96	95	65
95th Queue (ft)	78	164	165	121
Link Distance (ft)	373	191	220	434
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		1	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	142	133	96
Average Queue (ft)	49	41	23
95th Queue (ft)	95	101	71
Link Distance (ft)	354	455	233
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	83	66	68
Average Queue (ft)	40	12	8
95th Queue (ft)	67	45	41
Link Distance (ft)	412	288	220
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	27	14	55
Average Queue (ft)	2	1	24
95th Queue (ft)	14	9	55
Link Distance (ft)	191	182	46
Upstream Blk Time (%)			1
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 19

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:45	3:45	3:45	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2185	2138	2163	2079	2141	2116	2187
Vehs Exited	2188	2145	2159	2096	2156	2122	2191
Starting Vehs	25	33	25	34	41	37	28
Ending Vehs	22	26	29	17	26	31	24
Travel Distance (mi)	446	434	436	423	434	429	443
Travel Time (hr)	31.8	30.5	31.2	29.1	30.8	29.6	31.4
Total Delay (hr)	12.8	11.9	12.5	11.0	12.3	11.3	12.5
Total Stops	2173	2125	2161	1973	2139	2067	2122
Fuel Used (gal)	20.5	19.7	20.1	19.0	19.9	19.4	20.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:45	3:45	3:45	3:45
End Time	5:00	5:00	5:00	5:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2124	2130	2137	2139
Vehs Exited	2136	2125	2148	2146
Starting Vehs	38	26	37	27
Ending Vehs	26	31	26	18
Travel Distance (mi)	437	433	438	435
Travel Time (hr)	31.9	32.6	29.9	30.9
Total Delay (hr)	13.2	14.1	11.2	12.3
Total Stops	2192	2173	2049	2117
Fuel Used (gal)	20.2	20.3	19.6	19.9

Interval #0 Information Seeding

Start Time	3:45
End Time	4:00
Total Time (min)	15

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	522	517	492	483	518	483	520
Vehs Exited	515	529	495	496	537	491	519
Starting Vehs	25	33	25	34	41	37	28
Ending Vehs	32	21	22	21	22	29	29
Travel Distance (mi)	107	108	100	101	107	99	107
Travel Time (hr)	7.3	7.8	6.7	6.5	7.4	6.3	7.9
Total Delay (hr)	2.7	3.2	2.4	2.2	2.8	2.1	3.3
Total Stops	508	533	454	432	519	441	509
Fuel Used (gal)	4.8	5.0	4.5	4.4	4.8	4.3	5.0

Interval #1 Information Recording

Start Time	4:00
End Time	4:15
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	431	480	485	489
Vehs Exited	447	477	496	497
Starting Vehs	38	26	37	27
Ending Vehs	22	29	26	18
Travel Distance (mi)	92	98	101	102
Travel Time (hr)	6.3	6.5	6.6	6.9
Total Delay (hr)	2.3	2.3	2.3	2.6
Total Stops	434	421	460	468
Fuel Used (gal)	4.1	4.3	4.4	4.6

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	699	608	683	605	628	636	653
Vehs Exited	690	589	665	589	600	632	644
Starting Vehs	32	21	22	21	22	29	29
Ending Vehs	41	40	40	37	50	33	38
Travel Distance (mi)	137	115	129	117	120	125	130
Travel Time (hr)	10.8	8.3	10.1	8.4	9.0	9.2	9.7
Total Delay (hr)	4.9	3.4	4.5	3.3	3.8	3.9	4.1
Total Stops	724	594	714	577	638	663	682
Fuel Used (gal)	6.6	5.3	6.2	5.3	5.6	5.8	6.0

Interval #2 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF.

Run Number	8	9	10	Avg
Vehs Entered	642	666	620	645
Vehs Exited	621	652	607	627
Starting Vehs	22	29	26	18
Ending Vehs	43	43	39	36
Travel Distance (mi)	125	129	120	125
Travel Time (hr)	9.9	11.9	8.6	9.6
Total Delay (hr)	4.5	6.3	3.4	4.2
Total Stops	677	779	616	664
Fuel Used (gal)	6.0	6.7	5.5	5.9

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	465	496	499	472	530	487	524
Vehs Exited	474	500	511	480	549	491	539
Starting Vehs	41	40	40	37	50	33	38
Ending Vehs	32	36	28	29	31	29	23
Travel Distance (mi)	100	103	105	98	111	100	107
Travel Time (hr)	7.0	7.0	7.4	6.9	8.0	6.8	7.3
Total Delay (hr)	2.7	2.6	2.9	2.7	3.2	2.5	2.8
Total Stops	487	479	526	465	538	452	502
Fuel Used (gal)	4.5	4.6	4.8	4.5	5.2	4.4	4.8

Interval #3 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	505	487	513	497
Vehs Exited	527	499	521	512
Starting Vehs	43	43	39	36
Ending Vehs	21	31	31	24
Travel Distance (mi)	107	103	108	104
Travel Time (hr)	8.0	7.1	7.5	7.3
Total Delay (hr)	3.4	2.7	2.9	2.8
Total Stops	541	484	501	498
Fuel Used (gal)	5.0	4.6	4.9	4.7

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	499	517	489	519	465	510	490
Vehs Exited	509	527	488	531	470	508	489
Starting Vehs	32	36	28	29	31	29	23
Ending Vehs	22	26	29	17	26	31	24
Travel Distance (mi)	102	107	102	107	95	105	99
Travel Time (hr)	6.8	7.3	6.9	7.2	6.5	7.3	6.5
Total Delay (hr)	2.5	2.8	2.6	2.7	2.4	2.8	2.3
Total Stops	454	519	467	499	444	511	429
Fuel Used (gal)	4.6	4.8	4.6	4.8	4.2	4.8	4.3

Interval #4 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	546	497	519	503
Vehs Exited	541	497	524	510
Starting Vehs	21	31	31	24
Ending Vehs	26	31	26	18
Travel Distance (mi)	112	103	109	104
Travel Time (hr)	7.8	7.1	7.3	7.1
Total Delay (hr)	3.0	2.7	2.6	2.6
Total Stops	540	489	472	483
Fuel Used (gal)	5.1	4.7	4.8	4.7

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.4	0.4	0.1	0.1	0.0	3.5	0.5	0.5
Total Del/Veh (s)	33.5	19.7	13.8	24.5	23.1	17.7	15.9	8.2	5.7	14.5	9.4	7.6

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	13.9

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.2	0.0	0.0	0.1	0.2	0.3	0.3
Total Del/Veh (s)	16.1	11.6	6.2	15.0	14.3	10.3	13.4	10.6	7.3	15.5	9.8	6.8

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.4

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.3	0.0	0.1	0.2
Total Del/Veh (s)	21.4	20.1	12.6	6.6	2.7	1.3	1.2	4.4

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.4	0.3	0.1	0.0	0.2
Total Del/Veh (s)	12.1	6.9	7.4	3.4	0.7	1.3	1.1	2.6

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	1.3	2.3	6.6	1.9	1.9	7.5		3.3	7.2	7.3	2.4

Total Zone Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	494.7

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	160	281	155	100	81	221
Average Queue (ft)	66	126	48	70	27	93
95th Queue (ft)	129	229	118	110	67	170
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)	1	0	1	1		
Queuing Penalty (veh)	1	0	5	0		
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			0	6	2	19
Queuing Penalty (veh)			1	4	7	8

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	110	186	199	155
Average Queue (ft)	42	106	105	71
95th Queue (ft)	84	179	174	127
Link Distance (ft)	373	182	220	434
Upstream Blk Time (%)		1	0	
Queuing Penalty (veh)		3	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	165	146	85
Average Queue (ft)	52	47	24
95th Queue (ft)	110	109	70
Link Distance (ft)	355	455	74
Upstream Blk Time (%)			1
Queuing Penalty (veh)			3
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	125	62	59
Average Queue (ft)	49	13	8
95th Queue (ft)	92	46	36
Link Distance (ft)	216	288	220
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	121	29	54
Average Queue (ft)	7	12	12	23
95th Queue (ft)	38	62	35	51
Link Distance (ft)	182	186	32	44
Upstream Blk Time (%)			2	1
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 33

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	5:45	5:45	5:45	5:45	5:45	5:45	5:45
End Time	7:00	7:00	7:00	7:00	7:00	7:00	7:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1740	1758	1791	1777	1814	1790	1730
Vehs Exited	1742	1768	1790	1774	1824	1788	1741
Starting Vehs	21	26	21	15	29	17	23
Ending Vehs	19	16	22	18	19	19	12
Travel Distance (mi)	330	333	341	335	346	340	332
Travel Time (hr)	22.5	22.0	22.7	22.4	23.1	22.6	22.5
Total Delay (hr)	8.2	7.6	8.0	7.7	8.1	7.9	8.1
Total Stops	1629	1539	1657	1661	1706	1651	1601
Fuel Used (gal)	14.9	14.8	15.3	15.1	15.6	15.3	14.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	5:45	5:45	5:45	5:45
End Time	7:00	7:00	7:00	7:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1792	1807	1724	1770
Vehs Exited	1792	1816	1722	1776
Starting Vehs	27	26	22	14
Ending Vehs	27	17	24	12
Travel Distance (mi)	344	347	325	337
Travel Time (hr)	23.3	23.2	21.8	22.6
Total Delay (hr)	8.4	8.1	7.7	8.0
Total Stops	1638	1717	1607	1641
Fuel Used (gal)	15.4	15.7	14.6	15.1

Interval #0 Information Seeding

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	6:00
End Time	6:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	366	400	413	369	385	377	371
Vehs Exited	370	408	415	370	393	372	377
Starting Vehs	21	26	21	15	29	17	23
Ending Vehs	17	18	19	14	21	22	17
Travel Distance (mi)	71	76	79	69	76	74	73
Travel Time (hr)	4.4	4.8	5.0	4.5	4.9	4.5	4.6
Total Delay (hr)	1.3	1.5	1.6	1.5	1.6	1.3	1.5
Total Stops	306	329	358	342	341	314	336
Fuel Used (gal)	3.0	3.4	3.4	3.1	3.3	3.2	3.1

Interval #1 Information Recording

Start Time	6:00
End Time	6:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	400	417	389	390
Vehs Exited	413	416	395	395
Starting Vehs	27	26	22	14
Ending Vehs	14	27	16	14
Travel Distance (mi)	81	81	76	76
Travel Time (hr)	5.0	5.3	4.9	4.8
Total Delay (hr)	1.5	1.8	1.6	1.5
Total Stops	326	388	362	342
Fuel Used (gal)	3.4	3.6	3.3	3.3

Interval #2 Information Recording

Start Time	6:15
End Time	6:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	600	578	577	563	585	578	582
Vehs Exited	582	569	553	548	572	572	563
Starting Vehs	17	18	19	14	21	22	17
Ending Vehs	35	27	43	29	34	28	36
Travel Distance (mi)	108	106	105	103	106	103	105
Travel Time (hr)	8.2	7.6	7.7	7.4	7.6	7.5	7.6
Total Delay (hr)	3.5	2.9	3.1	2.9	3.0	3.1	3.0
Total Stops	634	554	610	566	606	596	540
Fuel Used (gal)	5.2	4.9	5.0	4.8	5.1	4.9	4.8

Interval #2 Information Recording

Start Time	6:15
End Time	6:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	606	584	531	576
Vehs Exited	582	578	522	562
Starting Vehs	14	27	16	14
Ending Vehs	38	33	25	25
Travel Distance (mi)	110	107	96	105
Travel Time (hr)	8.7	7.7	6.7	7.7
Total Delay (hr)	3.9	2.9	2.5	3.1
Total Stops	637	589	501	581
Fuel Used (gal)	5.4	5.0	4.4	4.9

Interval #3 Information Recording

Start Time	6:30
End Time	6:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	386	354	398	414	420	419	412
Vehs Exited	396	362	428	428	434	429	423
Starting Vehs	35	27	43	29	34	28	36
Ending Vehs	25	19	13	15	20	18	25
Travel Distance (mi)	76	69	80	81	82	83	80
Travel Time (hr)	5.0	4.2	5.2	5.1	5.4	5.4	5.5
Total Delay (hr)	1.8	1.3	1.8	1.6	1.9	1.8	2.0
Total Stops	356	275	358	351	399	378	394
Fuel Used (gal)	3.4	2.9	3.6	3.5	3.7	3.7	3.6

Interval #3 Information Recording

Start Time	6:30
End Time	6:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	375	407	401	399
Vehs Exited	390	427	398	412
Starting Vehs	38	33	25	25
Ending Vehs	23	13	28	18
Travel Distance (mi)	75	81	77	79
Travel Time (hr)	4.6	5.2	5.1	5.1
Total Delay (hr)	1.4	1.7	1.8	1.7
Total Stops	302	364	371	355
Fuel Used (gal)	3.2	3.5	3.5	3.5

Interval #4 Information Recording

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	388	426	403	431	424	416	365
Vehs Exited	394	429	394	428	425	415	378
Starting Vehs	25	19	13	15	20	18	25
Ending Vehs	19	16	22	18	19	19	12
Travel Distance (mi)	75	82	77	83	82	80	74
Travel Time (hr)	4.8	5.4	4.8	5.3	5.2	5.2	4.8
Total Delay (hr)	1.6	1.9	1.5	1.7	1.6	1.8	1.6
Total Stops	333	381	331	402	360	363	331
Fuel Used (gal)	3.3	3.6	3.3	3.7	3.5	3.5	3.2

Interval #4 Information Recording

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	411	399	403	405
Vehs Exited	407	395	407	408
Starting Vehs	23	13	28	18
Ending Vehs	27	17	24	12
Travel Distance (mi)	78	77	75	78
Travel Time (hr)	5.1	5.0	5.0	5.1
Total Delay (hr)	1.7	1.7	1.8	1.7
Total Stops	373	376	373	360
Fuel Used (gal)	3.4	3.5	3.4	3.4

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.1	0.2	0.2	0.2	0.2	0.1	0.0	0.0	3.4	0.5	0.4
Total Del/Veh (s)	21.3	13.6	8.2	19.1	16.2	9.5	15.7	8.1	5.2	15.0	9.4	6.7

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	10.2

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.2	0.2	0.1	0.0	0.2	0.2	0.1	0.2	0.3	0.3	0.3
Total Del/Veh (s)	11.1	10.5	5.5	12.4	10.8	6.0	10.9	8.4	6.2	14.8	10.4	7.4

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.3

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.3	0.3	0.1	0.1	0.2
Total Del/Veh (s)	17.8	14.6	7.5	7.3	2.6	1.3	0.8	3.4

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.1
Total Del/Veh (s)	10.1	4.8	4.8	3.8	0.8	1.3	0.9	2.0

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.0	1.6	2.5	5.3	1.4	2.0	5.6		3.1	4.5	1.8	5.6

13: Pearl St. & Old Port Parking Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.5

Total Zone Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	230.1

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	115	134	146	100	84	199
Average Queue (ft)	48	53	41	67	28	86
95th Queue (ft)	94	107	118	111	73	158
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)			1	1		
Queuing Penalty (veh)			4	0		
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			0	6	4	18
Queuing Penalty (veh)			1	2	13	10

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	91	123	170	195
Average Queue (ft)	38	42	80	77
95th Queue (ft)	74	89	144	149
Link Distance (ft)	373	182	220	434
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	92	134	79
Average Queue (ft)	39	41	24
95th Queue (ft)	71	102	64
Link Distance (ft)	355	455	74
Upstream Blk Time (%)			0
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	80	67	60
Average Queue (ft)	37	14	8
95th Queue (ft)	64	47	36
Link Distance (ft)	216	288	220
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	99	84	29	43
Average Queue (ft)	18	10	12	11
95th Queue (ft)	66	45	34	35
Link Distance (ft)	182	186	32	44
Upstream Blk Time (%)			2	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 32

Summary of All Intervals

Run Number	1	2	4	5	6	7	8
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2444	2446	2398	2315	2466	2456	2362
Vehs Exited	2444	2494	2410	2345	2448	2462	2372
Starting Vehs	52	73	51	61	37	54	41
Ending Vehs	52	25	39	31	55	48	31
Travel Distance (mi)	506	508	494	483	505	503	491
Travel Time (hr)	59.2	58.0	57.4	46.6	58.0	68.9	53.3
Total Delay (hr)	37.4	36.2	36.1	25.8	36.3	47.3	32.0
Total Stops	2913	2932	2778	2800	2836	3024	2829
Fuel Used (gal)	29.0	28.7	28.2	25.6	28.6	31.3	27.2

Summary of All Intervals

Run Number	9	10	Avg
Start Time	4:45	4:45	4:45
End Time	6:00	6:00	6:00
Total Time (min)	75	75	75
Time Recorded (min)	60	60	60
# of Intervals	5	5	5
# of Recorded Intervals	4	4	4
Vehs Entered	2418	2355	2407
Vehs Exited	2429	2355	2415
Starting Vehs	50	44	47
Ending Vehs	39	44	35
Travel Distance (mi)	497	484	497
Travel Time (hr)	57.0	48.0	56.3
Total Delay (hr)	35.7	27.1	34.9
Total Stops	2887	2793	2867
Fuel Used (gal)	28.2	25.7	28.0

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	4	5	6	7	8
Vehs Entered	523	571	548	529	576	569	589
Vehs Exited	525	604	571	557	578	581	599
Starting Vehs	52	73	51	61	37	54	41
Ending Vehs	50	40	28	33	35	42	31
Travel Distance (mi)	111	123	119	116	121	119	125
Travel Time (hr)	13.1	13.7	10.7	10.1	9.3	10.1	9.8
Total Delay (hr)	8.3	8.4	5.5	5.1	4.1	5.0	4.4
Total Stops	570	728	603	610	637	655	654
Fuel Used (gal)	6.3	6.9	6.1	5.7	5.8	6.0	6.0

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	9	10	Avg
Vehs Entered	551	526	553
Vehs Exited	571	538	568
Starting Vehs	50	44	47
Ending Vehs	30	32	32
Travel Distance (mi)	117	111	118
Travel Time (hr)	8.9	8.3	10.4
Total Delay (hr)	3.9	3.5	5.4
Total Stops	589	601	625
Fuel Used (gal)	5.6	5.2	6.0

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	4	5	6	7	8
Vehs Entered	706	732	711	711	706	743	723
Vehs Exited	696	709	676	664	673	709	676
Starting Vehs	50	40	28	33	35	42	31
Ending Vehs	60	63	63	80	68	76	78
Travel Distance (mi)	139	143	136	136	134	145	139
Travel Time (hr)	18.5	18.3	16.3	13.1	20.4	21.1	18.5
Total Delay (hr)	12.4	12.1	10.5	7.3	14.6	14.9	12.5
Total Stops	869	924	906	907	889	1051	940
Fuel Used (gal)	8.6	8.6	7.9	7.3	8.9	9.3	8.5

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	9	10	Avg
Vehs Entered	727	709	717
Vehs Exited	679	680	683
Starting Vehs	30	32	32
Ending Vehs	78	61	66
Travel Distance (mi)	136	135	138
Travel Time (hr)	15.1	15.5	17.4
Total Delay (hr)	9.2	9.7	11.5
Total Stops	918	875	920
Fuel Used (gal)	7.6	7.8	8.3

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	4	5	6	7	8
Vehs Entered	612	582	561	535	604	590	534
Vehs Exited	626	591	572	568	616	599	568
Starting Vehs	60	63	63	80	68	76	78
Ending Vehs	46	54	52	47	56	67	44
Travel Distance (mi)	129	121	120	114	127	123	119
Travel Time (hr)	12.8	14.9	15.9	14.7	16.1	19.0	16.2
Total Delay (hr)	7.3	9.7	10.8	9.8	10.6	13.7	11.1
Total Stops	734	636	639	671	668	654	620
Fuel Used (gal)	6.8	7.1	7.3	7.0	7.5	8.2	7.4

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	9	10	Avg
Vehs Entered	572	560	571
Vehs Exited	598	582	590
Starting Vehs	78	61	66
Ending Vehs	52	39	45
Travel Distance (mi)	122	121	122
Travel Time (hr)	16.4	14.0	15.6
Total Delay (hr)	11.3	8.8	10.3
Total Stops	642	623	653
Fuel Used (gal)	7.5	6.9	7.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	4	5	6	7	8
Vehs Entered	603	561	578	540	580	554	516
Vehs Exited	597	590	591	556	581	573	529
Starting Vehs	46	54	52	47	56	67	44
Ending Vehs	52	25	39	31	55	48	31
Travel Distance (mi)	127	121	119	117	123	116	108
Travel Time (hr)	14.8	11.1	14.5	8.6	12.2	18.7	8.7
Total Delay (hr)	9.4	5.9	9.3	3.6	7.0	13.7	4.0
Total Stops	740	644	630	612	642	664	615
Fuel Used (gal)	7.3	6.2	6.9	5.5	6.5	7.9	5.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	9	10	Avg
Vehs Entered	568	560	562
Vehs Exited	581	555	572
Starting Vehs	52	39	45
Ending Vehs	39	44	35
Travel Distance (mi)	122	117	119
Travel Time (hr)	16.6	10.2	12.8
Total Delay (hr)	11.4	5.2	7.7
Total Stops	738	694	662
Fuel Used (gal)	7.5	5.8	6.5

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.1	0.0	4.0	2.6	3.2	0.1	0.1	0.2	3.5	0.6	0.6
Total Del/Veh (s)	35.7	19.4	15.0	34.9	27.8	23.7	18.1	8.5	5.6	16.4	9.7	7.7

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.9
Total Del/Veh (s)	15.3

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.2	0.0	0.0	0.1	0.3	0.3	0.3
Total Del/Veh (s)	13.6	12.8	8.4	18.4	15.6	11.7	16.0	12.7	9.6	19.9	11.9	10.6

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	13.3

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	149.8	139.9	141.5	0.4	0.4	0.1	0.0	18.3
Total Del/Veh (s)	305.2	308.9	265.9	30.3	22.9	3.5	2.6	48.9

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.3	0.1	0.1	0.4	0.3	0.1	0.1	0.2
Total Del/Veh (s)	22.8	10.9	13.3	6.0	2.2	2.0	1.3	5.3

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.7	2.0	3.0	6.6	2.3	2.3	10.3		6.5	9.0	8.7	3.0

Total Zone Performance

Denied Del/Veh (s)	9.0
Total Del/Veh (s)	904.4

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	180	311	158	100	84	234
Average Queue (ft)	94	136	64	74	32	108
95th Queue (ft)	167	257	145	118	76	191
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)	1	2	2	1		0
Queuing Penalty (veh)	4	0	10	0		0
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			2	8	3	21
Queuing Penalty (veh)			6	5	14	11

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	140	192	220	250
Average Queue (ft)	61	108	127	86
95th Queue (ft)	112	183	204	177
Link Distance (ft)	373	182	220	434
Upstream Blk Time (%)		2	1	
Queuing Penalty (veh)		6	3	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	370	421	95
Average Queue (ft)	273	167	56
95th Queue (ft)	473	352	99
Link Distance (ft)	355	455	74
Upstream Blk Time (%)	50	1	5
Queuing Penalty (veh)	0	0	21
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	167	122	93
Average Queue (ft)	70	36	24
95th Queue (ft)	135	94	70
Link Distance (ft)	216	288	220
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	117	134	30	55
Average Queue (ft)	22	18	11	26
95th Queue (ft)	79	79	34	55
Link Distance (ft)	182	186	32	44
Upstream Blk Time (%)	0	0	3	2
Queuing Penalty (veh)	1	0	0	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 82

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2711	2767	2766	2747	2733	2694	2781
Vehs Exited	2727	2800	2765	2740	2740	2694	2772
Starting Vehs	66	79	52	43	46	47	37
Ending Vehs	50	46	53	50	39	47	46
Travel Distance (mi)	571	589	580	573	571	564	576
Travel Time (hr)	53.0	56.8	56.2	59.5	51.2	47.9	53.0
Total Delay (hr)	28.5	31.5	31.3	34.9	26.6	23.6	28.2
Total Stops	3423	3861	3661	3717	3556	3457	3575
Fuel Used (gal)	29.7	31.3	30.6	31.3	29.2	28.2	29.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2614	2680	2699	2718
Vehs Exited	2614	2680	2711	2725
Starting Vehs	50	47	49	50
Ending Vehs	50	47	37	45
Travel Distance (mi)	552	556	563	569
Travel Time (hr)	48.9	49.6	46.9	52.3
Total Delay (hr)	25.1	25.7	22.6	27.8
Total Stops	3281	3278	3418	3524
Fuel Used (gal)	28.0	28.4	28.0	29.4

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	629	660	637	620	619	603	653
Vehs Exited	653	699	646	619	604	607	644
Starting Vehs	66	79	52	43	46	47	37
Ending Vehs	42	40	43	44	61	43	46
Travel Distance (mi)	140	146	136	133	131	129	138
Travel Time (hr)	13.0	13.4	12.0	10.5	10.1	9.7	10.7
Total Delay (hr)	7.0	7.1	6.1	4.8	4.4	4.2	4.8
Total Stops	894	869	798	801	787	726	802
Fuel Used (gal)	7.3	7.5	6.9	6.4	6.2	6.1	6.6

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	571	603	639	624
Vehs Exited	587	612	649	630
Starting Vehs	50	47	49	50
Ending Vehs	34	38	39	39
Travel Distance (mi)	125	131	138	135
Travel Time (hr)	9.1	9.8	10.9	10.9
Total Delay (hr)	3.7	4.1	5.0	5.1
Total Stops	653	728	875	795
Fuel Used (gal)	5.8	6.2	6.8	6.6

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	807	813	830	814	815	775	804
Vehs Exited	755	770	793	759	805	738	759
Starting Vehs	42	40	43	44	61	43	46
Ending Vehs	94	83	80	99	71	80	91
Travel Distance (mi)	155	160	163	156	161	149	153
Travel Time (hr)	17.0	18.6	17.7	19.2	18.1	13.4	16.9
Total Delay (hr)	10.3	11.7	10.7	12.4	11.1	7.1	10.2
Total Stops	1023	1204	1125	1177	1208	1021	1054
Fuel Used (gal)	8.7	9.2	9.0	9.3	9.2	7.6	8.7

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	807	826	790	806
Vehs Exited	766	788	760	769
Starting Vehs	34	38	39	39
Ending Vehs	75	76	69	77
Travel Distance (mi)	159	160	151	157
Travel Time (hr)	17.2	18.8	14.6	17.1
Total Delay (hr)	10.3	11.9	8.0	10.4
Total Stops	1107	1138	1003	1101
Fuel Used (gal)	8.9	9.3	8.0	8.8

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	621	649	669	649	670	648	659
Vehs Exited	673	673	714	691	694	685	707
Starting Vehs	94	83	80	99	71	80	91
Ending Vehs	42	59	35	57	47	43	43
Travel Distance (mi)	138	143	147	141	145	144	145
Travel Time (hr)	12.8	13.0	15.2	15.2	13.1	12.8	14.3
Total Delay (hr)	6.8	6.9	8.9	9.1	6.9	6.6	8.0
Total Stops	788	910	964	890	826	814	865
Fuel Used (gal)	7.2	7.5	8.0	8.0	7.5	7.3	7.7

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	587	598	658	639
Vehs Exited	631	634	691	679
Starting Vehs	75	76	69	77
Ending Vehs	31	40	36	35
Travel Distance (mi)	132	129	144	141
Travel Time (hr)	12.4	11.1	11.6	13.1
Total Delay (hr)	6.7	5.5	5.5	7.1
Total Stops	749	670	818	830
Fuel Used (gal)	6.8	6.5	7.1	7.4

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	654	645	630	664	629	668	665
Vehs Exited	646	658	612	671	637	664	662
Starting Vehs	42	59	35	57	47	43	43
Ending Vehs	50	46	53	50	39	47	46
Travel Distance (mi)	137	140	135	143	133	143	141
Travel Time (hr)	10.2	11.9	11.3	14.6	10.0	11.9	11.2
Total Delay (hr)	4.3	5.9	5.5	8.5	4.3	5.8	5.2
Total Stops	718	878	774	849	735	896	854
Fuel Used (gal)	6.5	7.0	6.6	7.6	6.3	7.1	6.7

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	649	653	612	644
Vehs Exited	630	646	611	641
Starting Vehs	31	40	36	35
Ending Vehs	50	47	37	45
Travel Distance (mi)	136	136	130	137
Travel Time (hr)	10.2	10.0	9.8	11.1
Total Delay (hr)	4.4	4.2	4.2	5.2
Total Stops	772	742	722	792
Fuel Used (gal)	6.5	6.5	6.1	6.7

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	2.5	1.0	0.5	1.7	0.7	1.0	0.3	0.2	0.3	3.6	0.9	1.0
Total Del/Veh (s)	25.7	14.1	12.6	25.2	16.7	13.8	35.1	12.9	9.9	32.3	16.8	14.1

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	16.4

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.3	0.3	0.3	0.2	0.2	0.0	0.0	0.0	0.1	0.9	0.9	1.1
Total Del/Veh (s)	22.7	16.8	11.8	23.1	20.2	17.7	19.6	14.4	12.2	37.3	24.7	20.6

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.5

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	5.0	6.6	7.3	0.9	1.2	0.1	0.0	1.2
Total Del/Veh (s)	94.0	88.3	69.7	16.6	11.8	1.6	0.9	14.9

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	5.4	7.8	4.4	0.4	0.5	0.1	0.1	1.4
Total Del/Veh (s)	34.9	19.0	25.6	5.2	3.2	2.1	1.3	8.4

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	3.5	4.6	7.2	3.3	3.5	14.7	1.0	9.0	20.0	9.8	4.4

Total Zone Performance

Denied Del/Veh (s)	1.8
Total Del/Veh (s)	698.5

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	193	268	167	100	84	323
Average Queue (ft)	106	112	96	90	48	154
95th Queue (ft)	183	220	174	115	95	273
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)	2	1	9	2		1
Queuing Penalty (veh)	8	0	42	0		0
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			9	17	11	36
Queuing Penalty (veh)			35	15	53	24

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	213	201	226	347
Average Queue (ft)	94	122	146	123
95th Queue (ft)	165	194	226	275
Link Distance (ft)	373	182	220	434
Upstream Blk Time (%)		4	2	1
Queuing Penalty (veh)		13	10	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	300	381	90
Average Queue (ft)	112	123	38
95th Queue (ft)	270	292	88
Link Distance (ft)	355	455	74
Upstream Blk Time (%)	4	1	1
Queuing Penalty (veh)	0	0	8
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	201	182	98
Average Queue (ft)	89	43	22
95th Queue (ft)	183	123	67
Link Distance (ft)	216	288	220
Upstream Blk Time (%)	3	0	
Queuing Penalty (veh)	7	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	175	155	30	56
Average Queue (ft)	50	29	11	24
95th Queue (ft)	135	103	33	53
Link Distance (ft)	182	186	32	44
Upstream Blk Time (%)	1	0	4	3
Queuing Penalty (veh)	3	0	1	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 219

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2405	2274	2336	2337	2281	2328	2371
Vehs Exited	2396	2293	2338	2371	2285	2310	2375
Starting Vehs	35	56	33	75	33	24	34
Ending Vehs	44	37	31	41	29	42	30
Travel Distance (mi)	481	463	473	473	461	465	482
Travel Time (hr)	60.4	55.6	49.6	42.7	39.7	49.2	51.5
Total Delay (hr)	39.5	35.5	29.0	22.1	19.6	28.9	30.5
Total Stops	3327	3088	3084	2997	2903	3030	3113
Fuel Used (gal)	28.7	27.1	25.9	24.3	23.1	25.7	26.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2166	2362	2376	2322
Vehs Exited	2171	2383	2373	2330
Starting Vehs	30	47	40	35
Ending Vehs	25	26	43	31
Travel Distance (mi)	437	479	481	469
Travel Time (hr)	33.7	40.2	42.8	46.6
Total Delay (hr)	14.7	19.5	21.8	26.1
Total Stops	2599	2959	3027	3012
Fuel Used (gal)	21.1	23.9	24.8	25.1

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	528	534	532	516	515	521	492
Vehs Exited	527	567	537	558	514	519	495
Starting Vehs	35	56	33	75	33	24	34
Ending Vehs	36	23	28	33	34	26	31
Travel Distance (mi)	108	114	111	112	105	107	102
Travel Time (hr)	7.9	12.3	8.6	11.7	7.7	8.3	7.7
Total Delay (hr)	3.2	7.3	3.8	6.8	3.1	3.6	3.3
Total Stops	602	739	671	720	590	657	601
Fuel Used (gal)	5.0	6.4	5.4	6.2	4.9	5.2	4.8

Interval #1 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	515	530	566	523
Vehs Exited	516	553	561	536
Starting Vehs	30	47	40	35
Ending Vehs	29	24	45	27
Travel Distance (mi)	106	111	117	109
Travel Time (hr)	8.2	8.6	9.4	9.0
Total Delay (hr)	3.6	3.8	4.3	4.3
Total Stops	629	660	733	662
Fuel Used (gal)	5.1	5.4	5.8	5.4

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	730	682	738	729	760	729	760
Vehs Exited	658	618	679	699	733	662	687
Starting Vehs	36	23	28	33	34	26	31
Ending Vehs	108	87	87	63	61	93	104
Travel Distance (mi)	131	123	137	136	145	131	140
Travel Time (hr)	18.8	17.5	18.1	13.3	15.3	21.5	21.1
Total Delay (hr)	13.1	12.1	12.1	7.3	8.9	15.7	15.0
Total Stops	1095	928	1024	936	1072	1056	1091
Fuel Used (gal)	8.4	7.7	8.4	7.3	8.0	9.0	9.3

Interval #2 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	643	701	726	721
Vehs Exited	643	669	704	673
Starting Vehs	29	24	45	27
Ending Vehs	29	56	67	69
Travel Distance (mi)	124	132	140	134
Travel Time (hr)	10.4	12.4	15.0	16.3
Total Delay (hr)	5.0	6.6	8.8	10.5
Total Stops	785	848	1017	981
Fuel Used (gal)	6.2	6.9	7.8	7.9

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	563	541	540	520	504	548	578
Vehs Exited	627	589	605	552	531	620	642
Starting Vehs	108	87	87	63	61	93	104
Ending Vehs	44	39	22	31	34	21	40
Travel Distance (mi)	124	119	121	108	106	121	127
Travel Time (hr)	24.5	17.6	15.4	8.6	9.3	11.8	14.3
Total Delay (hr)	19.1	12.4	10.1	3.9	4.7	6.5	8.7
Total Stops	924	783	841	644	669	742	787
Fuel Used (gal)	9.6	7.7	7.3	5.3	5.4	6.5	7.1

Interval #3 Information Recording

Start Time	5:30
End Time	5:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	499	566	521	534
Vehs Exited	502	586	565	581
Starting Vehs	29	56	67	69
Ending Vehs	26	36	23	25
Travel Distance (mi)	102	118	111	116
Travel Time (hr)	7.4	10.6	9.9	13.0
Total Delay (hr)	3.0	5.5	5.1	7.9
Total Stops	578	780	640	736
Fuel Used (gal)	4.8	6.1	5.7	6.6

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	584	517	526	572	502	530	541
Vehs Exited	584	519	517	562	507	509	551
Starting Vehs	44	39	22	31	34	21	40
Ending Vehs	44	37	31	41	29	42	30
Travel Distance (mi)	119	107	105	116	104	106	113
Travel Time (hr)	9.2	8.3	7.5	9.1	7.4	7.6	8.4
Total Delay (hr)	4.1	3.7	3.0	4.1	2.9	3.1	3.5
Total Stops	706	638	548	697	572	575	634
Fuel Used (gal)	5.7	5.3	4.8	5.6	4.8	5.0	5.4

Interval #4 Information Recording

Start Time	5:45
End Time	6:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	509	565	563	542
Vehs Exited	510	575	543	538
Starting Vehs	26	36	23	25
Ending Vehs	25	26	43	31
Travel Distance (mi)	105	117	113	110
Travel Time (hr)	7.6	8.6	8.5	8.2
Total Delay (hr)	3.1	3.6	3.6	3.4
Total Stops	607	671	637	631
Fuel Used (gal)	4.9	5.5	5.5	5.2

5: Congress St. & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.1	0.2	0.3	0.2	0.2	1.7	0.5	1.7	4.4	2.3	2.3
Total Del/Veh (s)	22.1	16.0	13.0	35.1	22.4	15.9	30.3	10.2	8.2	26.7	16.3	13.4

5: Congress St. & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	1.3
Total Del/Veh (s)	15.8

6: Cumberland Ave & Pearl St. Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.6	0.5	0.5	0.0	0.3	0.1	6.0	3.1	4.2	0.8	3.7	3.7
Total Del/Veh (s)	27.3	22.9	14.7	20.1	15.3	10.4	25.6	21.6	18.4	18.7	9.2	5.0

6: Cumberland Ave & Pearl St. Performance by movement

Movement	All
Denied Del/Veh (s)	2.4
Total Del/Veh (s)	17.8

9: Congress St. & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	0.7	0.3	0.7	1.7	2.7	0.2	0.7	1.3
Total Del/Veh (s)	69.4	68.1	55.5	21.1	13.1	2.1	2.3	12.6

10: Cumberland Ave & Myrtle St. Performance by movement

Movement	NWL	NWT	NWR	NEL	NET	SWT	SWR	All
Denied Del/Veh (s)	4.6	0.0	5.7	2.0	3.3	0.0	0.0	2.5
Total Del/Veh (s)	53.7	35.1	38.0	12.1	11.1	2.2	1.0	14.5

13: Pearl St. & Old Port Parking Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.1	0.0	0.0	0.0
Total Del/Veh (s)	16.7	8.9	6.7	8.5	2.9	5.0	10.3		4.8	13.2	1.2	5.7

13: Pearl St. & Old Port Parking Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	8.5

Total Zone Performance

Denied Del/Veh (s)	3.6
Total Del/Veh (s)	700.8

Intersection: 5: Congress St. & Pearl St.

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	197	226	163	100	84	325
Average Queue (ft)	105	68	77	82	47	154
95th Queue (ft)	181	160	163	118	96	293
Link Distance (ft)	186	365	116			334
Upstream Blk Time (%)	1	0	5	2		3
Queuing Penalty (veh)	5	0	23	0		0
Storage Bay Dist (ft)				75	45	
Storage Blk Time (%)			5	11	10	31
Queuing Penalty (veh)			19	8	50	24

Intersection: 6: Cumberland Ave & Pearl St.

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	L	TR
Maximum Queue (ft)	238	142	231	177	99
Average Queue (ft)	92	45	148	45	57
95th Queue (ft)	201	98	242	112	98
Link Distance (ft)	369	176	220	434	
Upstream Blk Time (%)	1	0	6		
Queuing Penalty (veh)	0	1	31		
Storage Bay Dist (ft)					50
Storage Blk Time (%)				7	10
Queuing Penalty (veh)				17	8

Intersection: 9: Congress St. & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	208	348	91
Average Queue (ft)	70	110	43
95th Queue (ft)	181	287	93
Link Distance (ft)	355	455	74
Upstream Blk Time (%)	1	3	3
Queuing Penalty (veh)	0	0	14
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Cumberland Ave & Myrtle St.

Movement	NW	NE	SW
Directions Served	LTR	LT	TR
Maximum Queue (ft)	204	241	102
Average Queue (ft)	84	69	24
95th Queue (ft)	193	201	71
Link Distance (ft)	216	288	220
Upstream Blk Time (%)	8	5	
Queuing Penalty (veh)	14	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Pearl St. & Old Port Parking

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	191	144	29	41
Average Queue (ft)	87	33	12	11
95th Queue (ft)	198	93	34	36
Link Distance (ft)	176	186	32	44
Upstream Blk Time (%)	5	0	3	0
Queuing Penalty (veh)	27	0	0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 241

Appendix H. Existing Conditions and Site Plan

PRELIMINARY

GENERAL NOTES:

1. 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.
2. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. 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.

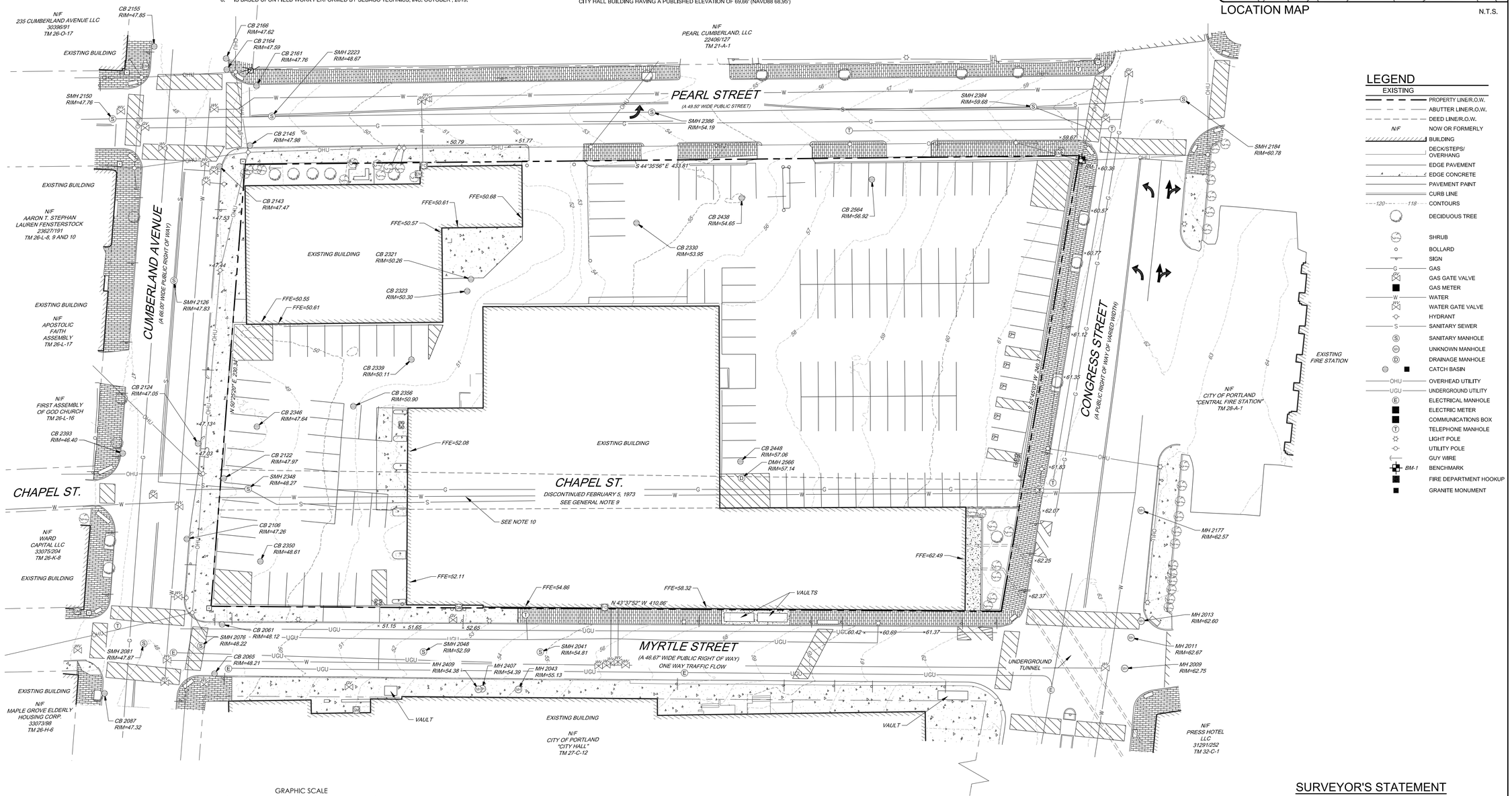
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 6F. TOPOGRAPHIC INFORMATION SHOWN HEREON. SEBAGO TECHNICS INC. UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. OCTOBER , 2019.
7. PLAN REFERENCES:
   - A. 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.
   - B. 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.
   - C. 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.
   - D. 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.
   - E. 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.
   - F. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
8. 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' (NAVD88 68.95')
9. THE CITY OF PORTLAND DISCONTINUED THAT PORTION OF CHAPEL STREET ''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, PUBLIC AND PRIVATE RIGHTS MAY EXIST FOR PUBLIC HIGHWAY AND UTILITIES THAT STILL LIE WITHIN THE LIMITS OF CHAPEL STREET. SEBAGO TECHNICS, INC. SUGGEST LEGAL COUNSEL BE SOUGHT TO CLARIFY THE INTEREST OF OTHERS IN THESE RIGHTS.
10. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
11. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
12. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
13. BENCHMARK:

BM-1 EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)



LOCATION MAP N.T.S.

JOSHUA R. EON, PLS 2558



LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- DEED LINE/R.O.W.
- N/F NOW OR FORMERLY
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- CURB LINE
- 120 118 CONTOURS
- DECIDUOUS TREE
- SHRUB
- BOLLARD
- SIGN
- G GAS
- GAS GATE VALVE
- GAS METER
- W WATER
- WATER GATE VALVE
- HYDRANT
- S SANITARY SEWER
- SANITARY MANHOLE
- UNKNOWN MANHOLE
- D DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UGU UNDERGROUND UTILITY
- ELECTRICAL MANHOLE
- ELECTRIC METER
- COMMUNICATIONS BOX
- TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- BM-1 BENCHMARK
- FIRE DEPARTMENT HOOKUP
- GRANITE MONUMENT

GRAPHIC SCALE

25 0 12 25 50

(IN FEET)
1 INCH = 25 FT.

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'

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.

JOSHUA R. EON, PLS 2558 12/16/2019

REV:	BY:	DATE:	STATUS:
A.	JRE	12/16/2019	ISSUED TO CLIENT FOR REVIEW
B.	JRE	1/09/2020	CORRECTED SPACE AND BULK CRITERIA PER PM REQUEST
C.	JRE	1/20/2020	MINOR DRAFTING REVISIONS PER PM REQUEST
D.	JRE	2/7/2020	MINOR DRAFTING REVISIONS PER PM REQUEST, ADDED NOTE 9
E.	JRE	2/10/2020	ADDED NOTE 10
F.	JRE	2/20/2020	ADDED STRUCTURE INFO AND MINOR DRAFTING REVISIONS

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.

STATE OF MAINE JOSHUA R. EON 2558 REGISTERED PROFESSIONAL LAND SURVEYOR

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS PLAN
OF:
CONGRESS / PEARL BLOCK
CONGRESS STREET AND PEARL STREET
PORTLAND, MAINE 04101
FOR RECORD OWNER:
385 CONGRESS STREET, LLC.
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	-
DRAWN	RHS/TSL
CHECKED	JRE/CDM
DATE	12/16/19
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 2

19371EC.dwg TABEC1

GENERAL NOTES:

1. 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.
2. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. SPACE AND BULK CRITERIA FOR THE B3 DISTRICT ARE AS FOLLOWS:

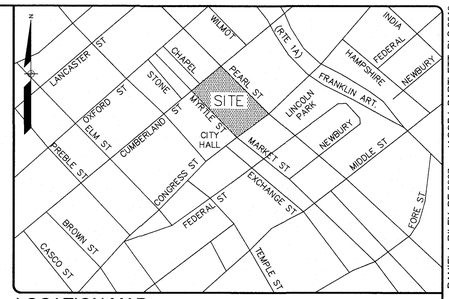
MINIMUM LOT SIZE:	N/A
MINIMUM STREET FRONTAGE:	15 FEET
MINIMUM FRONT YARD:	N/A
MINIMUM SIDE YARD:	N/A
MINIMUM REAR YARD:	N/A
MAXIMUM BUILDING HEIGHT:	150 FEET
MAXIMUM LOT COVERAGE:	100%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

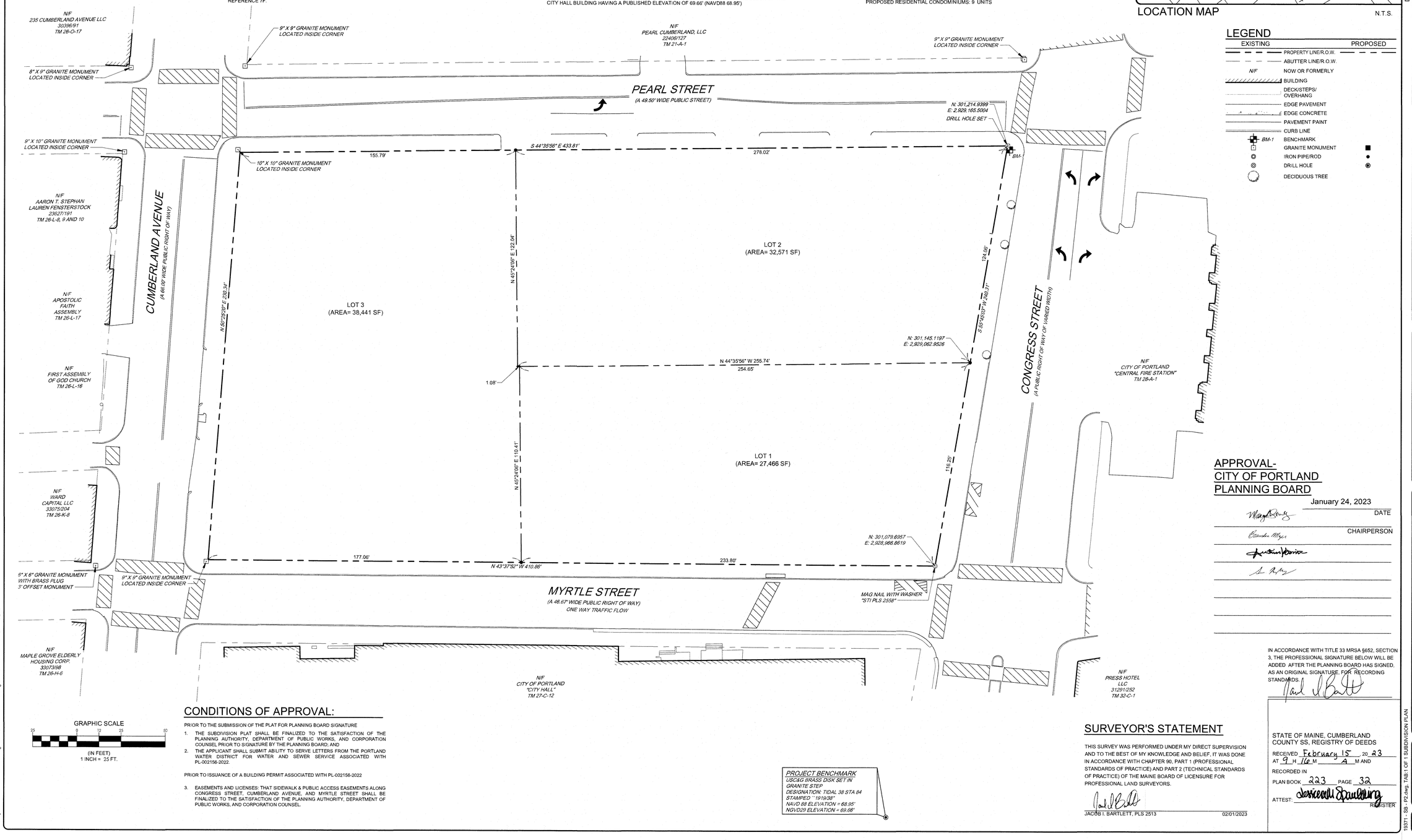
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 7F. SEBAGO TECHNICS INC. UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IMPROVEMENTS ON THE SITE ARE NOT SHOWN HEREON. FOR SITE INFORMATION SEE PLAN REFERENCE 7F.
7. PLAN REFERENCES:
   A. 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.
   B. 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.
   C. 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.
   D. 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.
   E. 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.
   F. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
8. 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' (NAVD88 68.95')
8. 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.
9. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
10. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
11. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
12. BENCHMARK:

    BM-1 EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)
13. PROPOSED UNITS LOT 1:

    PROPOSED HOTEL : 156 ROOMS
    PROPOSED RESIDENTIAL CONDOMINIUMS: 9 UNITS



LOCATION MAP N.T.S.



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
N/F	NOW OR FORMERLY	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
BM-1	BENCHMARK	
■	GRANITE MONUMENT	■
⊙	IRON PIPE/ROD	•
⊙	DRILL HOLE	◉
	DECIDUOUS TREE	

GRAPHIC SCALE
25 0 12 25 50
(IN FEET)
1 INCH = 25 FT.

CONDITIONS OF APPROVAL:

PRIOR TO THE SUBMISSION OF THE PLAT FOR PLANNING BOARD SIGNATURE

1. THE SUBDIVISION PLAT SHALL BE FINALIZED TO THE SATISFACTION OF THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC WORKS, AND CORPORATION COUNSEL PRIOR TO SIGNATURE BY THE PLANNING BOARD; AND
2. 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

3. 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.

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'

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 I. BARTLETT, PLS 2513 02/01/2023

APPROVAL-
CITY OF PORTLAND
PLANNING BOARD

January 24, 2023 DATE

CHAIRPERSON

IN ACCORDANCE WITH TITLE 33 MRSA §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 20 23
AT 9 H 10 M A M AND
RECORDED IN
PLAN BOOK 223 PAGE 32
ATTEST: Jessica H Spaulding
REGISTER

DESIGNED	DJS
DRAWN	DAB
CHECKED	DLR
DATE	12/02/2022
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 1

REV.:	BY:	DATE:	STATUS:
A	DLR	11/18/2022	SUBMITTED FOR SUBDIVISION APPROVAL
B	DLR	12/02/2022	SUBMITTED FOR SUBDIVISION APPROVAL
C	DLR	01/11/2023	SUBMITTED FOR SUBDIVISION APPROVAL

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.

STATE OF MAINE JACOB I. BARTLETT 2513 REGISTERED PROFESSIONAL SURVEYOR

DANIEL L RILEY: PE 9967 JACOB I. BARTLETT., PLS 2513

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

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

RECORD OWNER:
385 CONGRESS LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

F:\Projects\1900\19371\DWG\Design\Lot 2\19371 - SB - P2.dwg - 1/31/2023 2:07 PM - DAN RILEY

19371 - SB - P2.dwg, TAB:1 OF 1 SUBDIVISION PLAN

ON STREET PARKING SCHEDULE

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. SEE ON STREET PARKING NARRATIVE AND EXHIBIT FOR ADDITIONAL DESCRIPTION OF ON STREET PARKING.

   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, EXCEPT FOR THE TWO SPACES CLOSEST TO MYRTLE STREET WHICH SHALL BE 30 MINUTE LOADING ZONE SPACES.

   C. SPACES ON PEARL STREET BETWEEN CUMBERLAND AVENUE AND CONGRESS STREET SHALL BE 2 HOUR TIME LIMIT PARKING

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

B — CITY OF PORTLAND STANDARD STREET LIGHT- TECHNICAL STANDARDS FIGURE X-5B SEE DETAILS, COLOR GREEN
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 8 MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS

SITE PLAN KEY NOTES

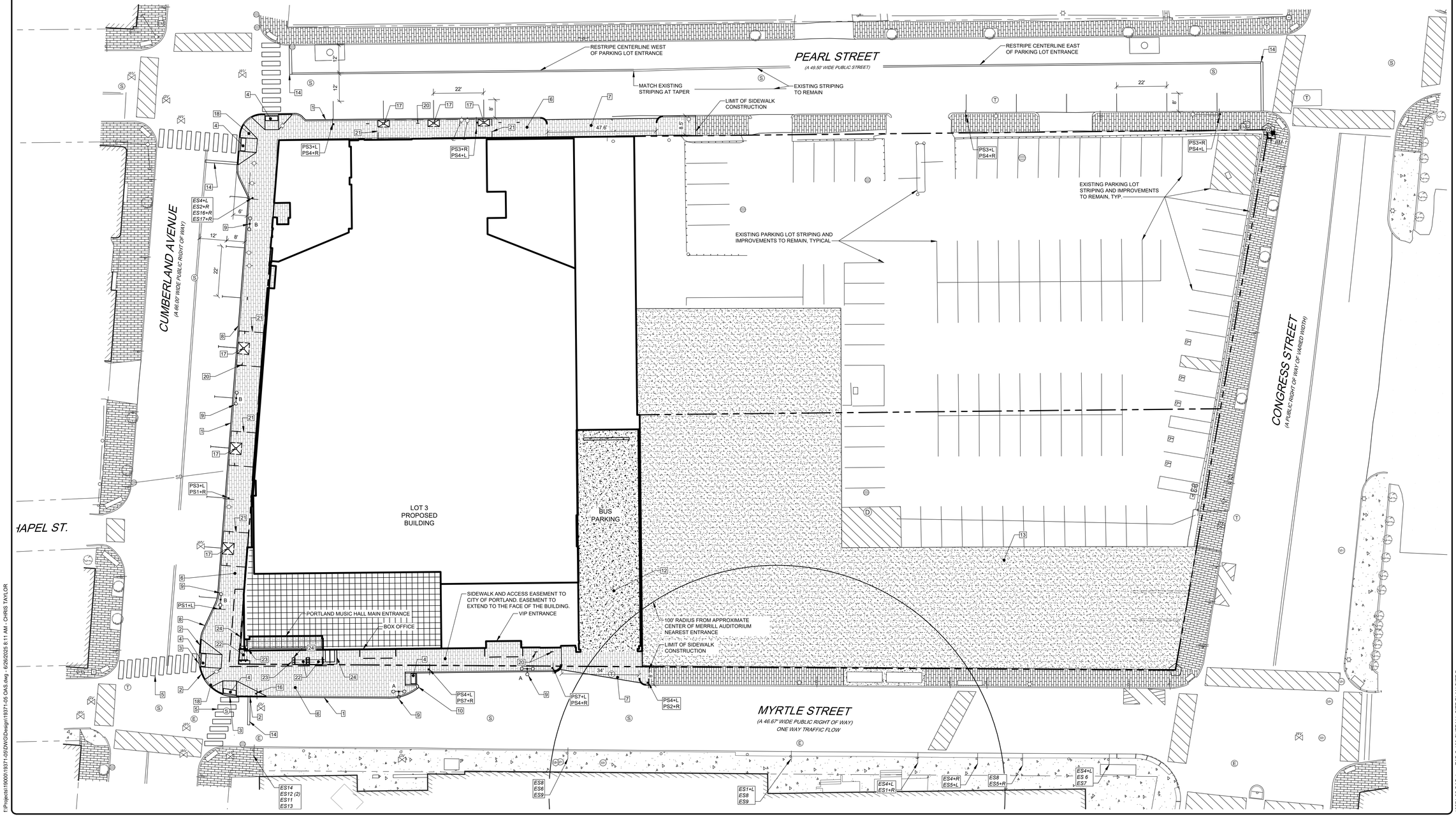
1 RESET SALVAGED GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 2' X 6' TRUNCATED DOME PLATES
5 2' X 2' SOLID WHITE PAINT BARS, 2' APART, 8 ' WIDE
6 BRICK PAVERS
7 BRICK DRIVEWAY APRON
8 NEW TYPE 1 VERTICAL GRANITE CURB
9 LIGHT FIXTURE - REFER TO LIGHTING FIXTURES LEGEND
10 GRANITE RADIUS CORNER "BUG"
11 ASPHALT PAVING
12 CAST IN PLACE CONCRETE PAVING
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 AND SIDEWALK GRATE
18 CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19 ALUMINUM BRICK EDGE RESTRAINT (TYP)
20 BIKE RACK
21 LIMIT OF STRUCTURAL SOIL
22 GRANITE STEP
23 HANDRAIL
24 CHEEK WALL
25 NOT USED
26 NOT USED
27 NOT USED
28 NOT USED

STREET PARKING SIGN KEY NOTES

PS1+R	30 MINUTE LOADING ZONE + RIGHT ARROW
PS1+L	30 MINUTE LOADING ZONE + LEFT ARROW
PS2	30 MINUTE PARKING
PS2+R	30 MINUTE PARKING + RIGHT ARROW
PS2+L	30 MINUTE PARKING + LEFT ARROW
PS3	2 HOUR PARKING
PS3+R	2 HOUR PARKING + RIGHT ARROW
PS3+L	2 HOUR PARKING + LEFT ARROW
PS4	NO PARKING ANY TIME
PS4+R	NO PARKING ANY TIME + RIGHT ARROW
PS4+L	NO PARKING ANY TIME+ LEFT ARROW
PS6	METERED PARKING
PS7+R	5 MINUTE LOADING ZONE + RIGHT ARROW
PS7+L	5 MINUTE LOADING ZONE + LEFT ARROW

EXISTING PARKING SIGN KEY NOTES

ES1+R	*30 MINUTE COMMERCIAL LOADING ZONE (6AM-6PM) + RIGHT ARROW*
ES1+L	*30 MINUTE COMMERCIAL LOADING ZONE + LEFT ARROW*
ES2	*30 MINUTE PARKING*
ES2+R	*30 MINUTE PARKING + RIGHT ARROW*
ES2+L	*30 MINUTE PARKING + LEFT ARROW*
ES3	*NOT USED*
ES4	*NO PARKING ANY TIME*
ES4+R	*NO PARKING ANY TIME + RIGHT ARROW*
ES4+L	*NO PARKING ANY TIME + LEFT ARROW*
ES5	*HANDICAP RESERVED PARKING*
ES5+R	*HANDICAP RESERVED PARKING + RIGHT ARROW*
ES5+L	*HANDICAP RESERVED PARKING + RIGHT ARROW*
ES6	*PASSPORT PARKING ZONE 7103*
ES7	*SNOW HAULING YELLOW ZONE*
ES8	*NO PARKING THIS SIDE OF STREET*
ES9	*TURN OFF ENGINE*
ES10	*30 MINUTE PARKING*
ES11	*STOP*
ES 12	*ONE WAY*
ES13	*DO NOT ENTER*
ES 14	*STREET NAME (MYRTLE STREET)*
ES 15	*2 HOUR PARKING + LEFT ARROW*
ES 16	*2 HOUR PARKING + RIGHT ARROW*
ES 17	*BLUE PARKING SIGN + RIGHT ARROW*



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — REGISTERED PROFESSIONAL ENGINEER — 06/25/2025

REV.	BY:	DATE:	STATUS
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS INDICATED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE PLAN
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC

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

19371-05 OAS.dwg, TAB:C-100 OVERALL SITE PLAN SIZE:D

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LIGHTING FIXTURES LEGEND

SEE SHEET C-100 FOR LIGHTING FIXTURE LEGEND

SITE PLAN KEY NOTES

1 RESET SALVAGED GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
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 - REFER TO LIGHTING FIXTURES LEGEND
10 GRANITE RADIUS CORNER "BUG"
11 ASPHALT PAVING
12 CAST IN PLACE CONCRETE PAVING
13 REGRADE WITH GRAVEL IN DEMOLISHED BUILDING AREAS
14 12" SOLID WHITE PAINTED STOP BAR
15 TREE PLANTING PIT WITH STRUCTURAL SOIL AND 5' X 5' TREE GRATE
16 MYRTLE STREET + ONE WAY SIGN
17 TREE PLANTING PIT WITH STRUCTURAL SOIL AND 5' X 3' TREE GRATE
18 CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19 NOT USED
20 BIKE RACK
21 LIMIT OF STRUCTURAL SOIL
22 GRANITE STEP
23 HANDRAIL
24 CHEEK WALL
25 STRUCTURAL SOIL AREA
26 NOT USED
27 NOT USED
28 NOT USED

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

8' EXISTING PARKING

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — LICENSED PROFESSIONAL ENGINEER — 06/25/2025

REV.	BY	DATE	STATUS
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS PROVIDED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

SITE PLAN - STREET LEVEL
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
RECORD OWNER:
365 CONGRESS LLC
270 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

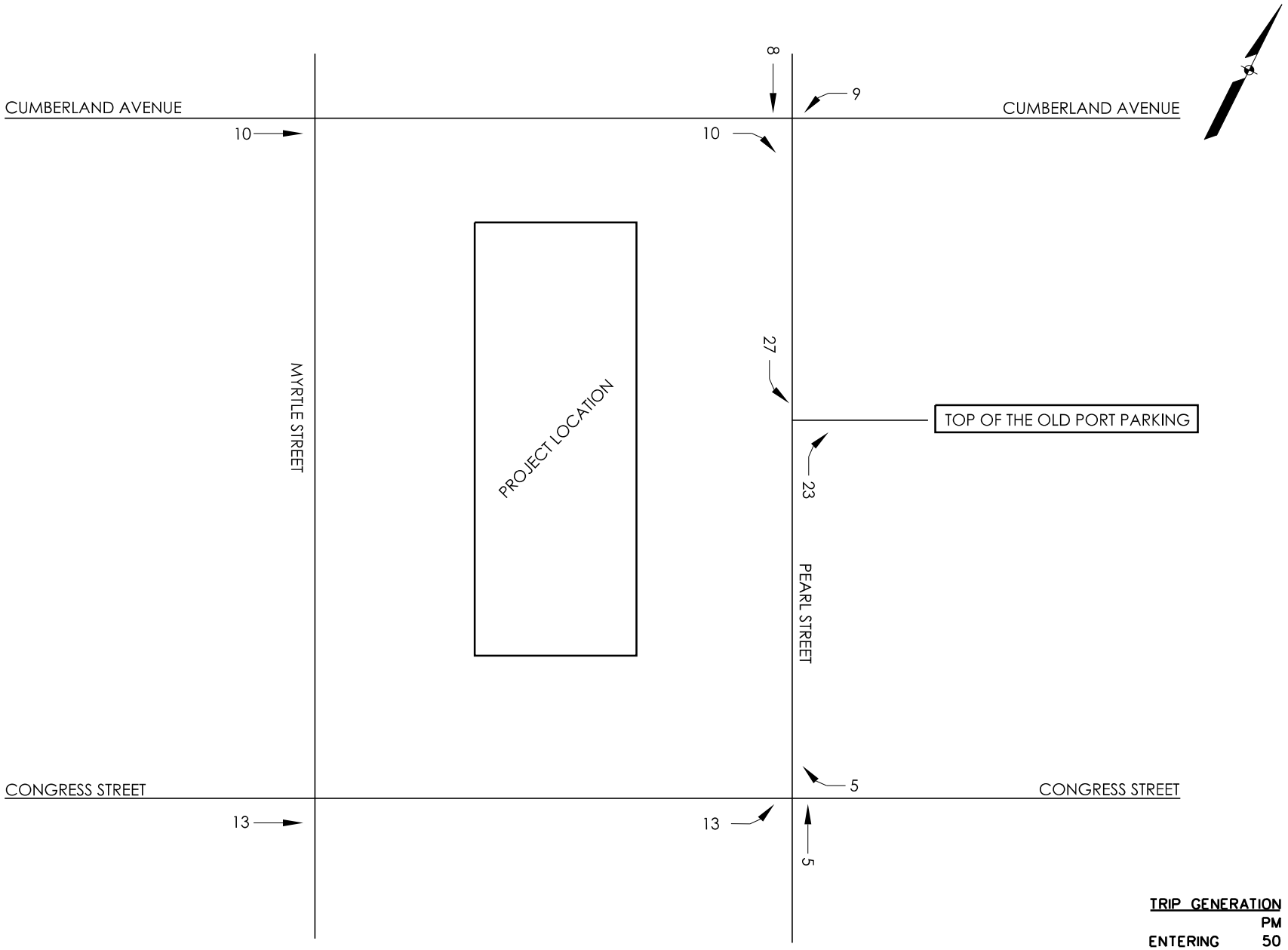
SHEET C-101

f:\Projects\19000\19371-05\DWG\Design\19371-05 S.dwg - 6/26/2025 8:11 AM - CHRIS TAYLOR

19371-05 S.dwg - TAB C-101 SITE PLAN - STREET LEVEL

Appendix I. Revised Traffic Diagrams

PRELIMINARY



TRIP GENERATION	PM
ENTERING	50

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TOP OF THE OLD PORT)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

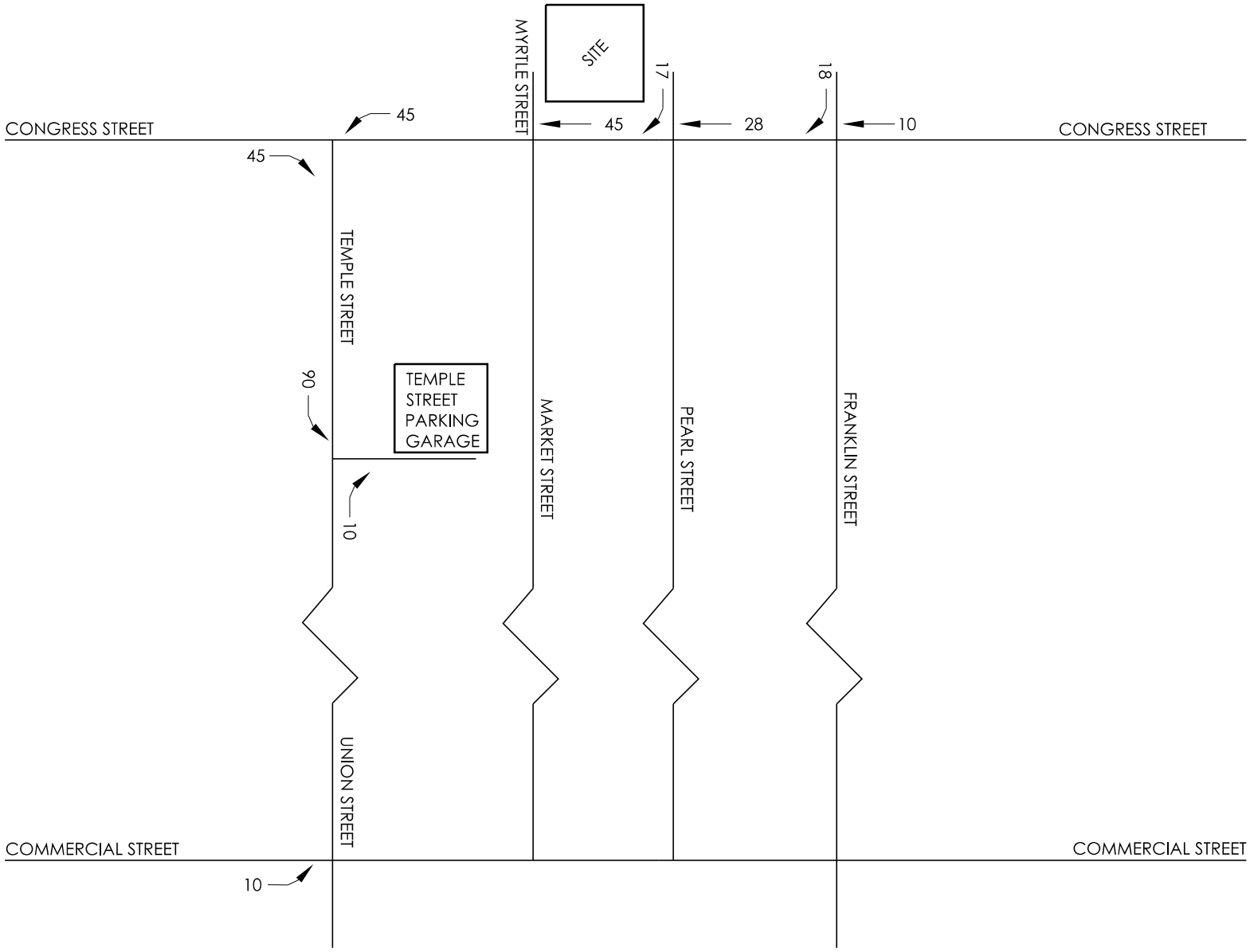
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 1

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	100

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TEMPLE STREET GARAGE)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

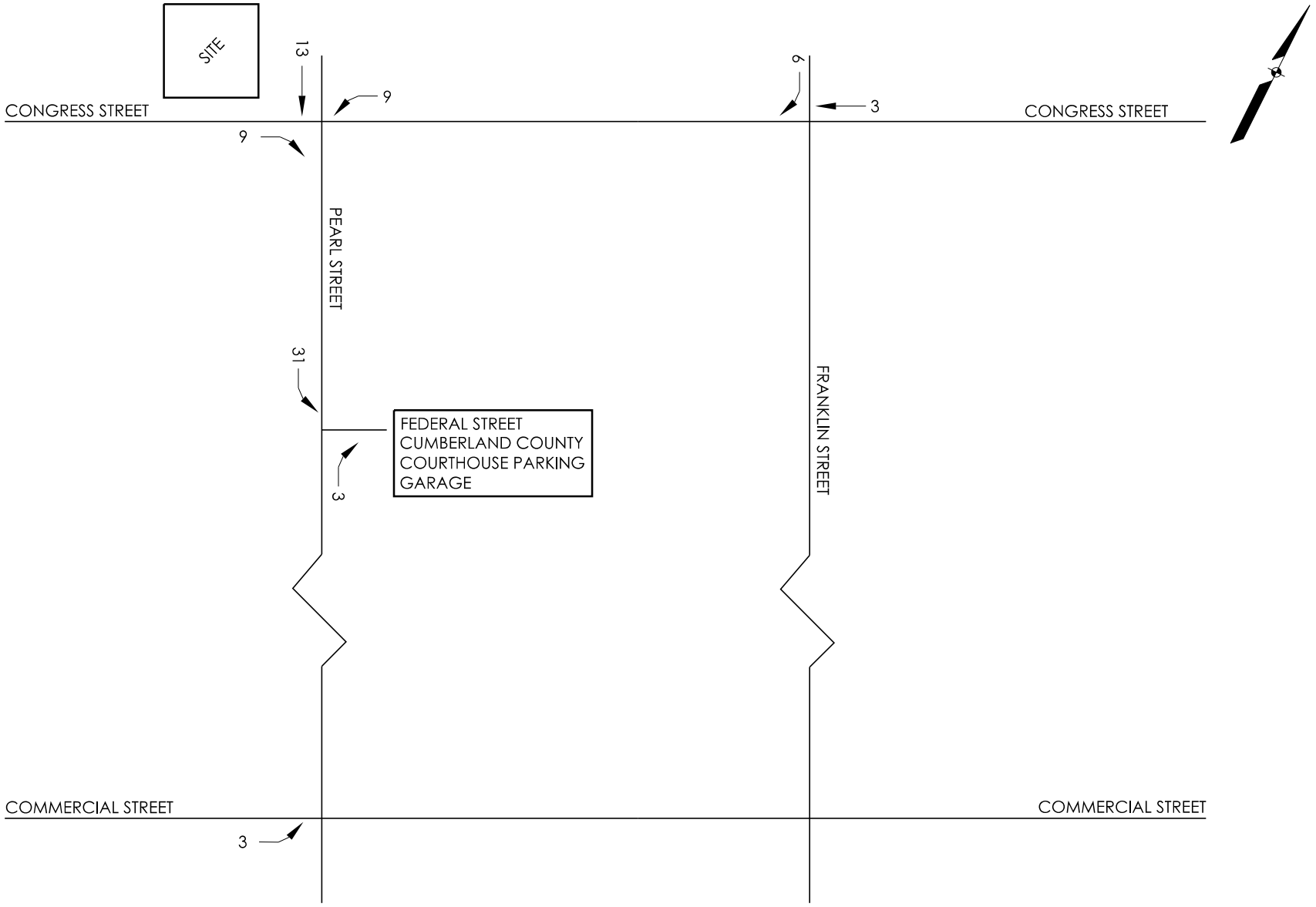
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 2

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	34

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (CUMBERLAND COUNTY COURTHOUSE)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

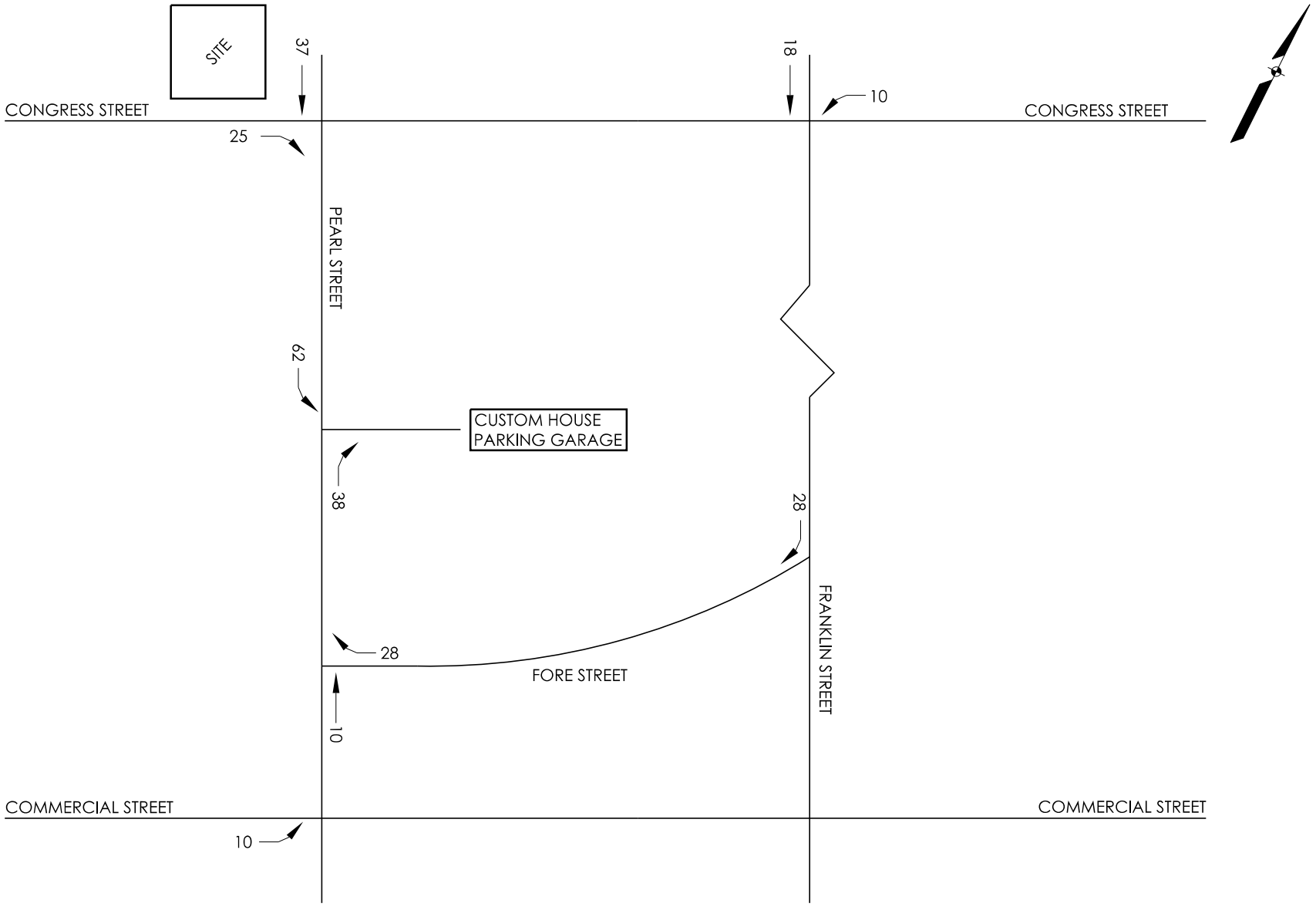
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 3

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	100

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (CUSTOM HOUSE)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

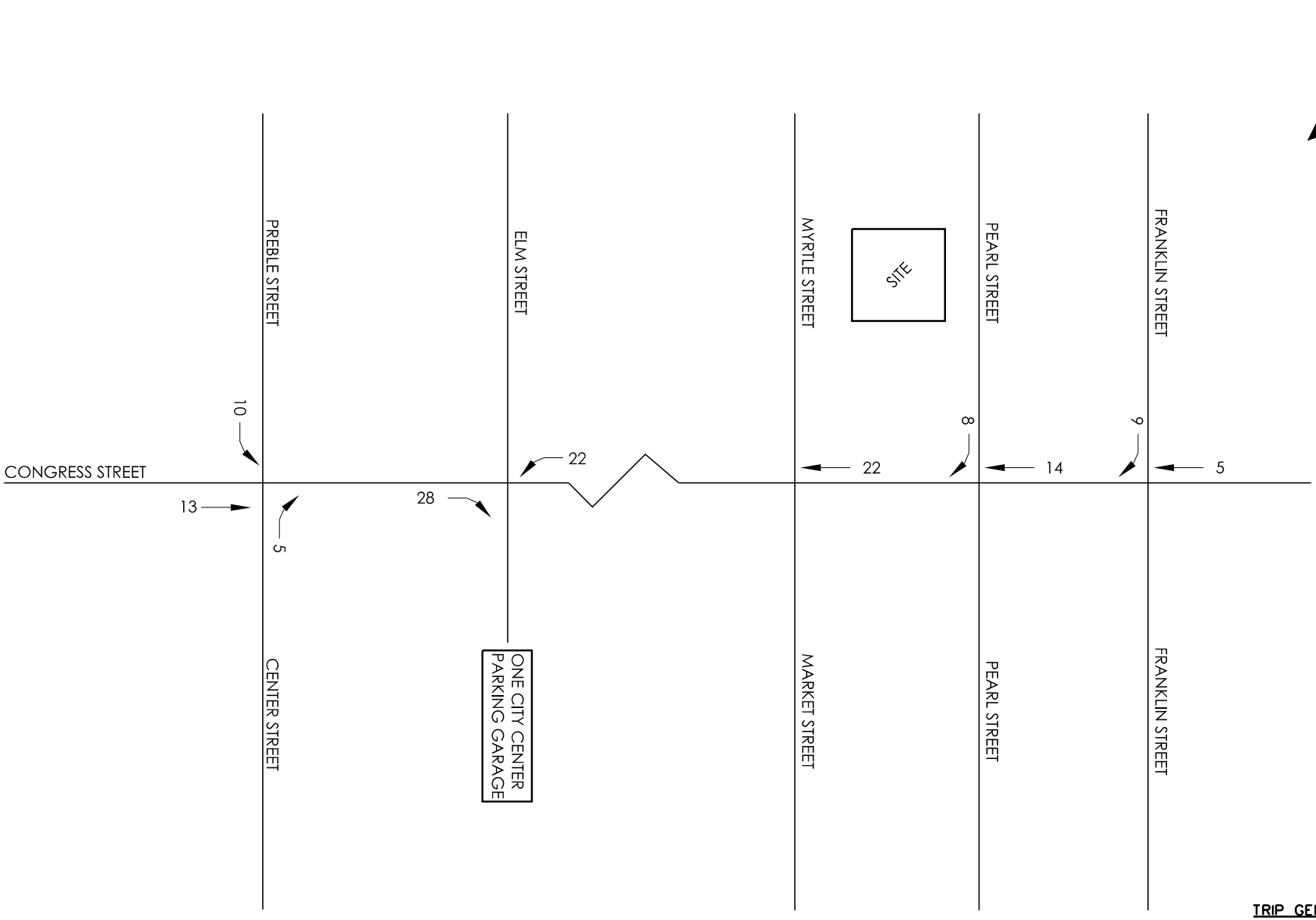
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 4

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	50

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (ONE CITY CENTER)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

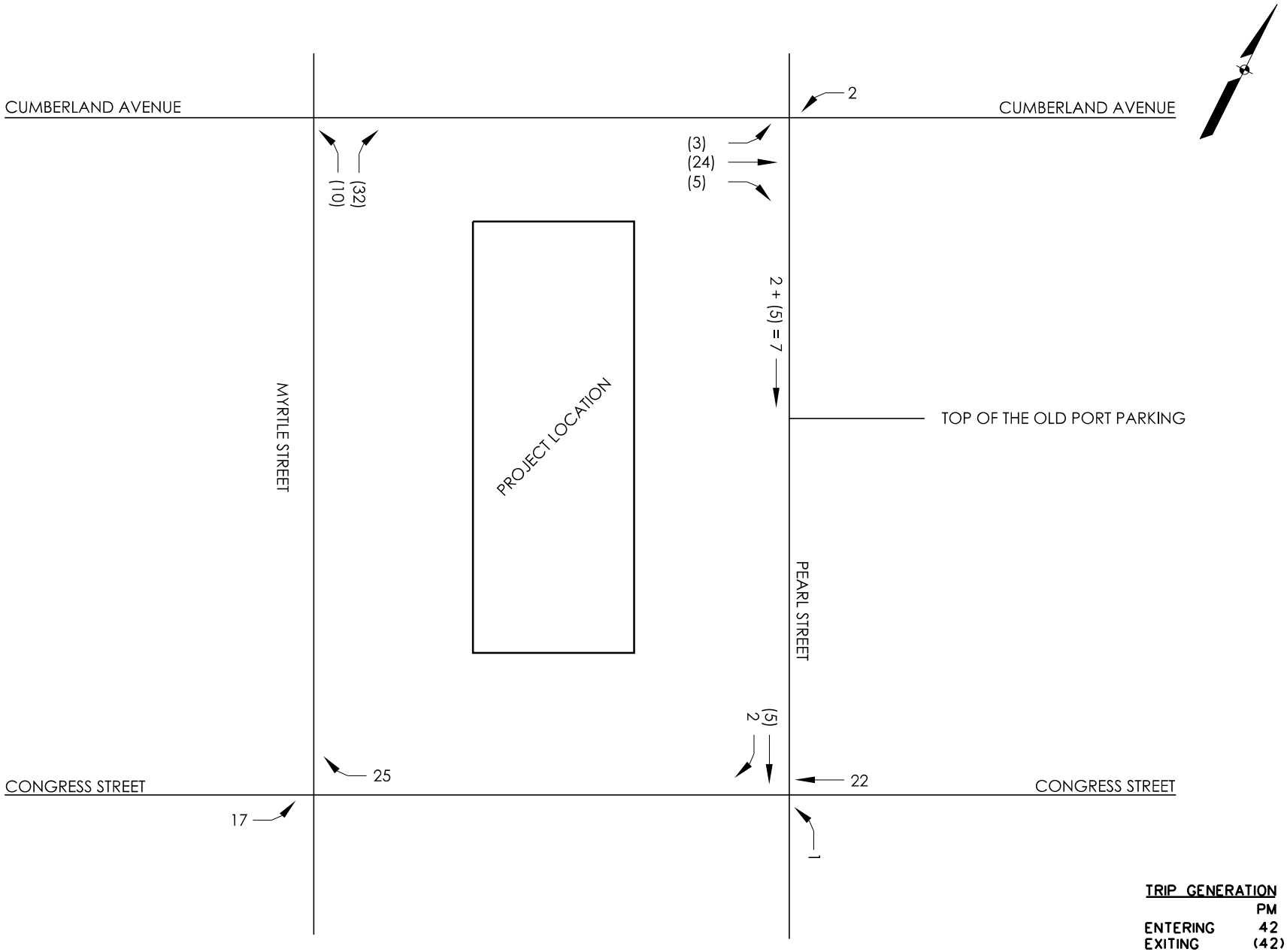
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 5

...\19371-05 Traffic Diagrams.dgn



LEGEND
XX = ENTERING
(XX) = EXITING

TRIP GENERATION

	PM
ENTERING	42
EXITING	(42)

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (MYRTLE STREET DROP-OFF)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

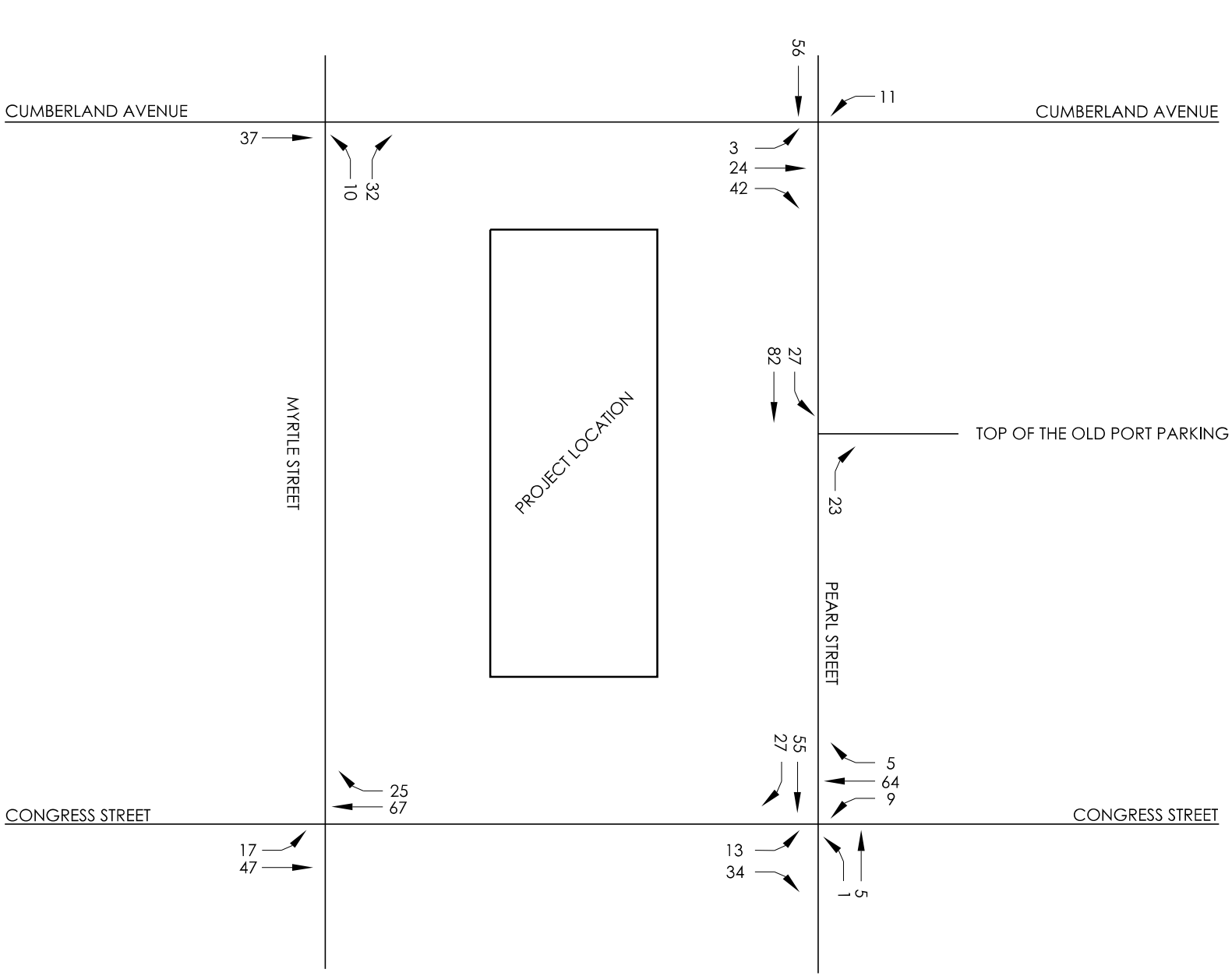
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 6

...\19371-05 Traffic Diagrams.dgn



SEBAGO TECHNICS
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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TOTAL TRIP ASSIGNMENTS (2 HOURS PRIOR TO EVENT)

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

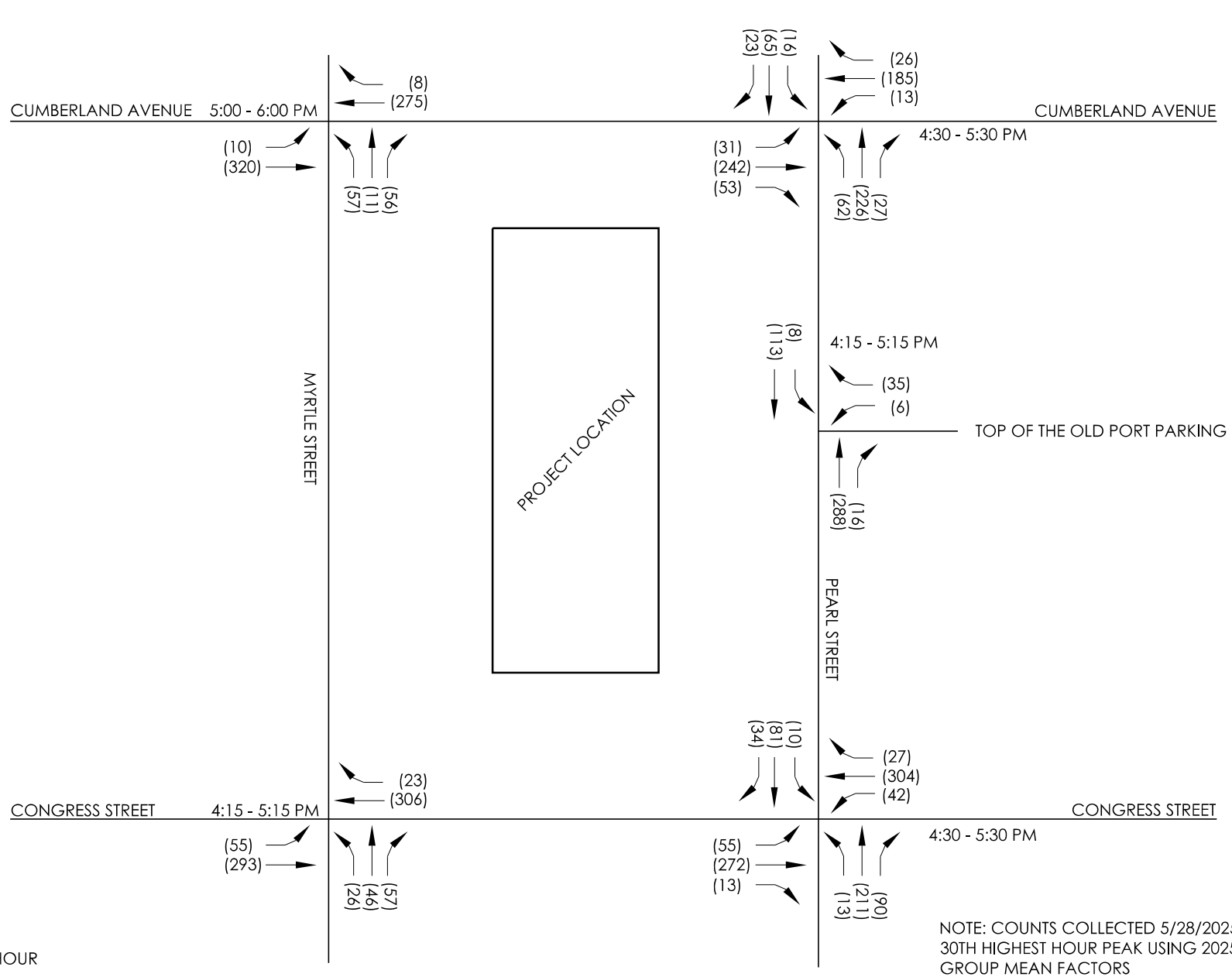
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 7

...\19371-05 Traffic Diagrams.dgn



SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2025 EXISTING COUNT DATA

OF: PORTLAND MUSIC HALL

SCALE: N.T.S

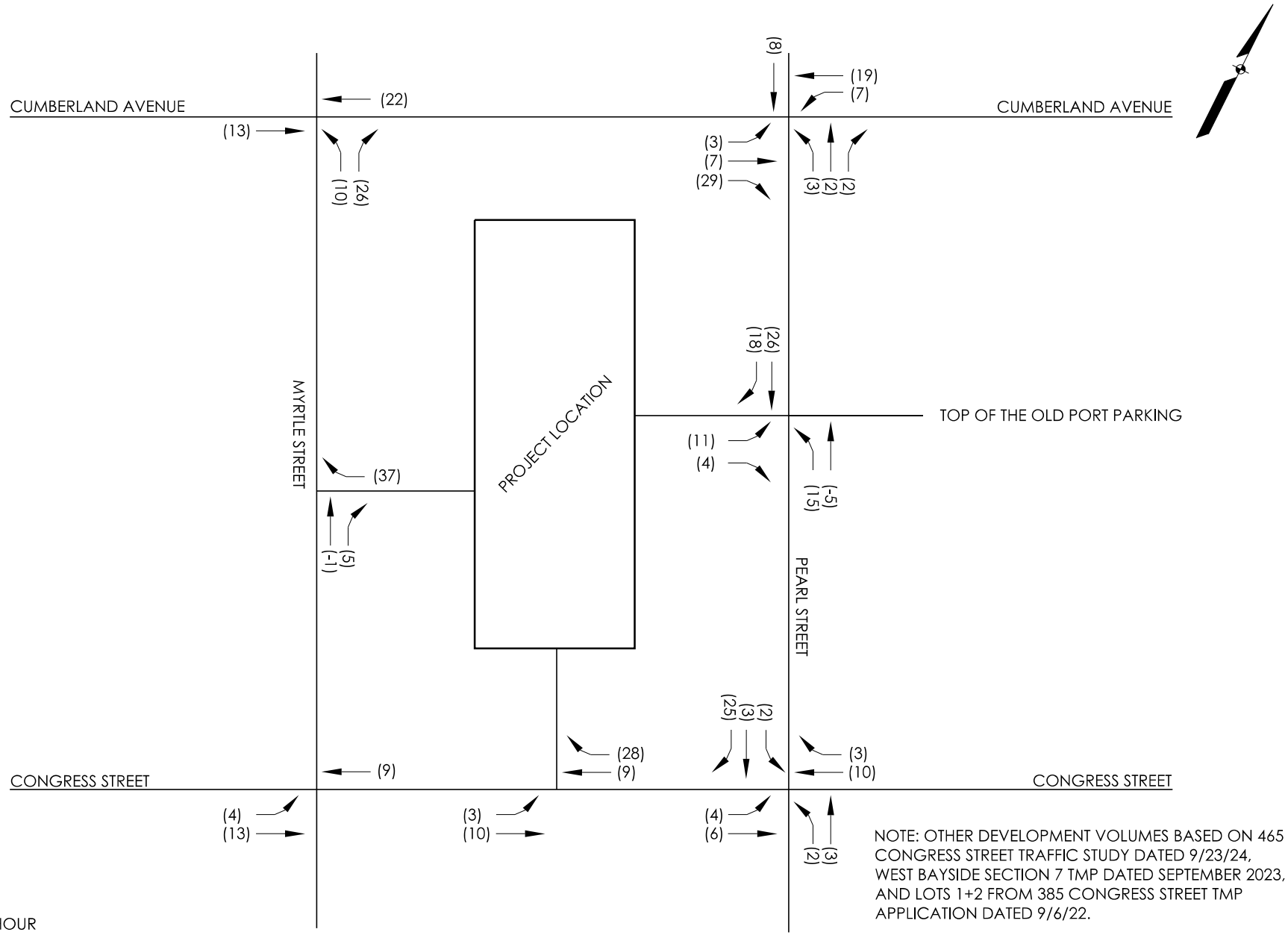
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 8

...\19371-05 Traffic Diagrams.dgn



NOTE: OTHER DEVELOPMENT VOLUMES BASED ON 465 CONGRESS STREET TRAFFIC STUDY DATED 9/23/24, WEST BAYSIDE SECTION 7 TMP DATED SEPTEMBER 2023, AND LOTS 1+2 FROM 385 CONGRESS STREET TMP APPLICATION DATED 9/6/22.

LEGEND

(XX) = PM PEAK HOUR

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

OTHER DEVELOPMENT VOLUMES

OF: PORTLAND MUSIC HALL

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

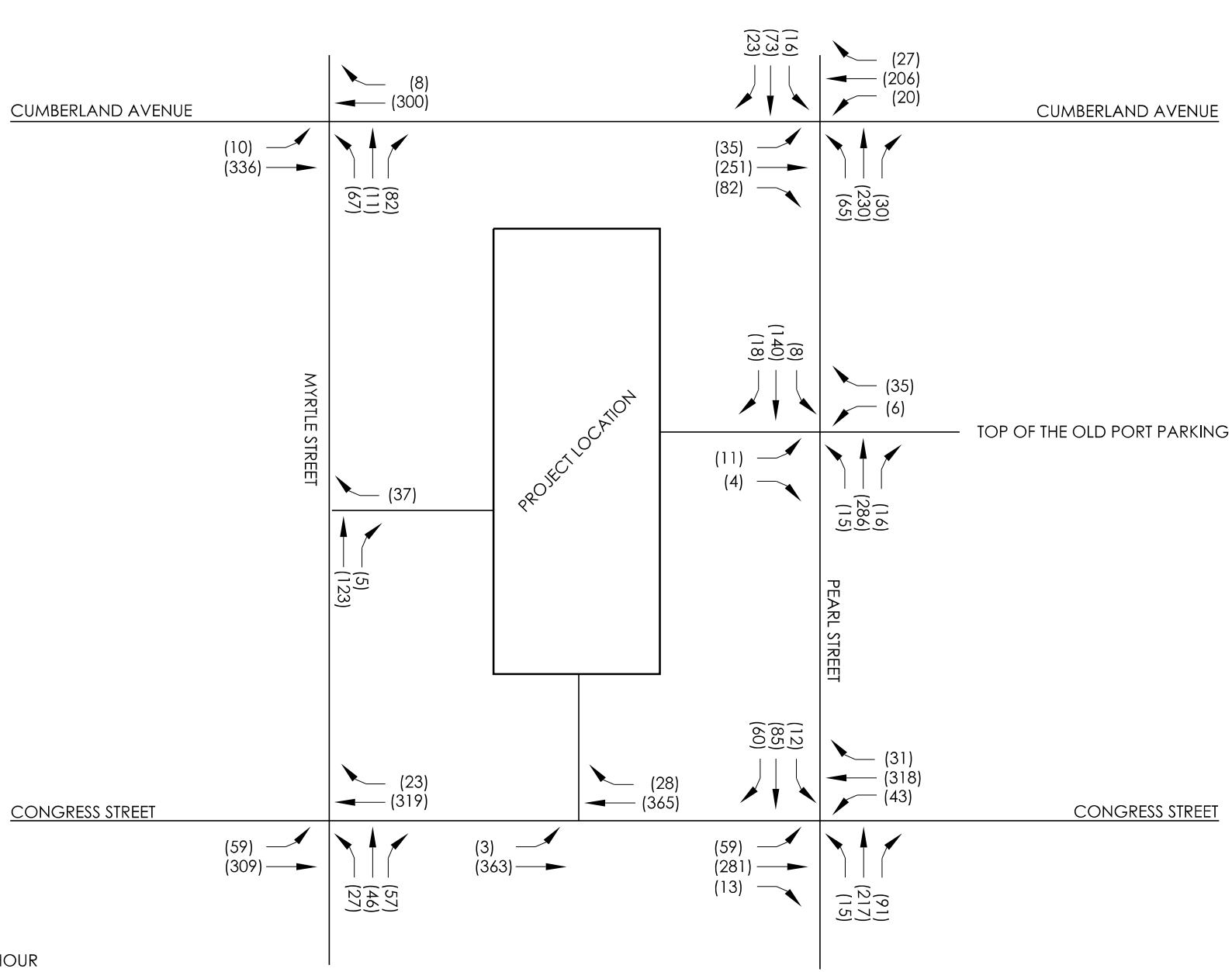
FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

SCALE: N.T.S

DATE: 8/5/25

FIGURE: 9

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 NO-BUILD VOLUMES

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

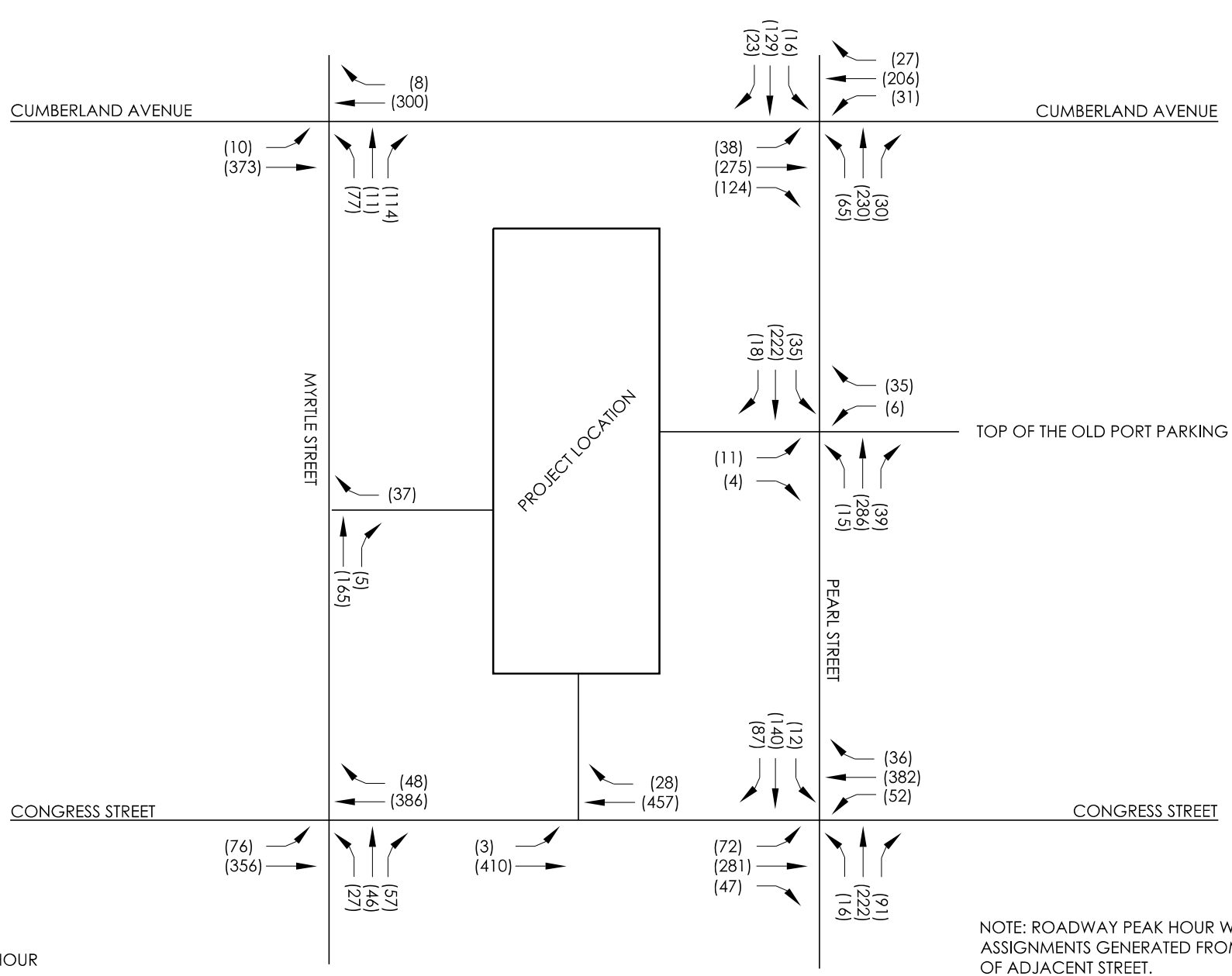
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 10

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

NOTE: ROADWAY PEAK HOUR WITH TRIP ASSIGNMENTS GENERATED FROM PEAK HOUR OF ADJACENT STREET.

SEBAGO TECHNICS
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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 BUILD VOLUMES

OF: PORTLAND MUSIC HALL - ADJACENT STREET PEAK

SCALE: N.T.S

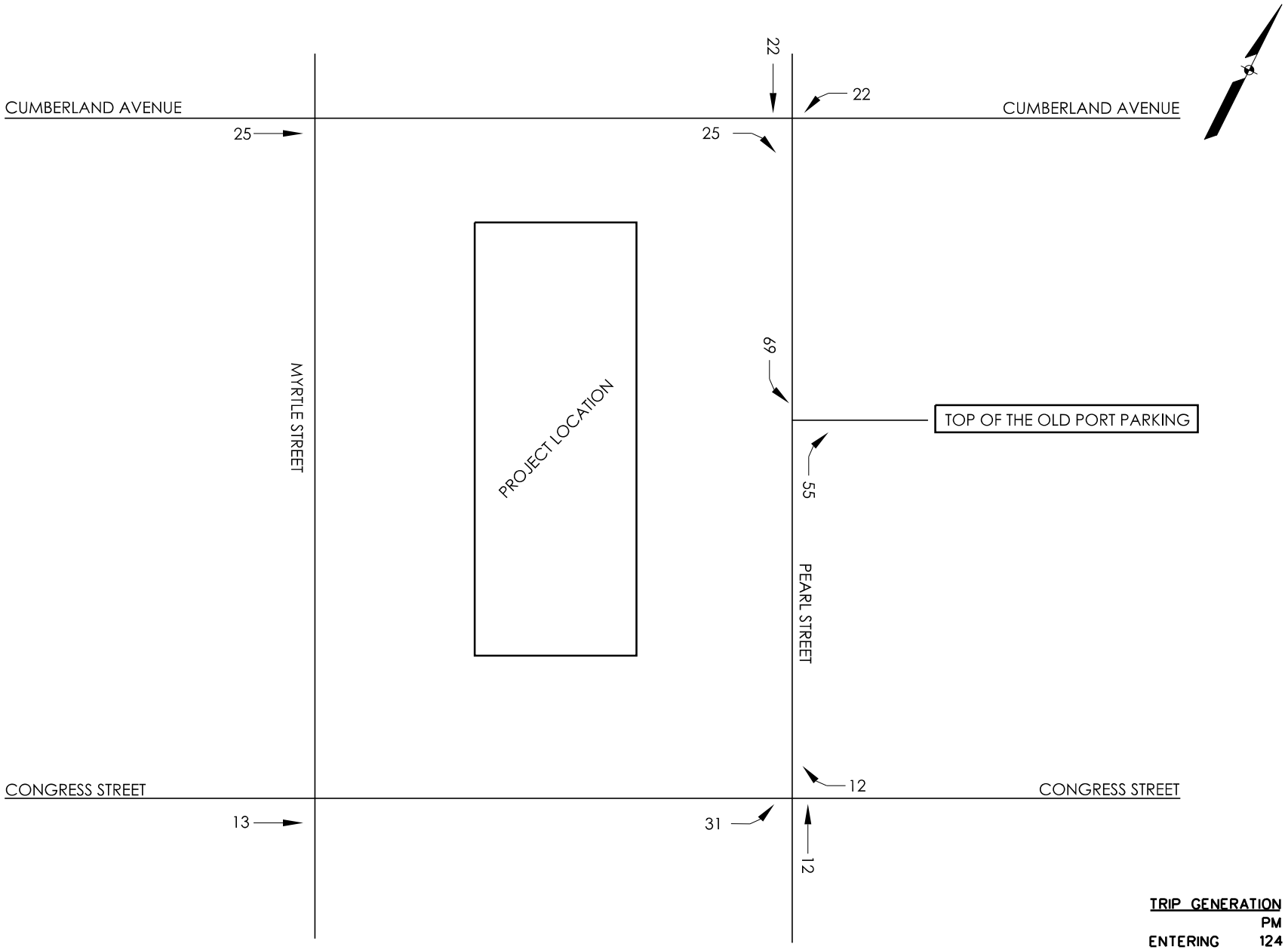
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 11

...\19371-05 Traffic Diagrams.dgn



SEBAGO TECHNICS
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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TOP OF THE OLD PORT)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

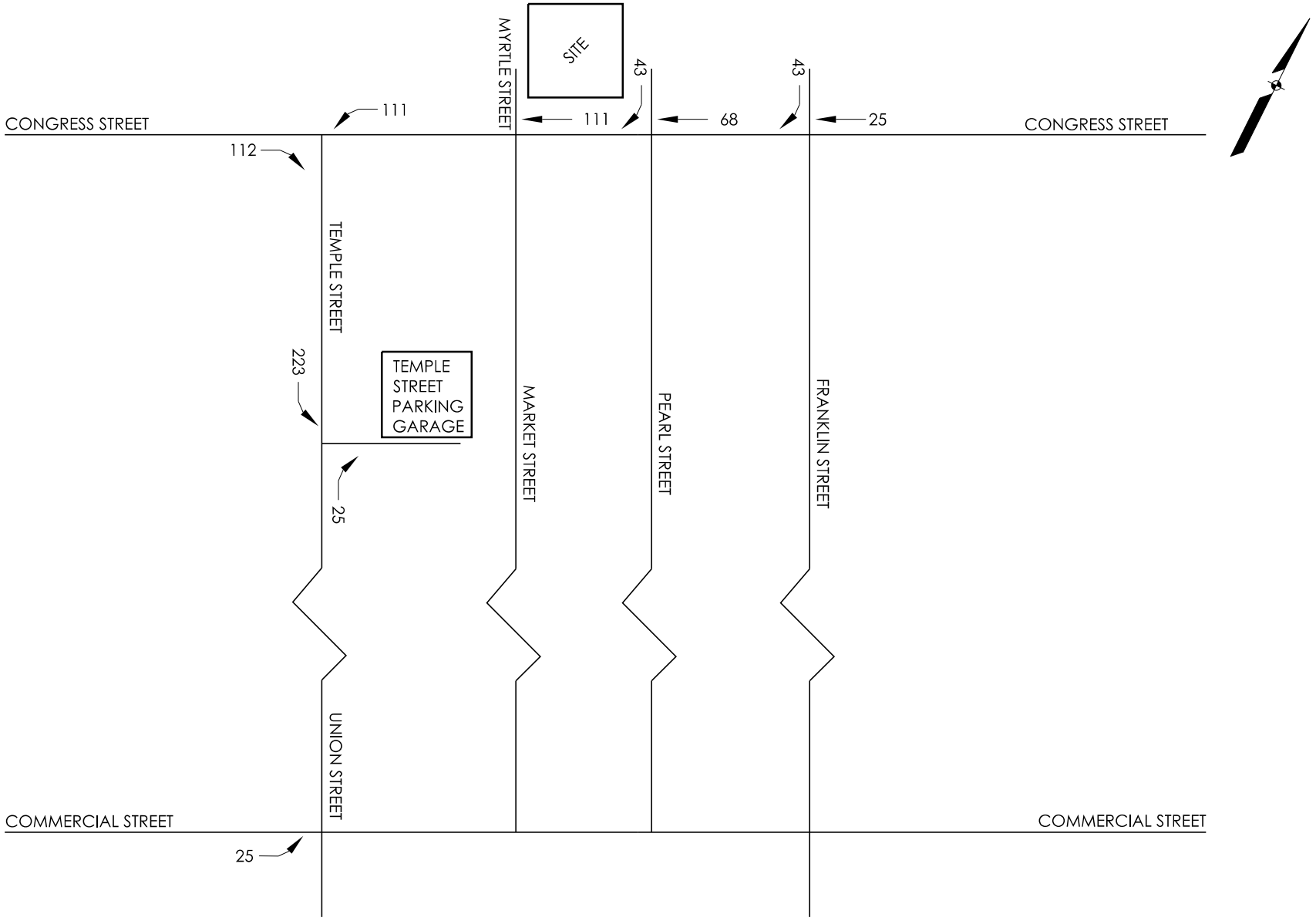
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 12

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	248

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (TEMPLE STREET GARAGE)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

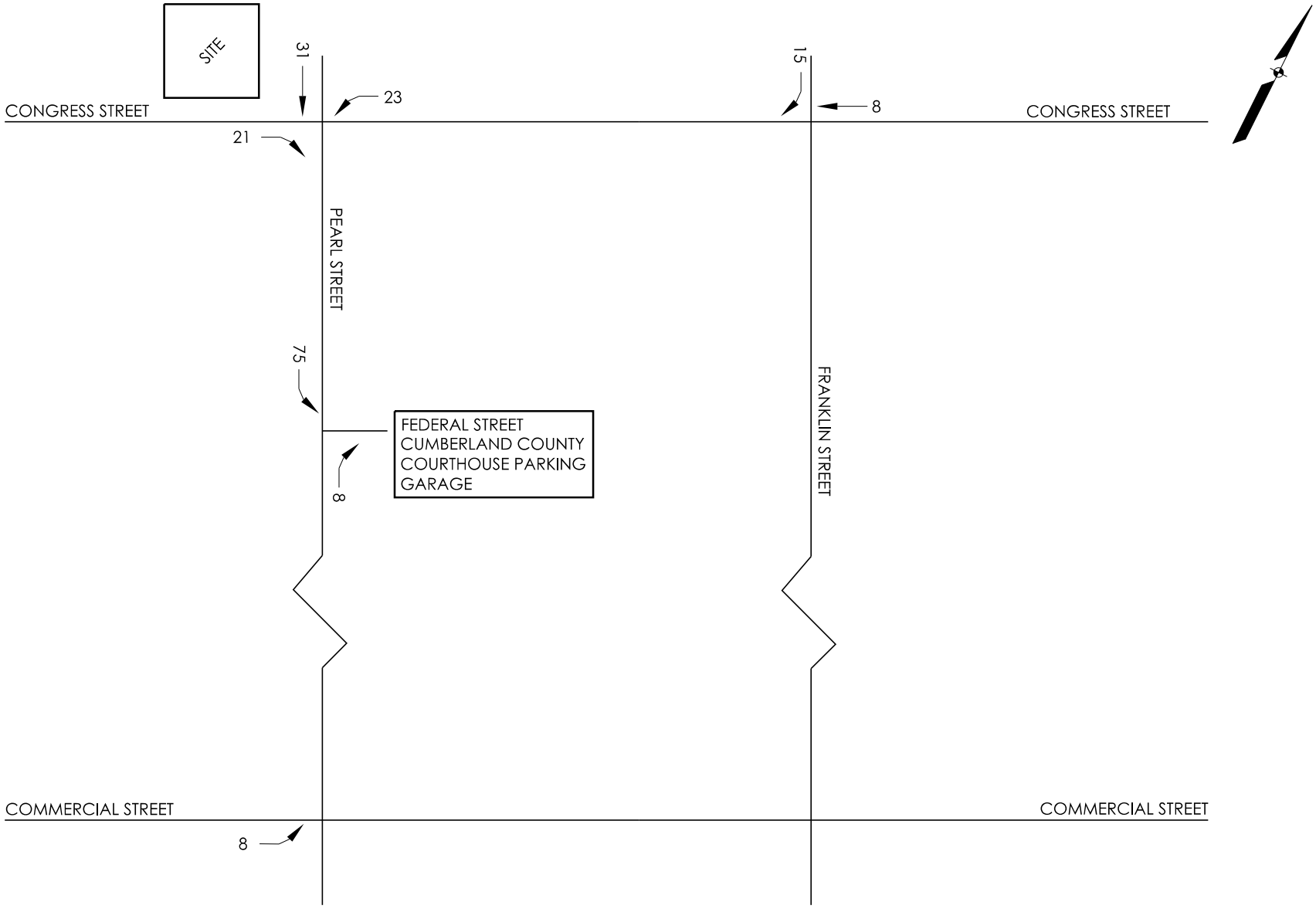
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 13

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	83

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (CUMBERLAND COUNTY COURTHOUSE)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

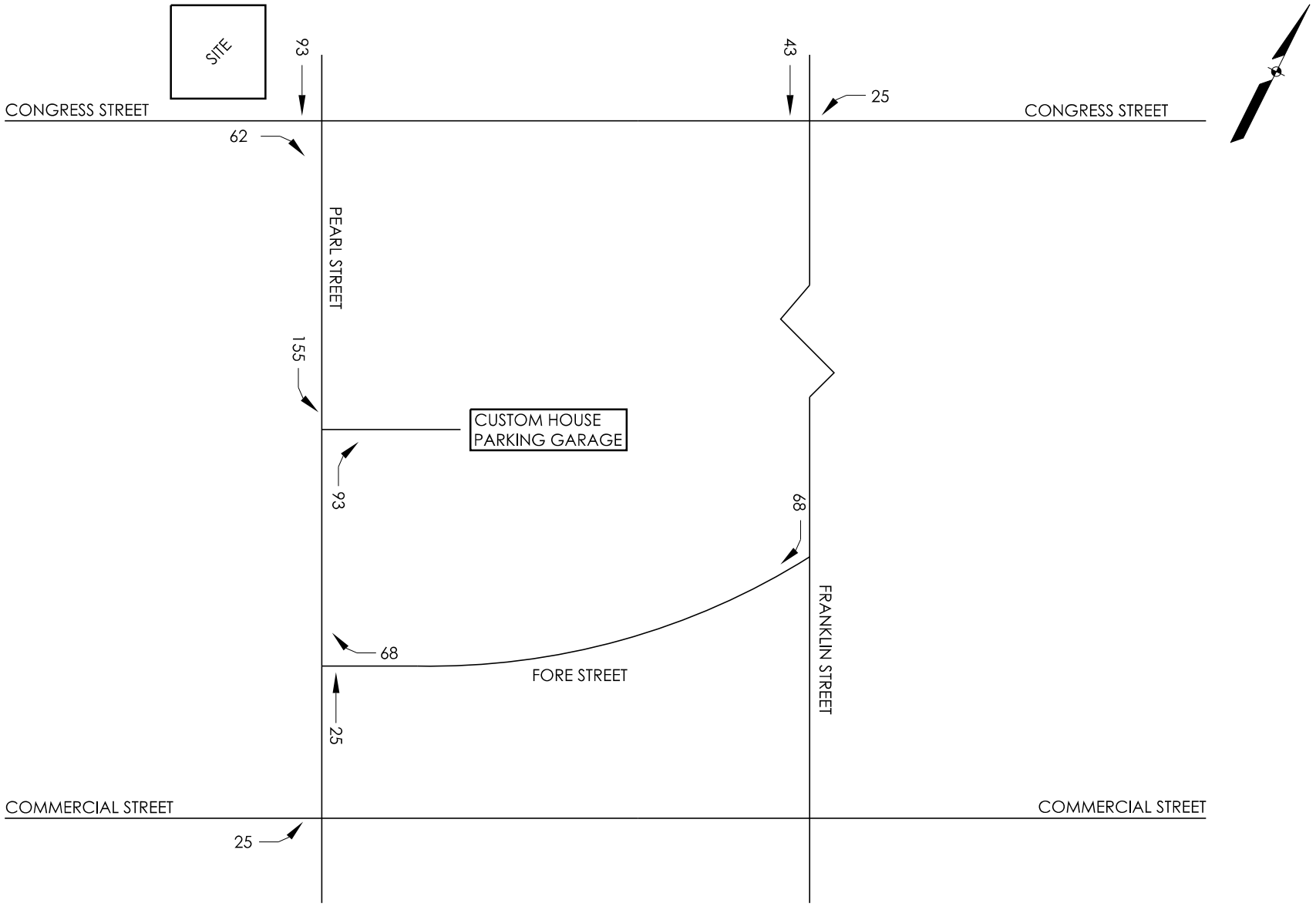
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 14

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	248

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (CUSTOM HOUSE)

OF: 385 CONGRESS STREET DEVELOPMENT

SCALE: N.T.S

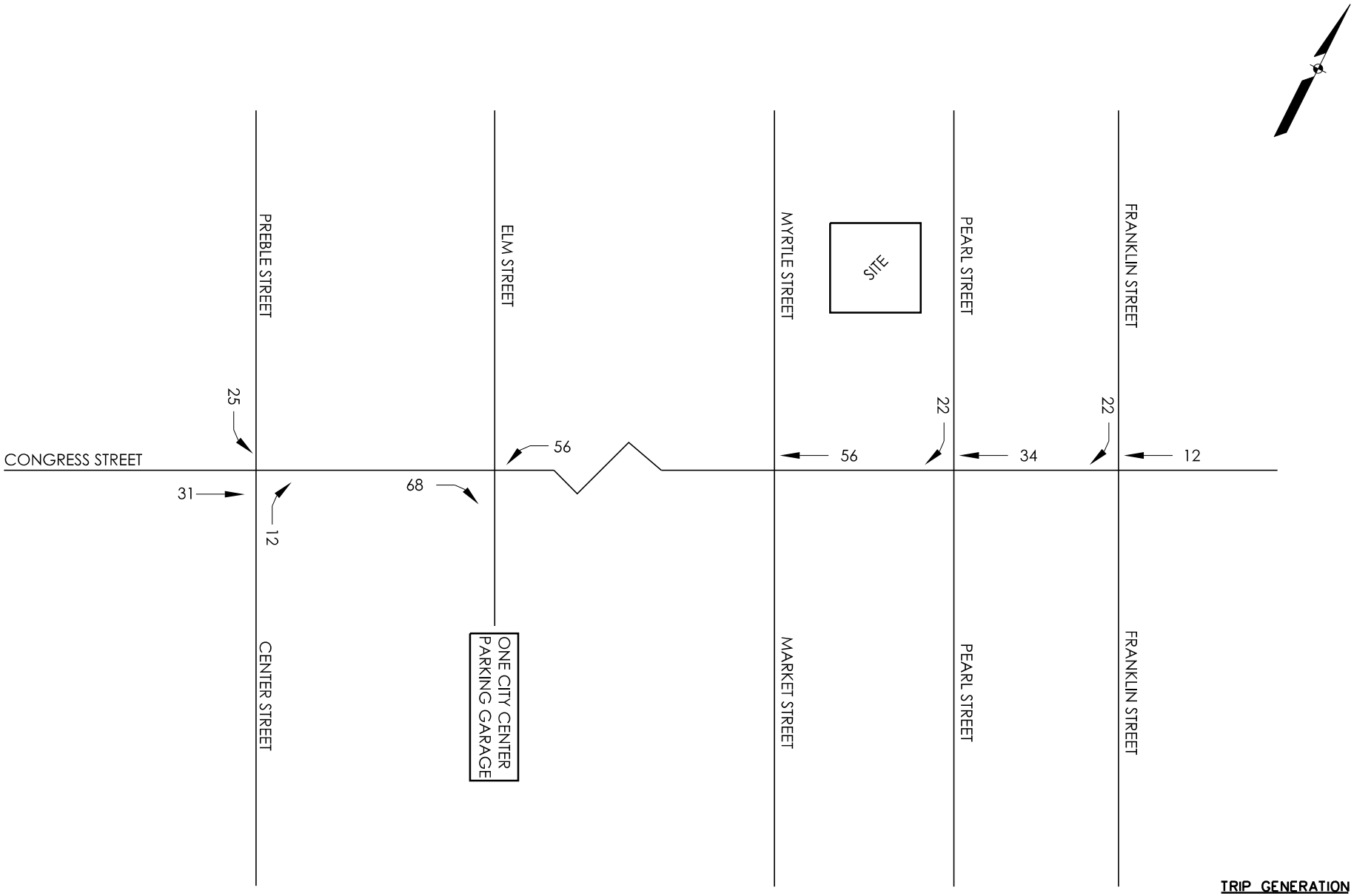
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 15

...\19371-05 Traffic Diagrams.dgn



TRIP GENERATION

	PM
ENTERING	124

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (ONE CITY CENTER)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

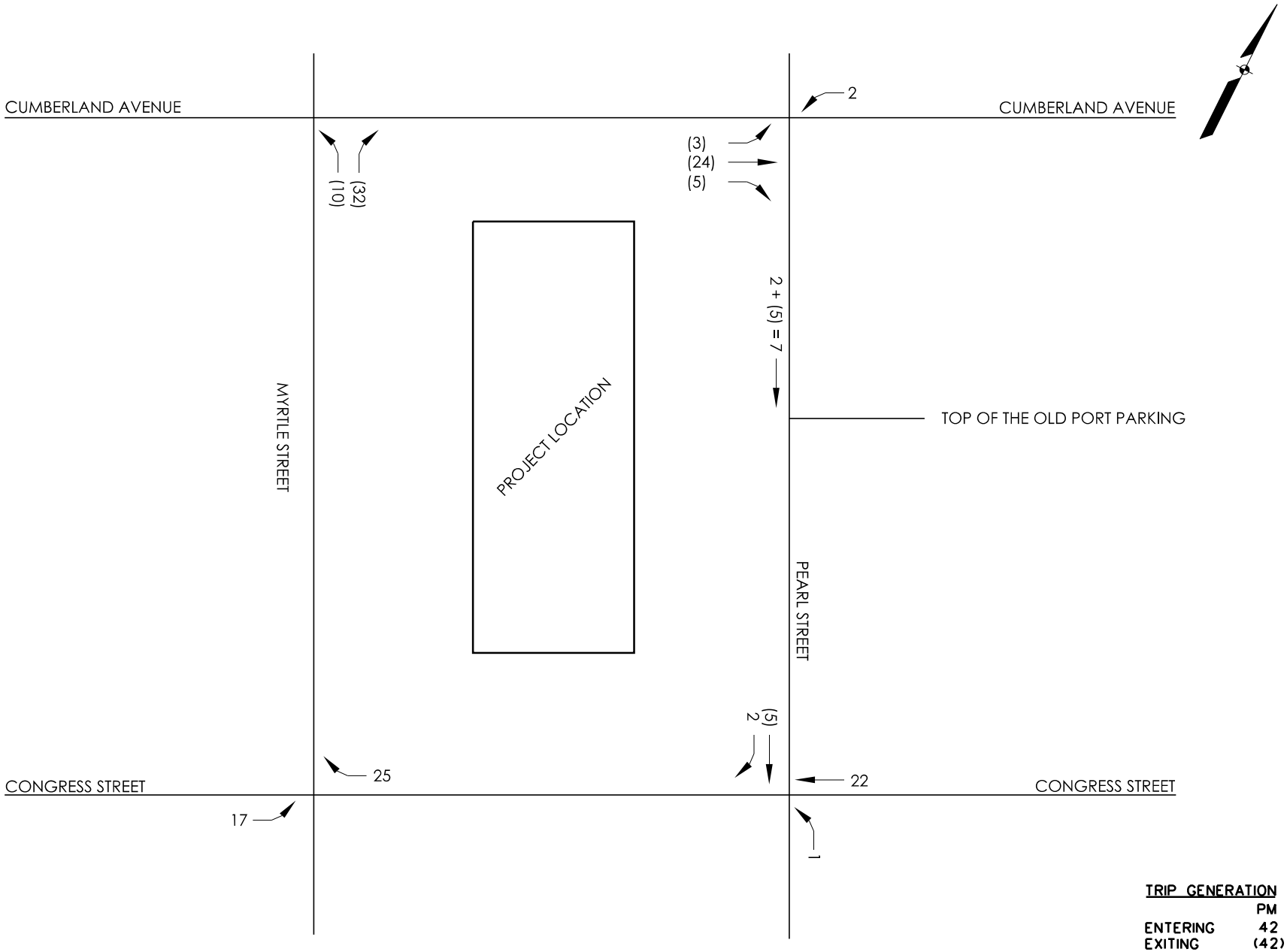
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 16

...\19371-05 Traffic Diagrams.dgn



LEGEND
XX = ENTERING
(XX) = EXITING

TRIP GENERATION

	PM
ENTERING	42
EXITING	(42)

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (MYRTLE STREET DROP-OFF)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

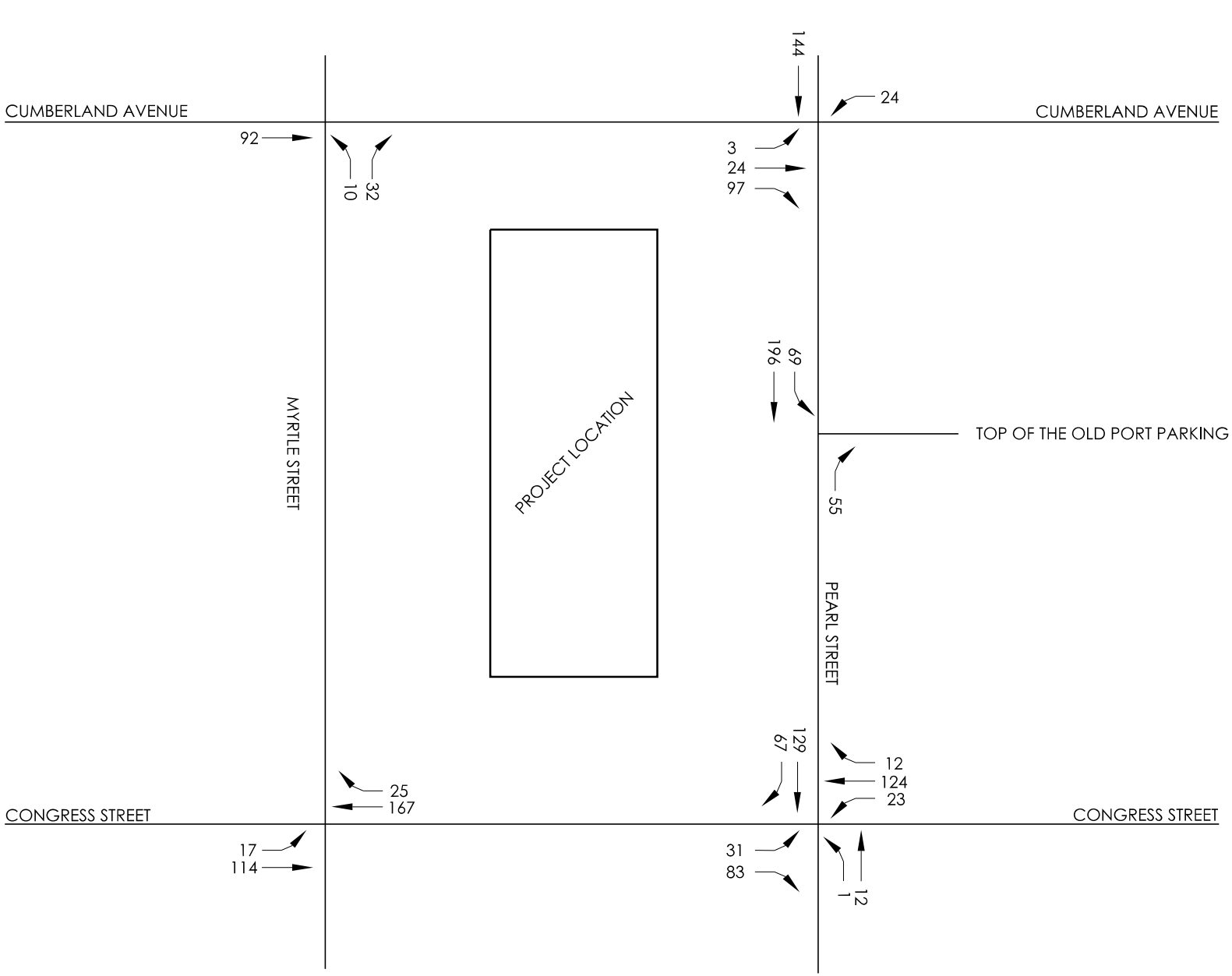
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 17

...\19371-05 Traffic Diagrams.dgn



SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TOTAL TRIP ASSIGNMENT (1 HOUR PRIOR TO EVENT)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

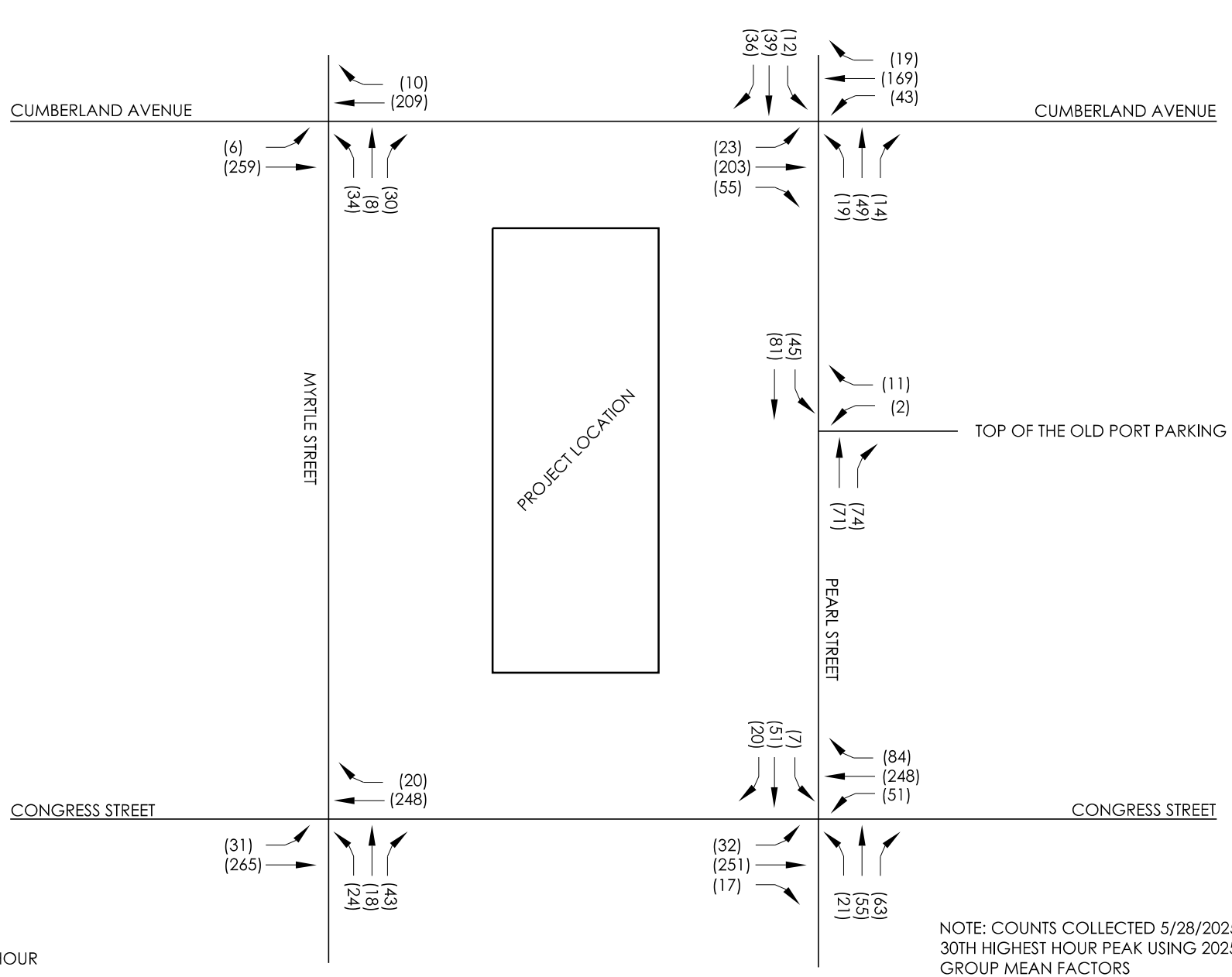
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 18

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

NOTE: COUNTS COLLECTED 5/28/2025 FACTORED TO 30TH HIGHEST HOUR PEAK USING 2025 MAINEDOT GROUP MEAN FACTORS

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2025 EXISTING COUNT DATA (EVENT PEAK 6 PM - 7 PM)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

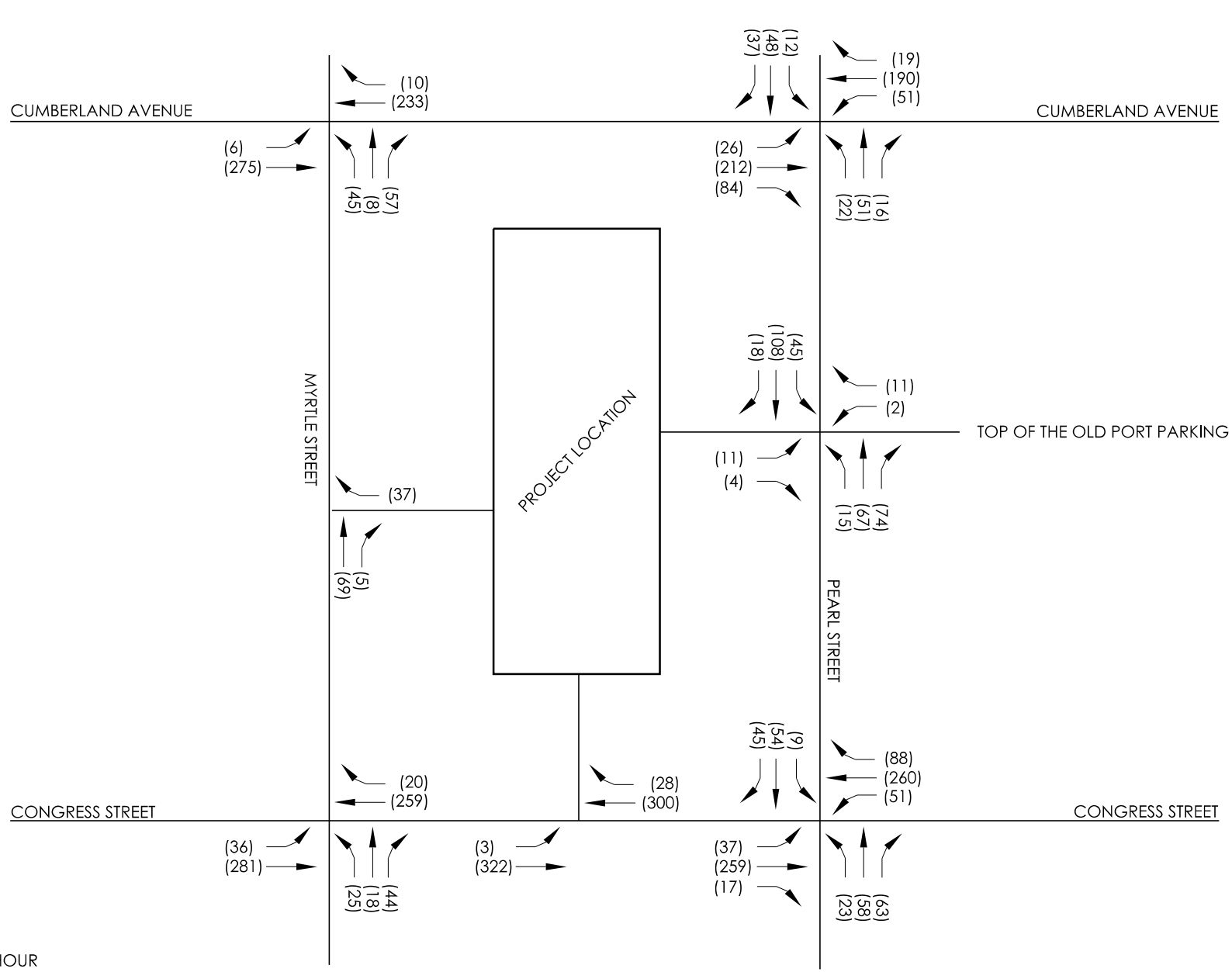
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 19

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

SEBAGO TECHNICS
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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 NO-BUILD VOLUMES (6 PM TO 7 PM)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

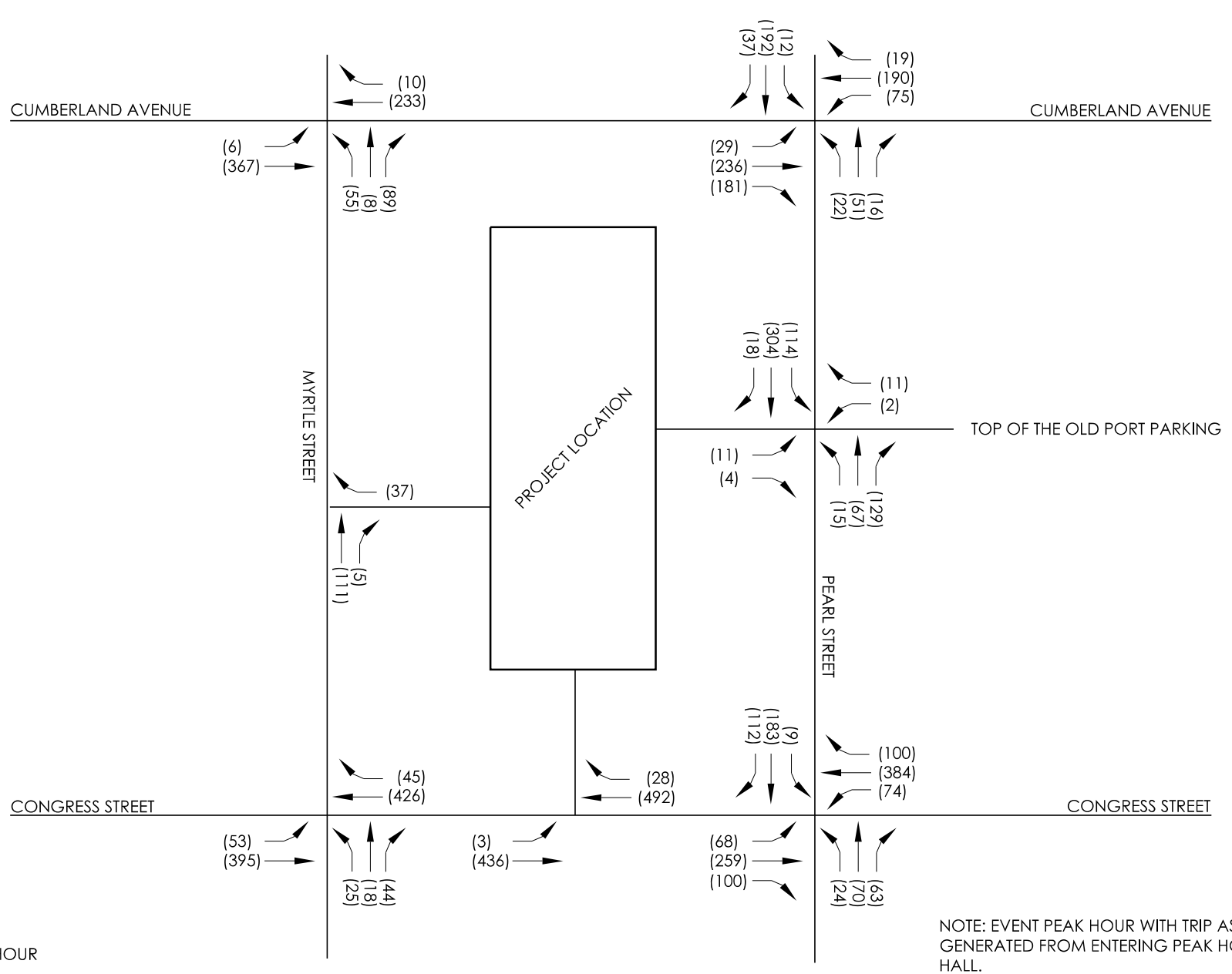
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 20

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

NOTE: EVENT PEAK HOUR WITH TRIP ASSIGNMENTS GENERATED FROM ENTERING PEAK HOUR OF MUSIC HALL.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 BUILD VOLUMES (6 PM TO 7 PM)

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

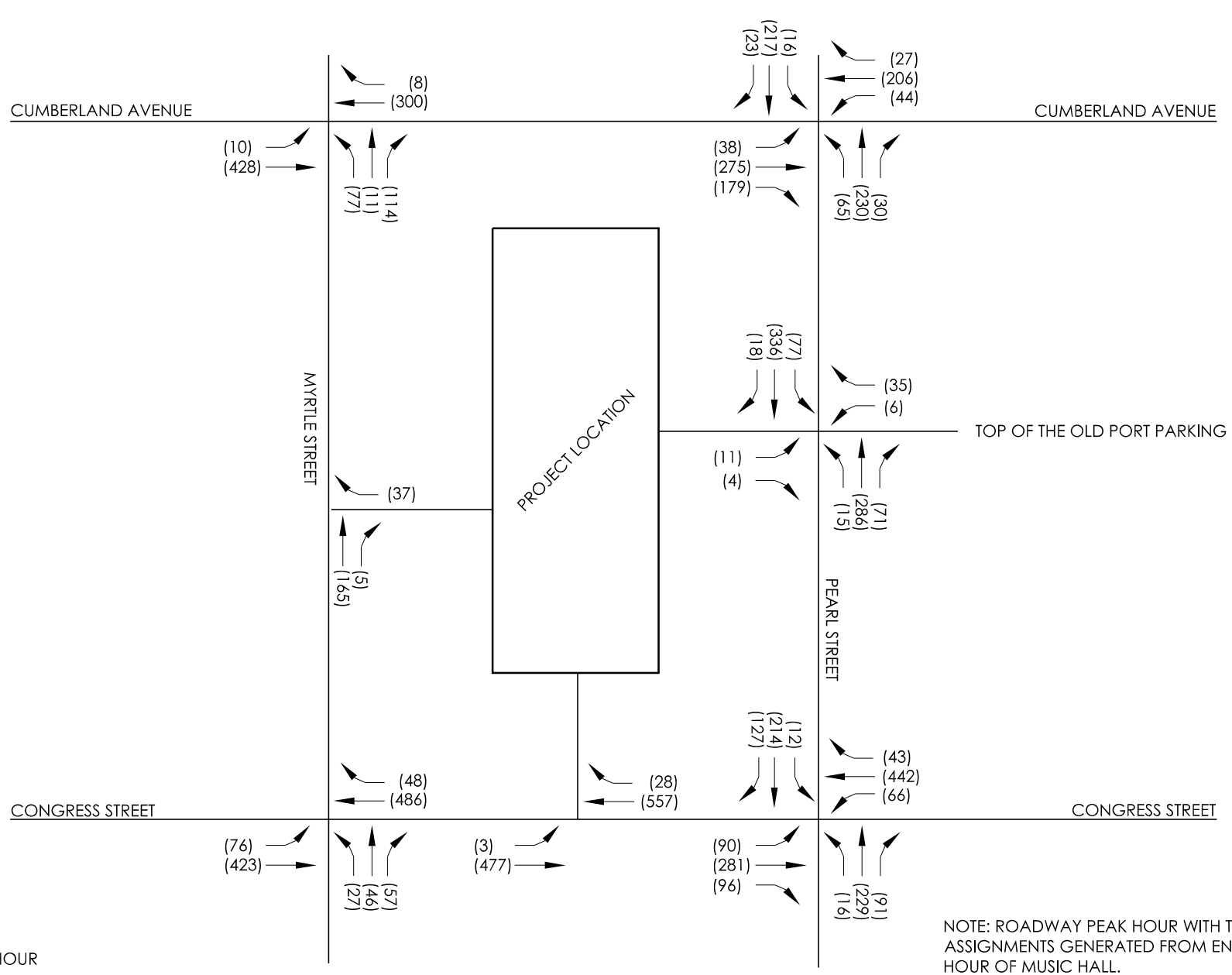
DATE: 8/5/25

LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 21

...\19371-05 Traffic Diagrams.dgn



LEGEND

(XX) = PM PEAK HOUR

NOTE: ROADWAY PEAK HOUR WITH TRIP ASSIGNMENTS GENERATED FROM ENTERING PEAK HOUR OF MUSIC HALL.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2027 BUILD VOLUMES

OF: PORTLAND MUSIC HALL - EVENT PEAK

SCALE: N.T.S

DATE: 8/5/25

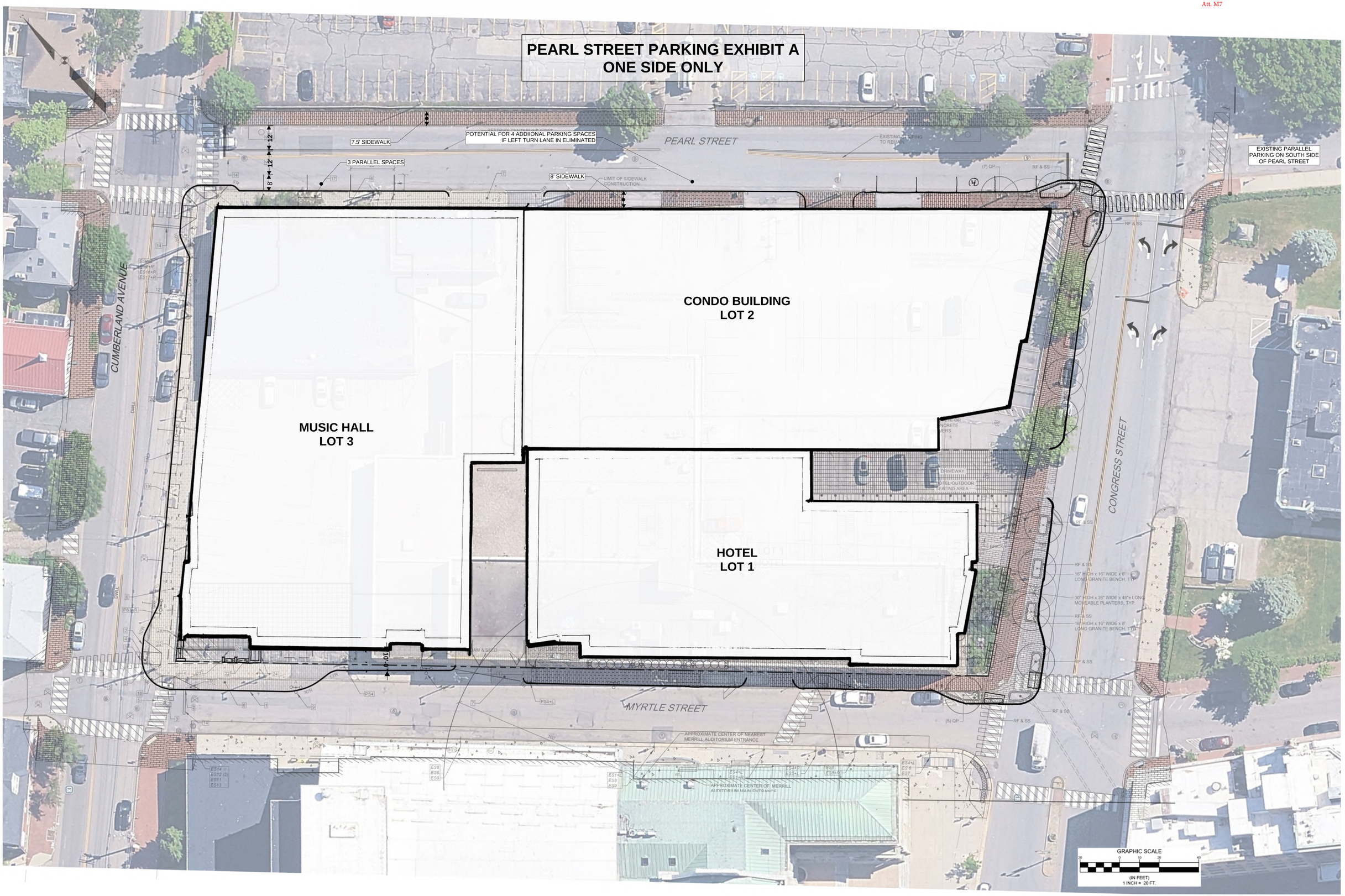
LOCATION:
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR: PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

FIGURE: 22

...\19371-05 Traffic Diagrams.dgn

PEARL STREET PARKING EXHIBIT A
ONE SIDE ONLY



PEARL STREET PARKING EXHIBIT B
BOTH SIDES OF STREET

LONGER CROSSWALK

MISALIGNED CROSSWALK

7.5' SIDEWALK

3 PARALLEL SPACES

RESTRIPE CENTERLINE WEST OF PARKING LOT ENTRANCE

PEARL STREET

8' SIDEWALK

LIMIT OF SIDEWALK CONSTRUCTION

5' WIDE LAND TAKING ALONG PEARL STREET TO ACCOMODATE PARKING ON BOTH SIDES

APPROVED MASTERPLAN BUILDING

MISALIGNED TRAVEL LANES

LONGER CROSSWALK

EXISTING PARALLEL PARKING ON SOUTH SIDE OF PEARL STREET

MISALIGNED CROSSWALK

CUMBERLAND AVENUE

CONDO BUILDING
LOT 2

MUSIC HALL
LOT 3

HOTEL
LOT 1

CONGRESS STREET

PROPOSED ENTRANCE STAIRS 5' OVER PROPERTY LINE

CURB TIP-DOWN TOO CLOSE CREATING GRADING CONFLICTS

NARROW SIDEWALK

MYRTLE STREET

APPROXIMATE CENTER OF NEAREST MERRILL AUDITORIUM ENTRANCE

APPROXIMATE CENTER OF MERRILL AUDITORIUM ENTRANCE

16" HIGH x 16" WIDE x 6' LONG GRANITE BENCH, TYP.

30" HIGH x 36" WIDE x 48"± LONG MOVEABLE PLANTERS, TYP.

16" HIGH x 16" WIDE x 8' LONG GRANITE BENCH, TYP.

LEGEND:

PROPOSED BUILDING LOCATION

RELOCATED BUILDING TO ACCOMODATE STREET PARKING

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

SEBAGO TECHNICS

MEMORANDUM

From:	Daniel Riley, Sebago Technics	Date:	April 23, 2025
To:	Portland Planning Board	Project:	19371-05
Subject:	Parking Availability Portland Music Venue		

Introduction

This memorandum has been prepared to summarize parking availability in the vicinity of the proposed Portland Music Hall at 244 Cumberland Avenue, a 3,300-seat capacity, 63,390 sf music hall. The Major Site Plan application was submitted on December 19, 2024, following the City Council's unanimous adoption of the City's Land Use ReCode in November 2024.

The ReCode revised Section 18 of the Land Use ordinance eliminating minimum parking requirements for all projects and uses City-wide; and instead, adds parking maximums for projects that choose to construct off street parking.

The venue operator understands that providing convenient and reliable parking and advertising transportation alternatives for patrons to the venue is a key component of the guest experience and to that end has researched parking facilities in the vicinity of the project, discussed parking supply with the City's Parking Director, and reached an agreement with two (2) nearby parking garages to provide extended operating hours and discounted event rates to support the venue.

The off-street parking plan is an integral part of the business planning for the venue, but, as noted above, is not a requirement under the Land Use Ordinance. This information is summarized here due to the interest related to parking voiced at the recent workshop. In addition, this information will be used in the analysis for the Traffic Movement Permit, as we will need to understand where vehicles will be parking and thus, where attendees will then be walking to the venue. The availability of existing parking facilities also informs the need to provide alternative forms of transportation to the venue. Our research has shown that there is ample capacity in existing parking facilities in the evenings, as explained in more detail below.

This memorandum summarizes the land use code requirements, parking supply based on sources published by the City of Portland and the agreements reached by the applicant with nearby private parking garages.

Parking – No Code Requirements

Over a period of approximately seven years, the City undertook a deliberative process to overhaul the Land Use Code. One of the primary areas of focus in both phases of the ReCode process was parking. The result being that the Code now contains no minimum requirements for off-street parking for any uses in the City and instead lists maximum parking requirements.

There are no parking minimums in Table 18-A of the Code for any uses, including but not limited to airports, multi-family housing, convention halls, offices, government uses, hospitals, transportation facilities, parks, places of assembly, schools, recreation centers, restaurants, retail, and sports complexes; all which, individually and combined, would place a greater burden on public facilities than the proposed venue.

For further context, ReCode Phase One, enacted by the Council in 2020, added a number of exceptions to the off-street parking requirements as a first step toward the elimination of parking minimums. One of the exceptions listed was for projects located within ¼ mile of fixed route transit service, such as 244 Cumberland Avenue. Thus, projects located at 244 Cumberland Avenue have not been required to provide any off-street parking since 2020.

Parking Demand Estimates

As part of the project's Traffic Movement Permit application, conservative estimates of the anticipated traffic demand have been made, taking into account the traffic generated by both venue patrons and employees, the different modes of transportation used to access the venue, and vehicle occupancy estimates. These same traffic estimates can be used to estimate parking demand under average and peak occupancy.

Typically, attendees of a live entertainment event arrive by a variety of means, including personal vehicles, rideshare, and walking (especially out-of-town visitors staying at nearby hotels). In 2018, the City of Portland published its 2018 Impact Fee Study which included a city-wide transportation study in support of Portland's Transportation Impact Fee program. That study concluded that in Portland, approximately 82% of visitors (nonresidential trips) arrive via private vehicles. We expect that since 2018, the ride-share component has likely increased as it has in most communities.

FHWA guidance for estimating event traffic indicates that each vehicle will bring on average between 2.2-2.8 patrons, depending on local conditions. 2.5 patrons per vehicle is a common assumption.

In our applications, we have assumed the low end of that range (2.2 patrons per vehicle) for traffic planning and permitting purposes. However, based on the project's urban setting and venue operator's experience, the vehicle occupancy may rise to the mid/top end of the range over time.

The venue operator anticipates staffing of 175 employees at a typical event, with up to 250 staff at peak demand. The City's 2018 Impact fee study indicates average vehicle occupancies of 1.69 passengers per vehicle for non-residential purpose trips in the city. For our traffic permitting we have been conservative, assuming 1 person per vehicle for employees.

Based on this information, the parking demand for the venue is expected to range from 1,000-1,300 for typical events and up to 1,440 under conservative assumptions for peak capacity events with peak staffing.

Parking Supply

To evaluate the parking supply in the vicinity of the venue, we have reviewed the City of Portland Parking Division's Annual Survey of Downtown Parking Garages, March 2025.

This survey includes a map and detailed lists of parking garages and lots showing the number of spaces, rates, and hours of operation. To evaluate the parking supply near the music hall, the garages and data have been plotted and evaluated.

Figure 1 below represents the surveyed parking facilities within a 4/10th mile radius of the venue. These facilities were filtered based on operating hours to include only those facilities that are currently open to at least midnight , or advertise flexible public parking after business hours or have identified as being open for night events at other venues.

The results indicate:

- There are approximately 8,600 parking spaces in garages or lots that remain open, or have the potential to remain open to accommodate the Portland Music Hall events.
- This does not reflect on street/metered parking spaces, or spaces in other private facilities such as hotels, where patrons may park and walk or use a ride share service to reach the venue.



Figure 1. Parking Facilities within 4/10 Mile of the Portland Music Hall Site

Six of the closest public parking facilities to the facility provide approximately 3,269 spaces.

Parking Facility	*# of Spaces*	*Hour of Operation*	*Walking Distance from Site*
Top of the Old Port Surface Lot	540	Open 24hrs	0.1 Miles
Temple Street Parking Garage*	620	Closes 12 AM	0.2 Miles
Chestnut Street	150	Open 24 Hours	0.1 Miles
Cumberland County Parking Garage	328	Open 24hrs	0.3 Miles
Custom House Parking Garage*	761	Closes 12 AM	0.4 Miles
One City Center Parking Garage	600	Open 24hrs	0.4 Miles
Arts District Garage	270	Open 24 hrs	0.3 Miles
Total	3,269		

**Garages with parking agreements between event operator and parking facility.*

Table 1. Proximate Parking Facilities

The venue's average parking demand is expected to equate to 30%-36% of this capacity and approximately 44% at peak events. These estimates assume that all of the venue's employees and patrons park only at these facilities and are not already parked elsewhere in the area such as hotel parking.

We have met with John Peverada, the City's long-time Parking Director, to confirm the City's understanding of parking availability. Mr. Peverada has stated that he believes the utilization rates in the following garages will absorb the increased parking demand after 4:30 pm and on weekends.

- Cumberland County Courthouse Garage
- Temple Street
- Chestnut Street
- Public Market, Elm Street
- One City Center and
- Custom House garages

Parking Agreements

In order to address its business needs, the applicant has entered into an agreement with the owner of the Temple Street and Custom House Parking Garages, representing 1,381 spaces.

The garage owner has confirmed that typical evening vacancies in their garages provide sufficient capacity to serve the venue and public. This includes year-round nights with simultaneous events at a variety of venues in the area including the Merril Auditorium.

The owner's agreement with the Temple and Custom House Garages includes:

- **Discounted Event Rate**: The operator will institute a new nighttime event rate for the two garages. The rate will be a 50 percent discount from the current full daily rate and will benefit visitors attending events at the Portland Music Hall and at other venues such as Cross Insurance Arena, Merrill Auditorium, the State Theater, etc.
- **Extended Evening Hours:** Hours of operation will be extended from 11 pm to 12 midnight on show nights.
- **Added Sunday hours**: The Operator will conduct a review of garage operating days with an aim to opening on Sundays.

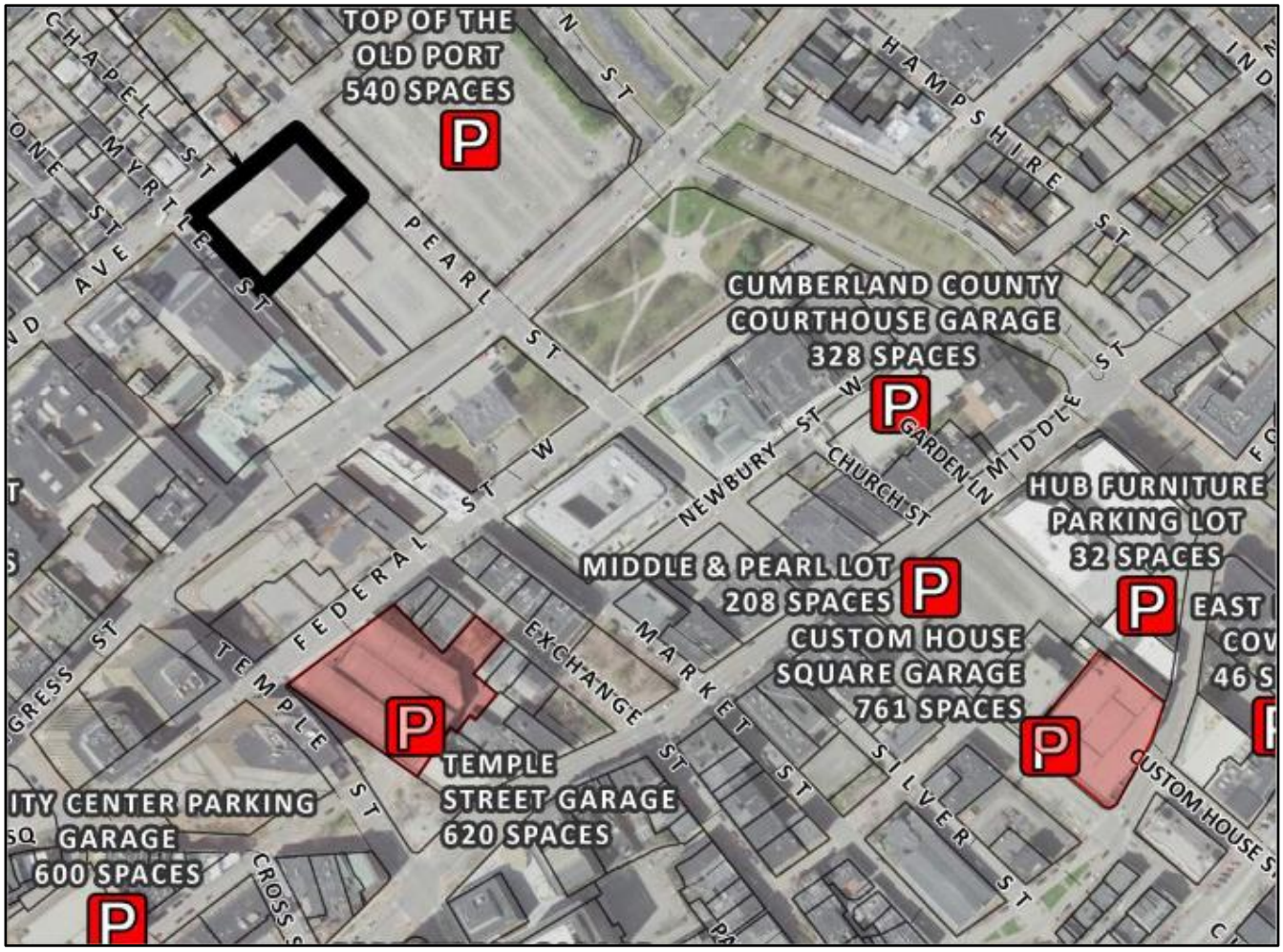


Figure 2. Parking Locations Under Agreement

Live Nation's Fan Journey Progam

Live Nation operates successful venues across the country and understands that any fan's experience includes the ability to easily access their venues using public transportation, ride shares, and parking facilities. As part of its ongoing operations at all of its venues, live Nation's "Fan Journey" program engages ticket holders with a cadence of messages at intervals leading up to showtimes.

- The Venue will provide multiple updates to fans in advance of show to help them navigate arriving to the venue.
    - Ticket purchasers will also receive a Know Before You Go email before each show which will contain information on where to park and rideshare details.
    - The venue's social media channels will also provide updates for fans ahead of each show.

Examples are presented below.

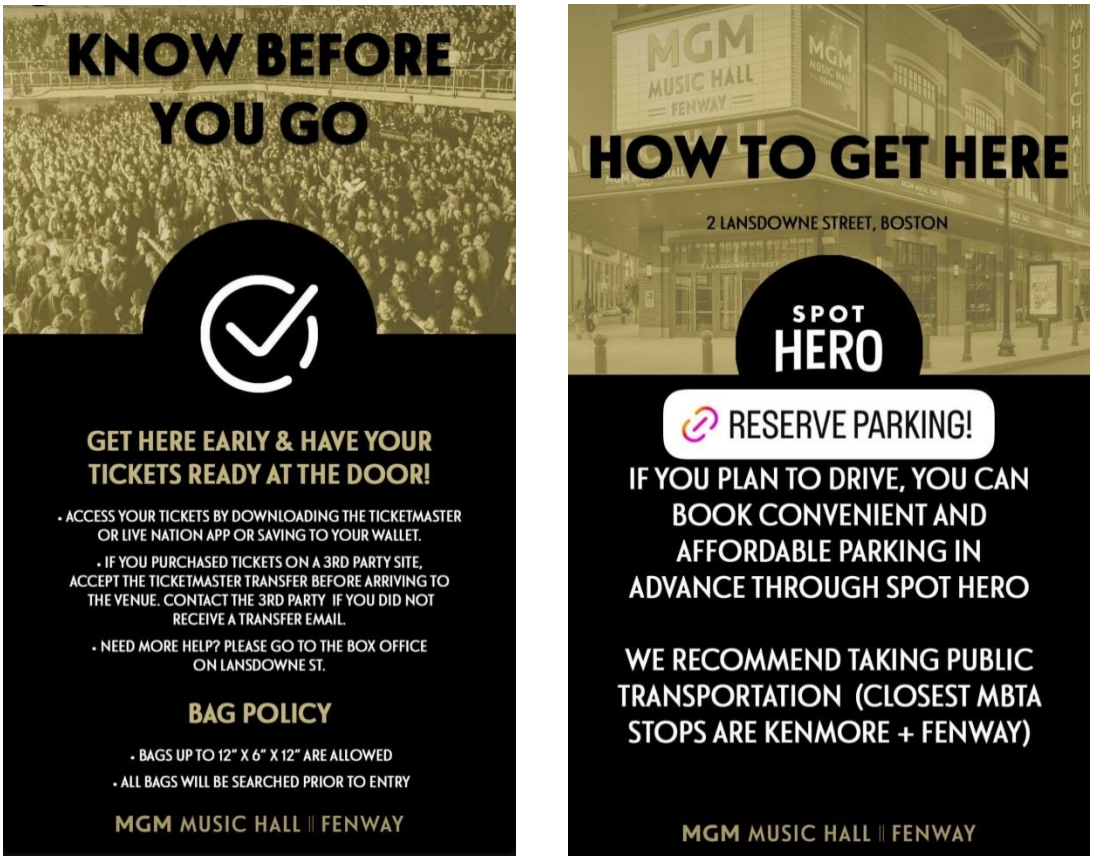


Figure 3: Fan Journey Messaging

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MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into between Portland Music Holdings, LLC, a Delaware Limited Liability Company with a mailing address of 325 North Maple Drive, Beverly Hills CA 90210 (hereinafter "PMH") and 25 Pearl MHR LLC and 11 Temple MHR LLC , Maine Companies, with a mailing address c/o MHR Management LLC of PO Box 7488, Portland, ME 04112-7488 (hereinafter "MHR").

WITNESSETH

WHEREAS, PMH has submitted an application for site plan approval for a music venue located at 244 Cumberland Avenue, Portland, Maine ("Portland Music Hall"); and

WHEREAS, MHR is the owner of two parking garages within walking distance of the proposed music venue; and

WHEREAS, PMH is interested in finding affordable parking options for event attendees at Portland Music Hall; and

WHEREAS, MHR has sufficient evening capacity at its parking garages and has agreed to offer discounted parking options to event attendees;

NOW, THEREFORE, in consideration of the foregoing and the covenants herein contained, the Parties hereby agree as follows:

1. MHR will institute a new nighttime event rate for the two garages they operate in Portland: Custom House Garage and Temple Street Garage. The rate will be a fifty percent (50%) discount from the full daily rate and will be available to users attending events at Portland Music Hall, as well as other Portland venues, such as Cross Insurance Arena, Merrill Auditorium, and the State Theater.

2. MHR will institute a new Portland Music Holdings employee parking rate of ten dollars ($10.00) flat rate for the Custom House Garage and Temple Street Garage.

3. MHR will extend the hours of operation for their garages from 11:00 pm to 12:00 am on nights when there is a show at Portland Music Hall.

4. MHR will conduct a review of garage operating days and will open on Sundays for events if it is determined that there is sufficient demand for parking in the garages for event attendees.

5. PHM will direct its attendees to park at the MHR garages if they plan to arrive at the event by private vehicle.

Docusign Envelope ID: AF06C612-C884-4101-8D44-1E9FE4FE1243

6. Upon completion of construction of the Portland Music Hall, the parties shall implement the parking arrangement in accordance with the terms herein.

In Witness Whereof, the Parties have caused this MOU to be executed by their duly authorized representatives on the dates shown below.

PORTLAND MUSIC HOLDINGS, LLC.

Date: 7/10/2025

Signed by:
Ryan Vangel
983AA1A4400A4C2...

By: Ryan Vangel
Its: Authorized Representative

MHR MANAGEMENT LLC

Date: 7/10/2025

DocuSigned by:
Robert Reibstein
37EA3DA80A42467...

By: Robert Reibstein
Its: Authorized Representative

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.

City of Portland ME: Low-Impact Design Requirements

Owner / applicant name:	Portland Music Holdings, LLC
Representative name:	Sebago Technics, Inc./Chris Taylor P.E.
Project address:	385 Congress Street, Lot 3
Project CBL:	027 D002001
Application ID (if known):	PL-003179-2024

	Maximum Points	How to Apply	Points Awarded	LID Standard / Approach
CORE METHODS: Wetlands, Streams, & Drainage				
Protect natural drainage paths	Required			
Shoreland Zoning	Required			
Meeting DEP and ACOE standards for stream crossings	Required			
Protect wetlands	12	Select one option	12	Select a site that does not have wetlands or vernal pools = 12pts
				Project maintains a 50' set-back / no-disturb buffer to all wetlands = 10pts
				Project maintains a 25' set-back / no-disturb buffer to all wetlands = 7pts
				Project does not place structures in wetlands and avoids wetlands impacts from construction and stormwater discharges = 5pts
				Project replicates impacted wetlands elsewhere on site or within watershed = 3pt
				Project pays wetlands impact fee = 0pts
Permanently protect stream (intermittent and perennial) and riparian buffers *(exclusive of approved stream crossings; must include a no-disturb zone with markers installed and deed restriction recorded at registry of deeds)*	12	Select one option	12	Select a site with no streams = 12pts
				Permanently protect all 100ft shoreline buffers = 10pts
				Permanently protect all 75ft shoreline buffers = 7pts
				Permanently protect all 50ft shoreline buffers (intermittent streams) = 6pts
				Permanently protect all 50ft shoreline buffers (required minimum for perennial streams) = 5pts
				Permanently protect all 25ft shoreline buffers (required minimum for intermittent streams) = 5pts
Stream crossings	12	Select one option	12	Select a site with no streams = 12pts
				Avoid any stream crossings = 10pts
				All stream crossings use a bridge or open bottom culvert structure sized at 1.2 times the bank full width of the stream = 10pts
				All stream crossings use Maine Stream Smart Principles to preserve natural pre-development drainage pathways = 6pts
CORE METHODS: Natural Areas & Habitat				
Preserve threatened or endangered species habitat	Required (Beginning with Habitat Maps at a minimum)			
Protect 30% of trees over 10" DBH	Required (Tree survey required)			
Protect intact, contiguous forests and native trees over 10" DBH	8	Select one option	8	All development and land disturbance outside of existing wooded/forested areas (no site clearing in prior 10 years) = 8pts
				Protect 50% of trees over 10" DBH = 6pts
				Protect 40% of trees over 10" DBH = 4pt

CORE METHODS: Soils & Slopes				
USDA Web Soil Survey	Required (provide details how soil limitations will be mitigated)			
Avoid steep slope disturbance	5	Select one option	5	Selecting a site without slopes 15% or greater = 5pts
				Maintain >20' undisturbed vegetated buffer to all slopes 15% or greater = 3pts
				Maintain 10-20' undisturbed vegetated buffer to all slopes 15% or greater = 2pts
				Maintain 1-10' undisturbed vegetated buffer to all slopes 15% or greater = 1pt
				Disturbance of any slope 15% or greater = 0pts
Protect soils	5	Select one option	5	Redevelopment sites = 5pts
				Detailed, site-specific soil survey; preparation of a Soil Management and Protection Plan; protect highly permeable soils = 5pts
Limit site disturbance and earthwork	8	Select one option	8	Redevelopment limits disturbance to existing footprint = 8pts
				New development disturbs less than 50% of existing undeveloped site area = 8pts
				New development disturbs less than 75% of existing undeveloped site area = 6pts
				New development disturbs greater than 75% of existing undeveloped site area = 0pts
Soil preparation & minimizing compaction	6	Select all options that apply	3	Till soils to a depth of at least 10" prior to revegetation = 3pts
			3	Organic matter amendments as needed based on soil tests = 3pts
CORE METHODS: Landscaping				
Low-Impact Landscaping	6	Select all options that apply		Redevelopment sites reduce lawn area by 50%, provided no increase in impervious area (lawn becomes landscaping) = 2pt
				New development results in >50% non-impervious developed area is landscaping = 2pt
			2	Use only native vegetation for landscaped areas = 2pts
			2	Using only locally-sourced landscape materials = 2pt
CORE METHODS: Impervious Area & SW Management				
Meeting City's stormwater management standards	Required			
Reduce impervious and increase permeable surfaces	10	Select all options that apply, up to a maximum of 10 points		50% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 6pts
			4	Minimize parking impervious area by using only the minimum required number of parking spaces, the minimum required parking lot dimensions, maximizing compact spaces and utilizing low-turnover standard parking space width reductions = 4pt
				25% or more of proposed hard surfaces are permeable (porous pavers, permeable concrete, porous asphalt) = 3pts
				Minimize roadway impervious area by developing roadways and driveways at the minimum width and using minimum number of curb cuts = 2pt
				Reducing the number of driveways by using a shared driveway design = 2pt
				Providing transportation alternatives (such as bike share, car share, or similar) = 2pt
Use GI / natural stormwater treatment systems	12	Select all options that apply		Treatment requirements and conveyance achieved through vegetated systems = 6pts
			3	No more than 1-acre of drainage per treatment system = 3pts
			3	Increase time of concentration on site (1" 25 year storm event) = 3pts
Limit / eliminate salt use	4	Select one option		Detailed winter maintenance agreement, with annual reporting requirement, limiting chloride use (required in UIS watersheds) = 4pts

Bonus Points				
Bonus points are offered for strategies that may go above and beyond typical approaches; may offer particularly innovative site design or engineering ; or may help achieve the larger goal of low-impact development on a regional scale.	10			Utilizing structured parking = 10pts
	10			Utilizing a green roof for at least 50% of a newly developed or redeveloped building roof = 10pts
	10			Restoration of previously disturbed natural resources (minimum 500 square feet of restoration) = 10pts
	10			BMPs designed for known water quality impairment within watershed = 10pts
	10			Connecting to City sewer from a site >200 ft from existing City infrastructure = 10pts
	6			Detention of 1.5 times the required volume = 6pts
	6			Treatment for 1.5 times the required water quality volume = 6pts
	6			Innovative LID site design and/or stormwater improvement - 6pts
	10			Establishing a Traffic Demand Management plan for projects under 50,000ft = 10pts
	Total Possible Points **178**		**Total Points Awarded** **82**	**Minimum points required for approval of LID strategies and techniques** **80**

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 Devolvement (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)*	X
	Industrial *(complete part 5 below)*	
	Governmental	
	Residential	
	Other *(specify)*	

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

2. Please, Submit Contact Information.

City Planner's Name: 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.

SEBAGO TECHNICS
75 John Roberts Road, Suite 4A
South Portland, Maine 04106
(207) 200-2100 FAX (207) 856-2206

JOB	19371-05 385 Congress, Lot 3												
SHEET NO.	1	OF	1										
CALCULATED BY	DJS	DATE	12/2/2024										
CHECKED BY	CPT	DATE	12/2/2024										
FILE NAME	19371-05 Wastewater Estimated daily flows												

Sanitary Sewer Flows

Design Flow: **18,380** Averge Daily Flow (gpd)

	Auditorium/Stadium												
	3,300	Seats		x	5	gallons/day =					16,500	gpd	
	140	Employees		x	12	gallons/day =					1,680	gpd	
	10	Employees (with showers)		x	20	gallons/day =					200	gpd	
										Subtotal	**18,380**	**gpd**	
	Sewer capacity flows are calculated in accordance with "Handbook of Subsurface Wastewater Disposal in Maine"												

Planning Submittal

December 18, 2024

FIRE PROTECTION AND LIFE SAFETY NARRATIVE

PREPARED FOR DAIQ

PORTLAND MUSIC HALL

Portland, Maine

HOWE ENGINEERS

141 LONGWATER DRIVE, SUITE 110
NORWELL, MA 02061
781.878.3500

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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 + [(Wn – 44) / 0.218]
	Wn = 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.

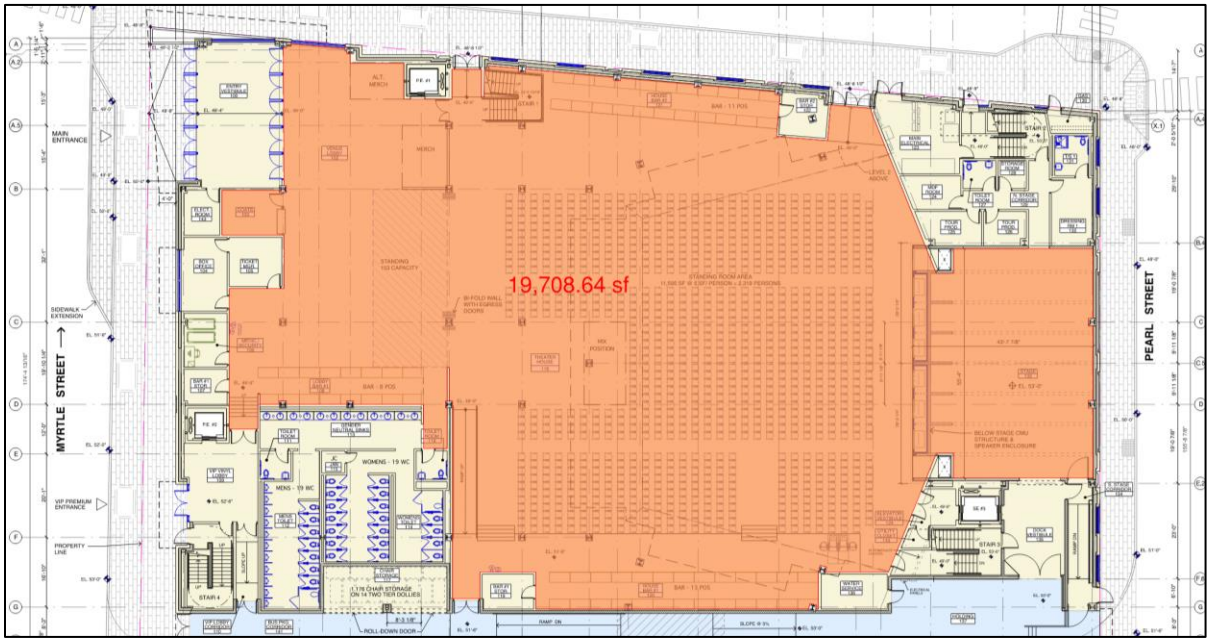
The Third (mezzanine) Level of the assembly seating is being considered a mezzanine to the Ground Level as it is open to the floor, albeit also open to Level 2. The Ground Level to Level 2 vertical opening is considered a compliant unprotected two-story opening in a building with an automatic sprinkler 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).

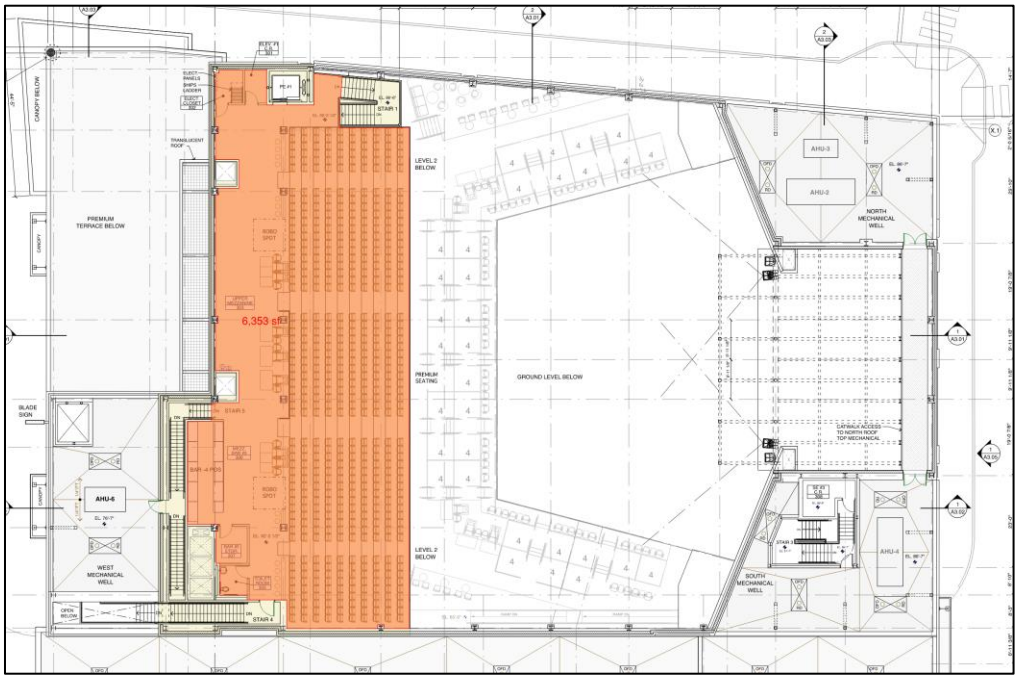
The mezzanine level has an occupiable area of 6,353 square feet and is open to the Ground Floor having an area of 19,708 square feet. Accordingly, the mezzanine is less than 1/3 the area of the ground floor.

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 no 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	
Group B	6 stories	2 Stories
Group S-1	5 stories	
Group S-2	6 stories	
Floor Area (per story)		
Group A-1	46,500 ft^2	
Group B	112,500 ft^2	36,771 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 Spaces > 10,000 ft^2	 5 square feet (net) per person 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 Doors, Corridors, Level Surfaces	0.30 inches/person 0.20 inches/person

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

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

$$Wn = \text{Nominal Width of Stair}$$

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 ½ 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. Trave 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
www.howeengineers.com
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

Date: 12/2/2024

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

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)*	X
	Industrial *(complete part 5 below)*	
	Governmental	
	Residential	
	Other *(specify)*	

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

2. Please, Submit Contact Information.

City Planner's Name: 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.

SEBAGO TECHNICS
75 John Roberts Road, Suite 4A
South Portland, Maine 04106
(207) 200-2100 FAX (207) 856-2206

JOB	19371-05 385 Congress, Lot 3												
SHEET NO.	1	OF	1										
CALCULATED BY	DJS	DATE	12/2/2024										
CHECKED BY	CPT	DATE	12/2/2024										
FILE NAME	19371-05 Wastewater Estimated daily flows												

Sanitary Sewer Flows

Design Flow: **18,380** Averge Daily Flow (gpd)

	Auditorium/Stadium												
	3,300	Seats		x	5	gallons/day =					16,500	gpd	
	140	Employees		x	12	gallons/day =					1,680	gpd	
	10	Employees (with showers)		x	20	gallons/day =					200	gpd	
										Subtotal	**18,380**	**gpd**	

Sewer capacity flows are calculated in accordance with "Handbook of Subsurface Wastewater Disposal in Maine"

Planning Submittal

December 18, 2024

FIRE PROTECTION AND LIFE SAFETY NARRATIVE

PREPARED FOR DAIQ

PORTLAND MUSIC HALL

Portland, Maine

HOWE ENGINEERS

141 LONGWATER DRIVE, SUITE 110
NORWELL, MA 02061
781.878.3500

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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 + [(Wn – 44) / 0.218]
	Wn = 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.

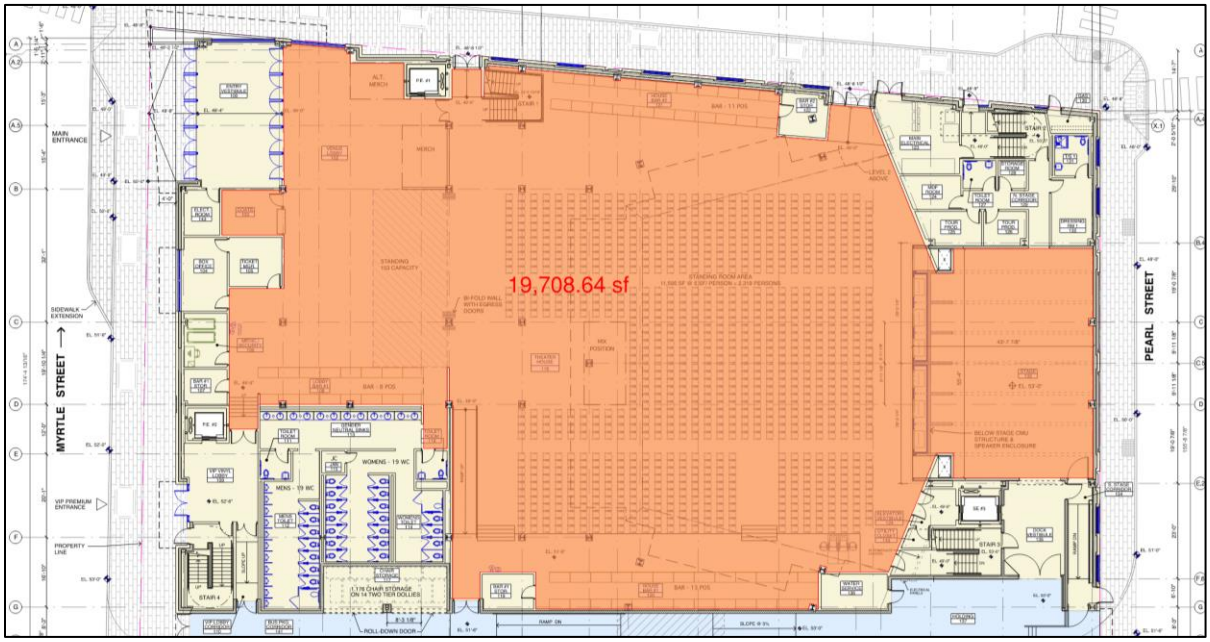
The Third (mezzanine) Level of the assembly seating is being considered a mezzanine to the Ground Level as it is open to the floor, albeit also open to Level 2. The Ground Level to Level 2 vertical opening is considered a compliant unprotected two-story opening in a building with an automatic sprinkler 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).

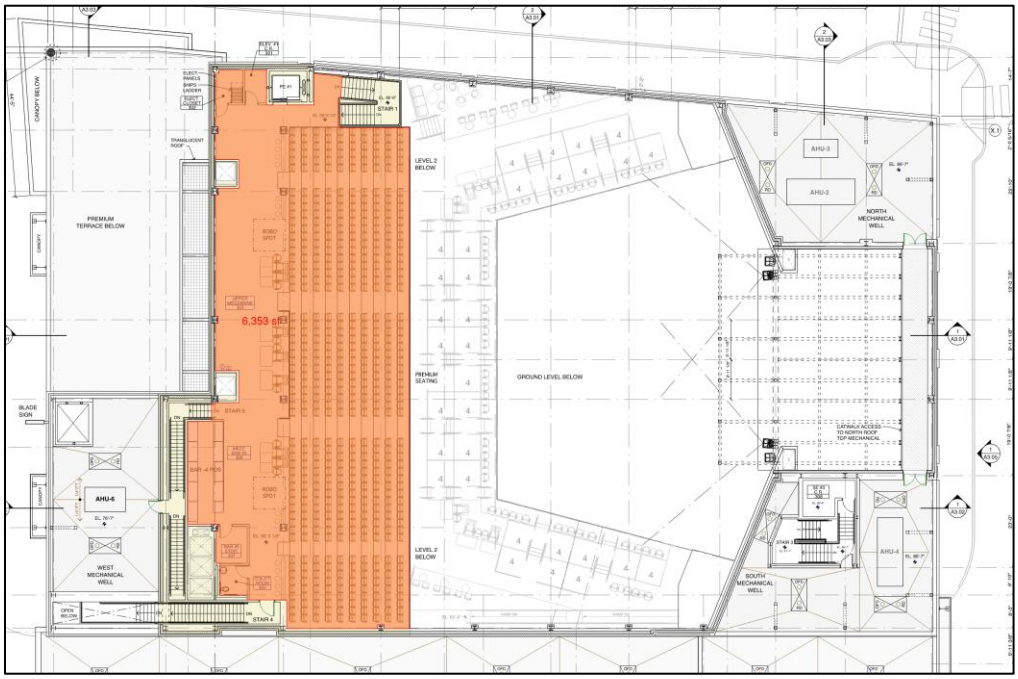
The mezzanine level has an occupiable area of 6,353 square feet and is open to the Ground Floor having an area of 19,708 square feet. Accordingly, the mezzanine is less than 1/3 the area of the ground floor.

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 no 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	
Group B	6 stories	2 Stories
Group S-1	5 stories	
Group S-2	6 stories	
Floor Area (per story)		
Group A-1	46,500 ft^2	
Group B	112,500 ft^2	36,771 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 Spaces > 10,000 ft^2	 5 square feet (net) per person 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 Doors, Corridors, Level Surfaces	0.30 inches/person 0.20 inches/person

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

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

$$Wn = \text{Nominal Width of Stair}$$

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 ½ 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. Trave 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
www.howeengineers.com
141 Longwater Drive, Suite 110. Norwell, MA 02061

Overhead Utility Relocation Memorandum
Portland Music Hall

Introduction

This memorandum summarizes the requirements related to relocating existing, off-site, overhead three-phase power lines along Cumberland Avenue unground between Pearl Street and Myrtle Street. The memorandum and associated exhibits have been prepared to address comments received from city staff on the proposed project.

Ordinance Requirements

The Portland Lane Use Ordinance applicable to overhead vs underground utilities is found in the Site Plan Standards Chapter 13.6.C. Public Utilities. Specifically, §13.6.C.2. which states *Electrical service shall be underground unless otherwise specified for industrial uses, or if it is determined to be unfeasible due to extreme cost, the need to retrofit properties not owned by the applicant, or complexity of revising existing overhead facilities.*

The Portland Music Hall utility plan meets this requirement. The building's electrical service is entirely underground. At Central Maine Power's direction, underground service will be taken from an existing manhole in Pearl Street and will include new service manholes and transformers below grade.

We have not identified any requirement in the ordinance that requires an applicant to relocate existing off-site utilities that are not providing service to the site underground.

Clearance Requirements

We have contacted Central Maine Power and confirmed that the clearance requirements for building construction and maintenance are based on OSHA requirements. The CMP Handbook of Requirements (the Green Book") states:

> **OVERHEAD HIGH-VOLTAGE LINE SAFETY NOTICE**
>
> In accordance with Maine Law (Title 35A M.R.S.A., Chapter 7A) a person may not erect, construct, operate, maintain, transport or store any equipment or item within 10-feet of an overhead high-voltage line (except as allowed for in the Law). When it is necessary to carry on any work or activity near an overhead high-voltage line, the person responsible for the work or activity must notify CMP by calling 800.696.1000 at least three (3) business days in advance (except in emergency situations). After mutually acceptable arrangements are negotiated, CMP will make the necessary precautionary safety arrangements.

CMP has confirmed that their clearance requirement is 10-feet from conductors. When work on the conductors needs to be performed, or if there is a situation where less than 10-feet of clearance can be

maintained, the conductors can be temporarily blanketed by CMP, in accordance with State Statutes. In these cases, the required clearance may be reduced to the designed working dimension of the barrier.

The centers of the existing three-phase poles are located between 8.7' and 10' from the property/building line. The conductors are located on standard spread "T" arms, placing the nearest conductor within 10 feet of the property and building line. During a site meeting on July 1, 2025, with CMP, it was confirmed that these conductors can be relocated to the street side of the poles using "Alley Arms" and "Hendrix" line spacers to cluster the conductors on the alley arm such that the required separation is maintained.

The Construction Manager has confirmed that the building can be erected, meeting CMP's requirements, with the conductors located on the alley arms. A typical alley arm detail is presented in Figure 1.

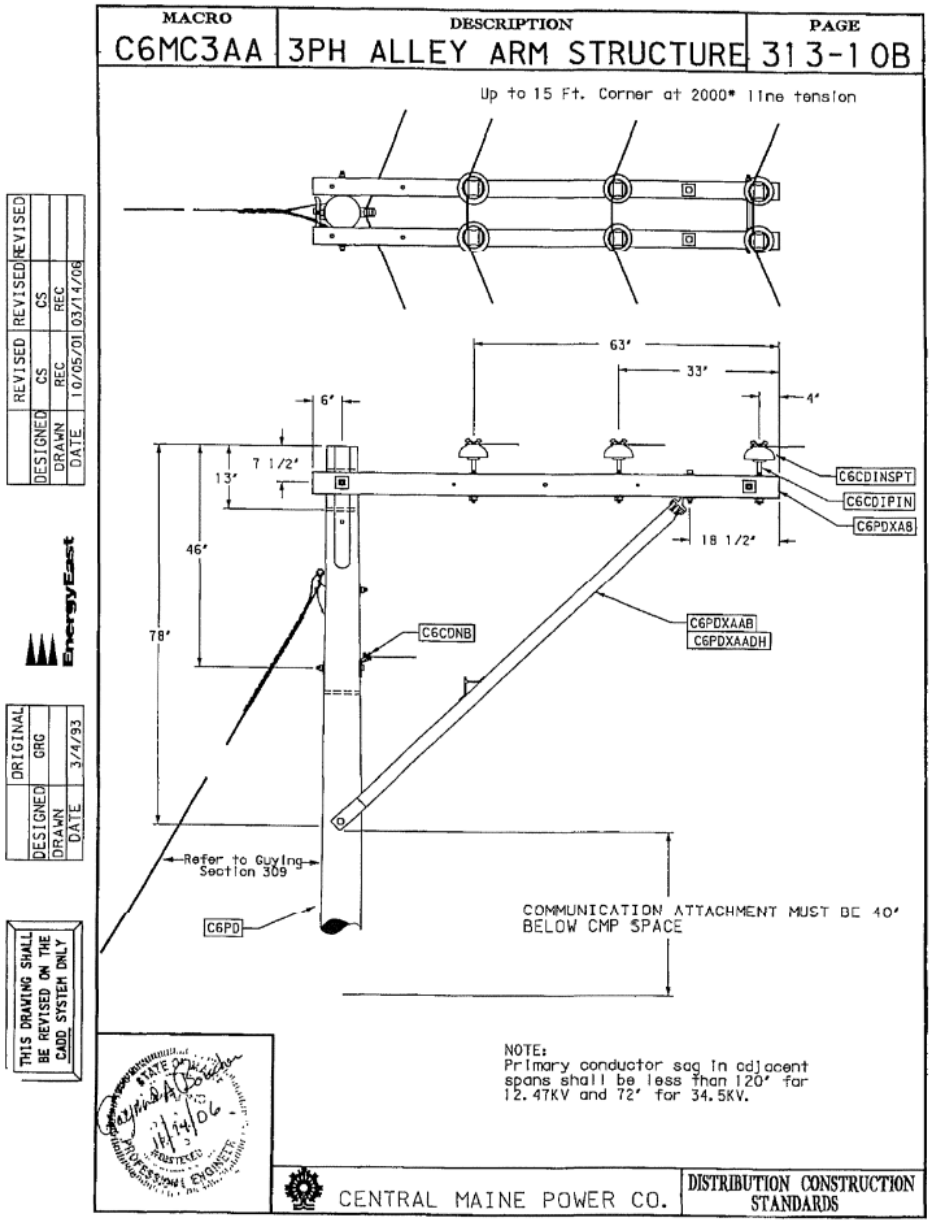


Figure 1 CMP Alley Arm



Figure 2 Typical “Hendrix” Spacer

Existing Infrastructure

Figure 1 below identifies the infrastructure under consideration. The CMP pole numbers are indicated.

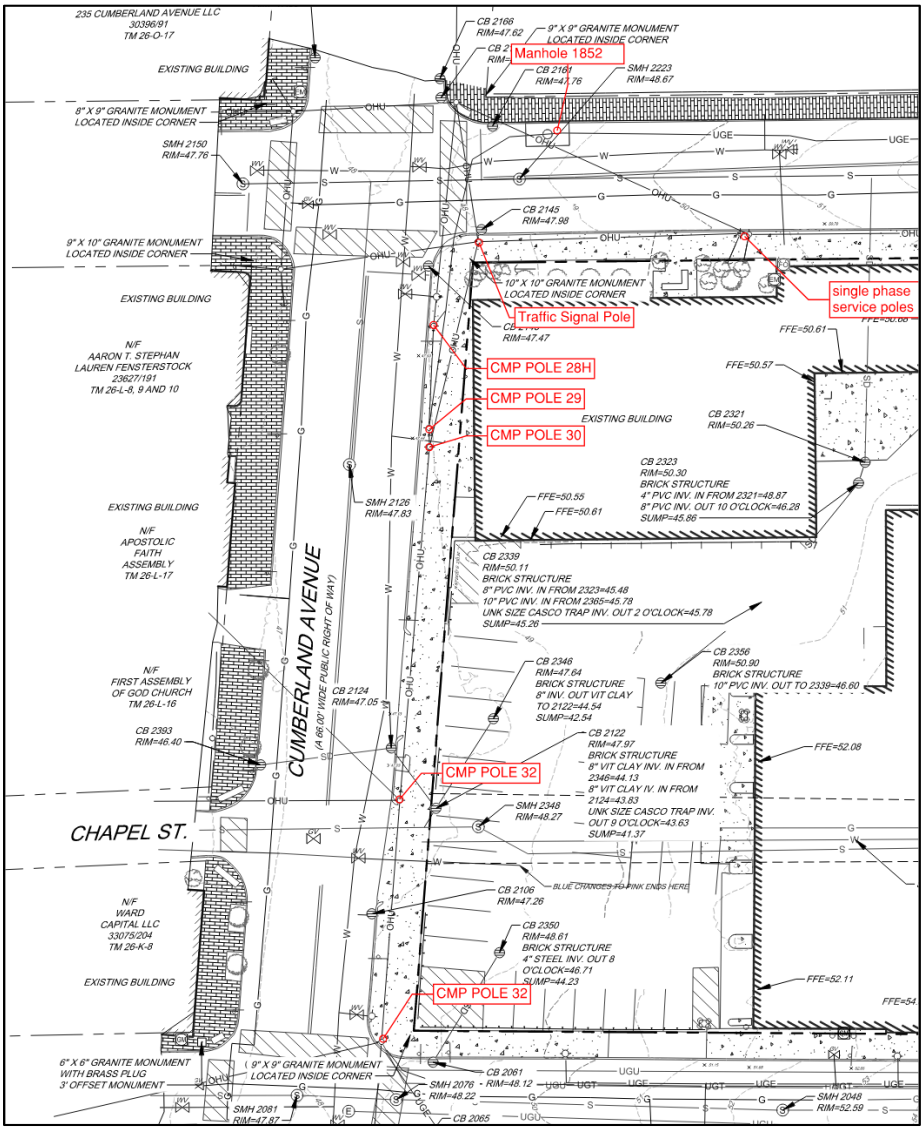


Figure 1 Three-Phase Transmission Poles

Cumberland Avenue: Overhead three-phase transmission lines are supported on Poles 28H through 32, located along the east side of Cumberland Avenue. This transmission infrastructure serves a large area of Portland's Downtown. Poles 28H, 29, and 30 have been installed for less than 10 years and provide service to residential developments on Pearl Street west of the site. Pole 32 provides overhead services to the property at 231 Cumberland Avenue and supports service lines running west along Chapel Street. Several communication providers also have overhead infrastructure on these utility poles.

Pearl Street: Utility poles and overhead wires are located along the south side Pearl of the street. Overhead infrastructure includes single-phase power, communications, and pole mounted telecommunications communication antenna.

A separate underground 3-phase electrical transmission system is located in the westbound travel lane on Pearl Street This system rises overhead on poles 28H and 29 along Cumberland Avenue. This underground system is the planned transmission infrastructure from which the building services are to be extended.

Myrtle Street:

All existing electrical and communication infrastructure is underground. The underground electrical system in Myrtle Street is a separate lower voltage distribution system that does not have the capacity to serve the new development.

Coordination with Central Maine Power (CMP)

The Applicant's design team has been in communication with CMP. An initial onsite meeting was held in 2021 and 2022 as part of the other development proposals for the property, to identify locations for services, manholes, and underground transformers. Meetings specific to the Music Hall were held on March 5, and July 1, 2025.

At the meeting, CMP staff described the existing infrastructure and the required separation distance between the proposed building and the conductor wires. Two alternatives were discussed to relocate the conductors and achieve the required separation.

This included relocating the infrastructure underground or relocating overhead on alley arms. At the meeting, CMP representatives expressed that it would be possible to relocate the existing infrastructure underground, but it would require a significant amount of work and cost; would impact significant offsite services and would require installing multiple riser poles on the adjacent blocks; including risers on the frontage of Merrill Auditorium in an area that may be required for future access improvements. This approach would also involve the reconstruction of CMP infrastructure that has been installed within the last 7 years.

Relocating the overhead 3-phase power on alley-arms away from the proposed building was also discussed at the meeting and determined to be feasible.

A second meeting with CMP was held on July 1, 2025. Representatives from the development team, CMP, and city planning staff attended this meeting. Alternatives to relocating the overhead utilities underground or away from the building on alley arms were further discussed. Representatives from CMP expressed that the costs CMP would charge the developer to relocate the 3-phase power underground would be significantly more than installing alley arms and moving the wires away from the proposed building. CMP confirmed that a shutdown of the existing transmission line running west of the site would not be allowed, as it serves significant residential developments. This condition expands the extent of the project well beyond the site's frontage.

Proposed Plan

The Portland Music Hall is designed with an underground electrical service coming from the existing underground 3-phase power in Pearl Street. Based on feedback from CMP and contractors, the design includes installing alley arm on the utility poles on Cumberland Avenue and moving the overhead 3-phase pole wires away from the building to provide the required distance between the conductors and the building. No change is required to the communication wires that are installed lower on the utility poles.

Alternate Plan: Work Required to Relocate Overhead Wires Underground

At the City's request we have prepared a description of the additional work and cost that would be required to relocate the existing overhead utilities underground along Cumberland Avenue between Pearl Street and Myrtle Street. Attached is an exhibit, titled Underground Utility Exhibit, which presents this work and provides a cost estimate.

At each location where 3-phase overhead power is relocated underground, two riser poles and a 38Y manhole (approximately 12'L x 7'W x 8' tall exterior dimensions) are required. The Riser poles and manhole would be installed in the Cumberland Avenue sidewalk north of Pearl Street and south of Myrtle Street. A concrete-encased duct bank (approximately 3.5 feet by 1.5 feet) would run between manholes under the sidewalk in Cumberland Avenue. This infrastructure would require rebuilding the existing brick sidewalks east of Pearl Street and west of Myrtle Street.

243 Cumberland Avenue is serviced by a utility pole on Cumberland Avenue. This service would need to be relocated, including moving the pole-mounted transformer. It is unclear how this service would be relocated and may require an aerial trespass easement for the relocated service.

In addition to the electrical infrastructure, several communication companies have infrastructure on the existing utility poles that would be relocated underground. Underground manholes and duct banks would need to be installed. Communication wires branch off Cumberland Avenue and continue overhead north down Chapel Street and Myrtle Street. These wires would need to be relocated underground, requiring additional road and sidewalk reconstruction.

Relocating wires underground would be a significant expense and would include installing additional utility poles and reconstructing sidewalks on Cumberland Avenue north of Pearl Street and South of Myrtle Street, as well as road and sidewalk repair on Myrtle Street and Chaple Street. It restricts future development of the lots to the east and west of the proposed development by placing critical infrastructure in front of the parcels.

Consigli has estimated that the cost to install the underground conduit and manholes would be approximately $1.2Million. This does not include direct charges from CMP. CMP would also charge the developer for the expenses it incurs. CMP will not provide a price for work until it is fully designed, but they have indicated that their costs to relocate the existing infrastructure underground are significantly more than installing alley arms and moving the wires.

Summary

Relocating the existing, off-site overhead utilities that do not provide service to the site, along Cumberland Avenue, to be underground, does appear to be a requirement of the ordinance and represents a significant financial and logistical burden to the project. CMP has confirmed that overhead relocation on alley arms is acceptable.

An underground relocation would only provide underground utilities for one block of Cumberland Avenue. Overhead utilities would remain on Cumberland Avenue to the east and west of the project. These locations would be impacted by additional riser poles and manholes.

CONSIGLI
Est. 1905

July 30, 2025

Mr. Todd Goldenfarb
Portland Music Holdings, LLC
tgoldenfarb@ramcompaniesusa.com

Re: Portland Music Hall Overhead power Relocation
Project: Portland Music Hall

Dear Todd

Consigli has analyzed the cost premium the Portland Music Hall project would incur if overhead power were to be relocated below grade. We have estimated the cost premium to be **$1,230,000.**

The base comparison is to relocate the overhead lines to Ally Arms supplied and installed by Central Maine Power. There is no work for Consigli Construction to complete for the overhead relocation to ally arms. We have prepared the attached graphic and cost estimate to show the additional costs Portland Music Holdings would incur if required to relocate the overhead lines underground.

Regards,
Consigli Construction Co., Inc.

Matthew E. Tonello, P.E.
Project Executive

CC: Chris Taylor – Sebago Technics, David Sliwinski, DAIQ

Attachment: Civil Utilities Drawing C-300 – underground schematic vs. overhead relocation schematic

Relocated Overhead Power Schematic - New Riser Poles, Remove Existing Poles

12.47 KVA power to be relocated to below grade in order to remove all

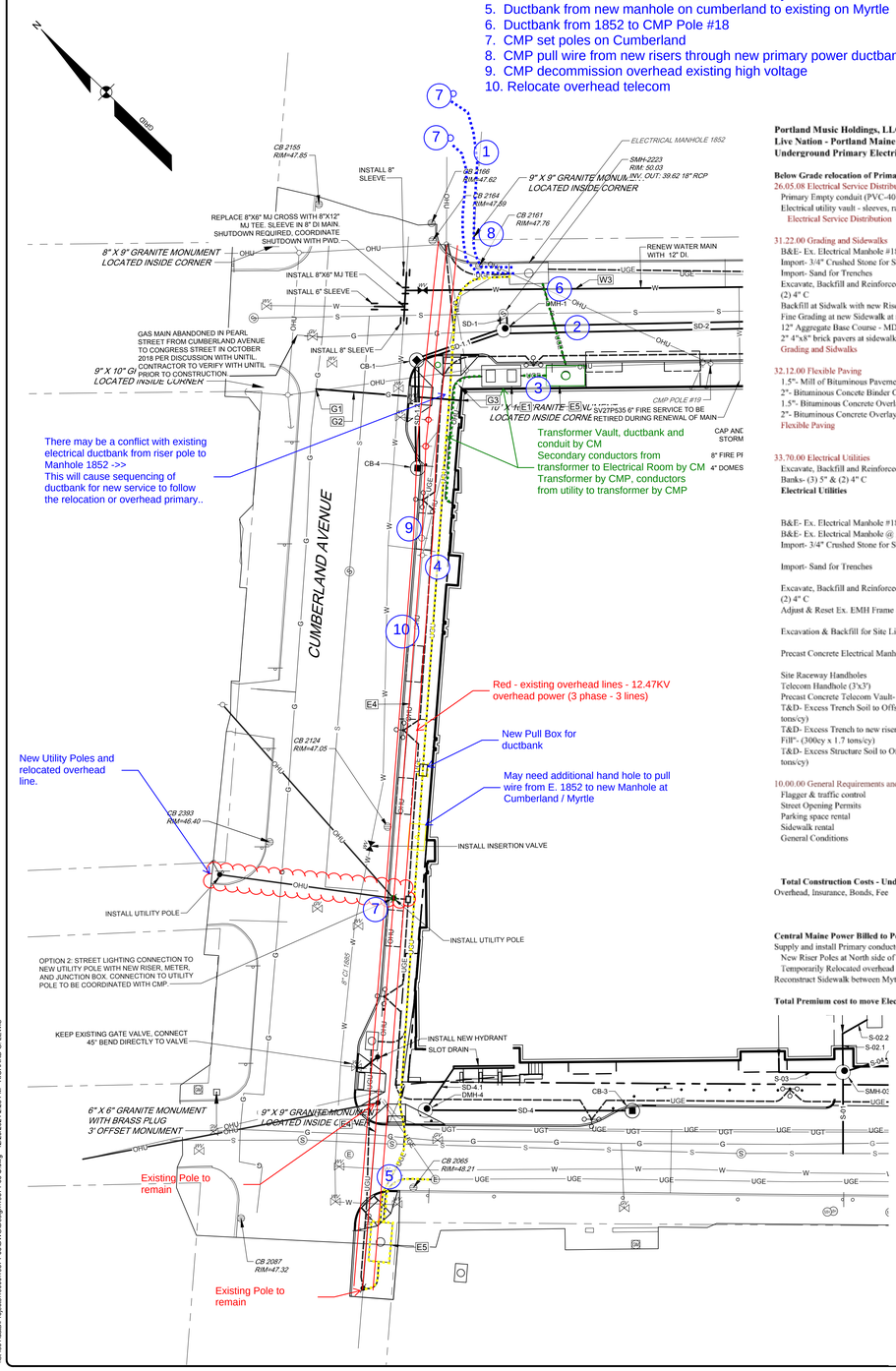
This option removes four poles from the Cumberland Avenue Elevation of the site. Two new riser poles installed within the past 4 years will be demolished and the feed to the Federal Street tower will require a shutdown and rework in order to remove riser poles.

New Riser Poles will be set across the Pearl street intersection on Cumberland Avenue and underground ductbank will be installed to refeed the electrical manhole #1852 on Pearl Street.

New Telecommunications ductbanks will be required for Spectrum Consolidated Communications and Verizon services.

Sequence:
Predecessor Activities to Electrical Ductbanks:
A. Pearl Street Sewer and Storm Water and domestic water as they will be ~8 feet below ductbank.
B. Storm Drainage structures and pipe on Cumberland
C. Myrtle Street Storm water and Sewer

1. Install Ductbank from (2) new riser poles Northeast of Pearl
2. Install Ductbank from 1852 to Hand Hole on Cumberland (not shown yet)
3. Set Vault at Cumberland / Myrtle
4. Ductbank from new Manhole to Cumberland Myrtle
5. Ductbank from new manhole on cumberland to existing on Myrtle
6. Ductbank from 1852 to CMP Pole #18
7. CMP set poles on Cumberland
8. CMP pull wire from new risers through new primary power ductbank
9. CMP decommission overhead existing high voltage
10. Relocate overhead telecom



Portland Music Holdings, LLC
Live Nation - Portland Maine
Underground Primary Electrical Service Estimate

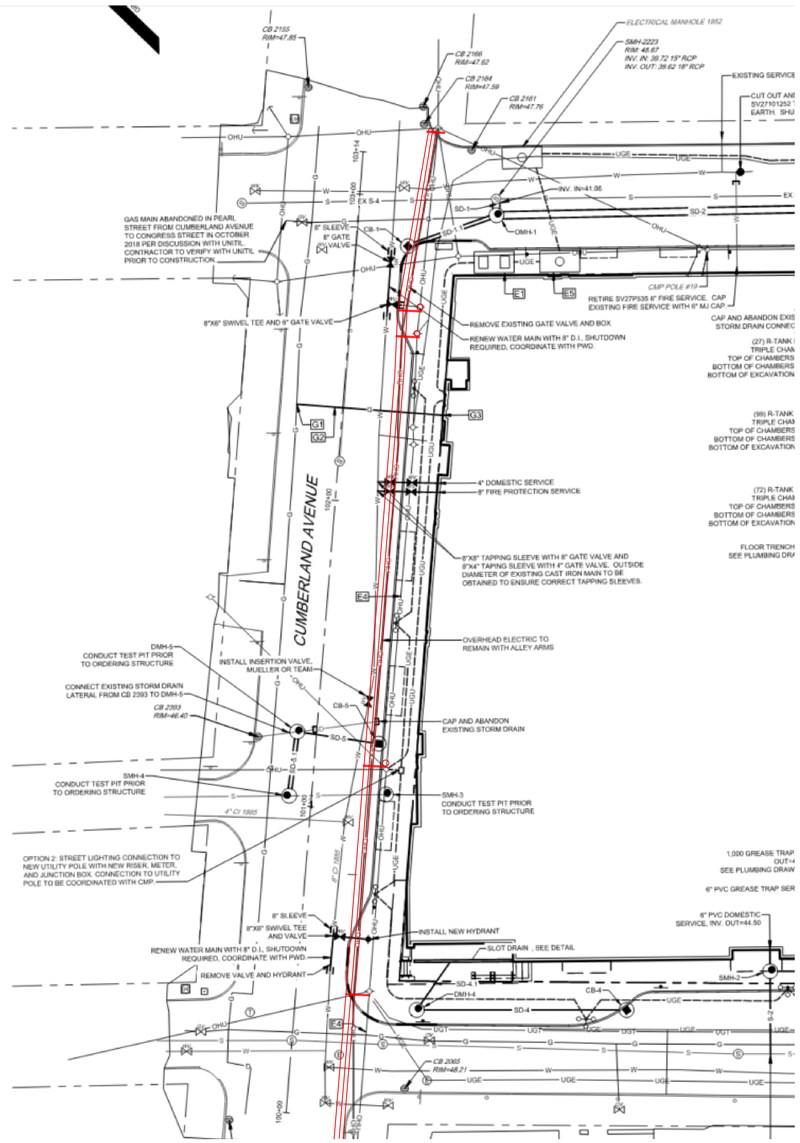
Below Grade relocation of Primary Service			
26.05.08 Electrical Service Distribution			
Primary Empty conduit (PVC-40) - 4 x 5"	785.00 lf	80.05 /lf	62,839
Electrical utility vault - sleeves, racking etc	1.00 ea	3,874.00 /ea	3,874
Electrical Service Distribution			66,713
31.22.00 Grading and Sidewalks			
B&E- Ex. Electrical Manhole #1852 @ Pearl Street	2.00 ea	1,850.00 /ea	3,700
Import- 3/4" Crushed Stone for Structures	12.00 tn	26.00 /tn	312
Import- Sand for Trenches	25.00 cy	50.00 /cy	1,250
Excavate, Backfill and Reinforced Concrete Encasement for Teelcom Duct Bank-(2) 4" C	225.00 lf	125.00 /lf	28,125
Backfill at Sidwalk with new Risers	55 cy	35/cy	1,925
Fine Grading at new Sidewalk at new risers	45 sy	5.25/sy	236
12" Aggregate Base Course - MDOT Spec Type A	230	43.8/ton	10,074
2" 4"x8" brick pavers at sidewalk at new risers	4500 sf	15/sf	67,500
Grading and Sidwalks		2.27 /sf	113,122
32.12.00 Flexible Paving			
1.5"- Mill of Bituminous Pavement @ Myrtle Street	438.00 sy	44.52 /sy	19,500
2"- Bituminous Concete Binder Course beneath Myrtle Street (19ma)	121.00 sy	27.00 /sy	3,267
1.5"- Bituminous Concrete Overlay @ Myrtle Street	438.00 sy	23.00 /sy	10,074
2"- Bituminous Concrete Overlay @ Cumberland Avenue	532.00 sy	27.00 /sy	14,364
Flexible Paving		2.27 /sf	47,205
33.70.00 Electrical Utilities			
Excavate, Backfill and Reinforced Concrete Encasement for Electrical Duct Banks- (3) 5" & (2) 4" C	785.00 lf	125.00 /lf	98,125
Electrical Utilities			98,125
B&E- Ex. Electrical Manhole #1852 @ Pearl Street	3.00 ea	1,850.00 /ea	5,550
B&E- Ex. Electrical Manhole @ Myrtle Street	1.00 ea	1,850.00 /ea	1,850
Import- 3/4" Crushed Stone for Structures	32.00 tn	26.00 /tn	832
Import- Sand for Trenches	124.00 cy	50.00 /cy	6,200
Excavate, Backfill and Reinforced Concrete Encasement for Teelcom Duct Bank-(2) 4" C	785.00 lf	125.00 /lf	98,125
Adjust & Reset Ex. EMH Frame & Cover @ Myrtle Street	1.00 ea	350.00 /ea	350
Excavation & Backfill for Site Light Raceways	565.00 lf	30.00 /lf	16,950
Precast Concrete Electrical Manholes- (11'-4" x 5'-10" x 7'-6") w/ 42" dia. Access	2.00 ea	20,000.00 /ea	40,000
Site Raceway Handholes	2.00 ea	1,350.00 /ea	2,700
Telecom Handhole (3'x3')	1.00 ea	1,950.00 /ea	1,950
Precast Concrete Telecom Vault- (6'-10" x 4'-10" x 8'-0") w/ 30" dia. Access	1.00 ea	20,000.00 /ea	20,000
T&D- Excess Trench Soil to Offsite Disposal "Norridgewok - Urban Fill"- (462cy x 1.7 tons/cy)	785.00 tn	75 /tn	98,125
T&D- Excess Trench to new riser poles Soil to Offsite Disposal "Norridgewok - Urban Fill"- (300cy x 1.7 tons/cy)	510.00 tn	75 /tn	63,750
T&D- Excess Structure Soil to Offsite Disposal "Norridgewok - Urban Fill"- (73cy x 1.7 tons/cy)	150.00 tn	75 /tn	11,250
			367,632
10.00.00 General Requirements and Conditions			
Flagger & traffic control			4,500
Street Opening Permits			3,500
Parking space rental	45 days - 3 spaces	35	4,725
Sidewalk rental	45 days	30	1,350
General Conditions	45 days	4200	189,000
			203,075
Total Construction Costs - Underground Primary Costs			**895,873**
Overhead, Insurance, Bonds, Fee	12%		**107,505**
			$ 1,003,377
Central Maine Power Billed to Portland Music			
Supply and install Primary conductors in conduit supplied by Consigli	785 130		102,050
New Riser Poles at North side of Pearl Street on Cumberland	2	17500	35,000
Temporarily Relocated overhead lines to 15' offset from property line	1	85000	85,000
Reconstruct Sidewalk between Mytrle and New riser Poles			**222,050**
Total Premium cost to move Electrical Below Grad along Cumberland Avenue			**$ 1,230,000**

Relocated Overhead Power to "Alley Arm" to provide clearance for pile driving rig mast and steel erection

This option retains the two new riser poles on Cumberland Avenue. The existing feed to the Federal Street tower will not be interrupted and will remain in its current path as underground to structure 1852.

A new Riser Pole will be installed as it is beyond its useful life. CMP committed to replace this pole at no cost due to the age of the existing pole.
Telecom utilities will be relocated from the existing pole and anchored to the replacement.

Sequence of Work for Relocated Overhead Lines
1. CMP Set new pole to replace aging pole on Cumberland.
2. CMP set alley arms
3. CMP move overhead lines to alley arms
4. CMP pull new conductors through existing ductbank from existing riser poles
Install Ductbank from 1852
5. No other work for primary power service required for Portland Music Holdings project



SEBAGO TECHNICS
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75 John Roberts

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 proosed 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.

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 “scalloped” 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 with allow for control of all of the lighting in the building:

- **Lighting Equipment Rack:** This 19” equipment rack houses the central processer 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 incompliance 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 Mechnaical 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
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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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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

- ½" glass doors, gasketed
- 20' vestibule airspace
- ½" 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 facades, 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
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President & CEO

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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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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 DPSA090, 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.

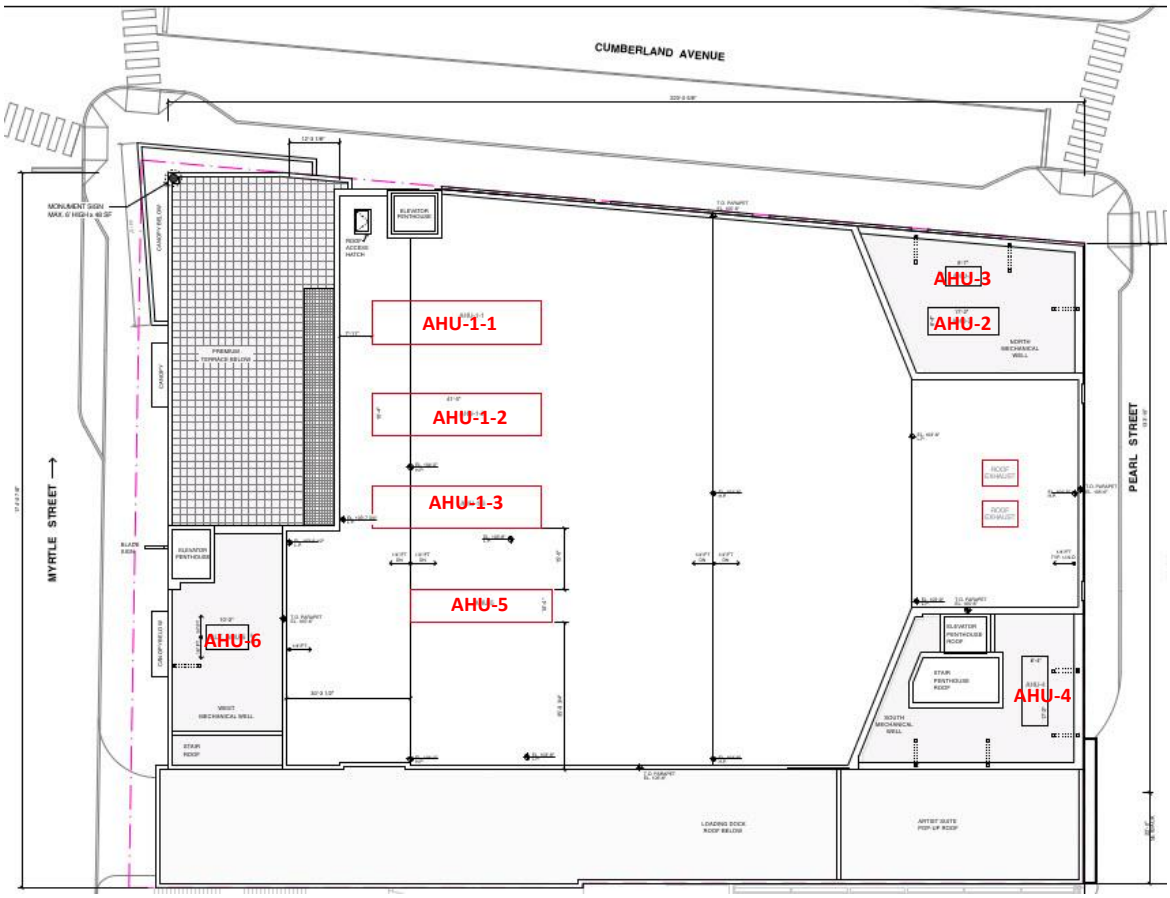


Figure 2: Roof plan of music venue

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 industrtial / 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, Mrytle 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:*

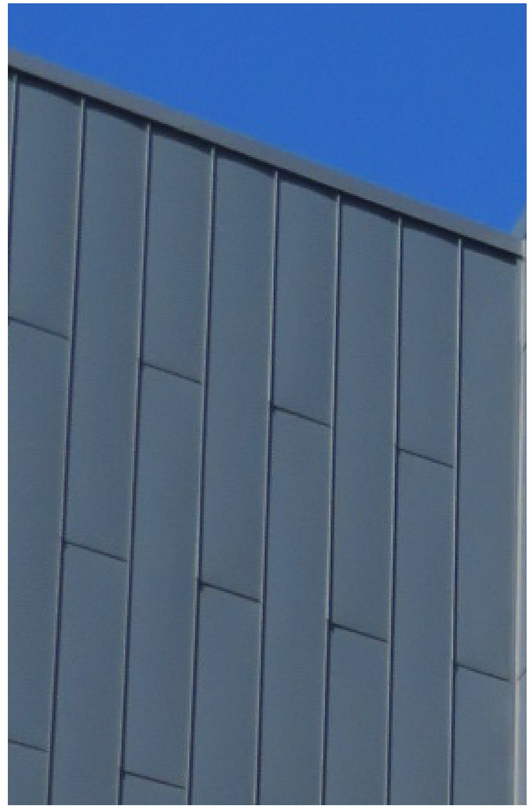
  The proposed development is not required to provide parking. Patrons of the establishment will either walk, bike, utilize mass transit, or park in an off-site parking area during an event.



WINDOW PATTERN



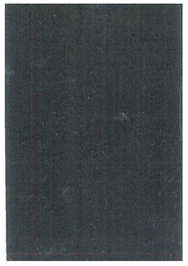
TRANSLUCENT GLAZING



METAL PANEL PATTERN



MARQUEE



METAL COLOR





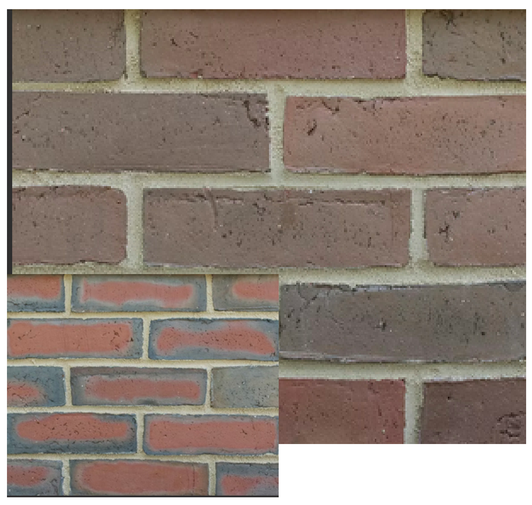
SIGNAGE



MINIMALLY ARTICULATED WINDOWS & FLAT METAL CANOPIES



PRECAST BASE



BRICK OPTIONS



BRICK BUILDINGS WITH PUNCHED WINDOWS AND DIVIDED LITES



ALUM. DISPLAY WINDOWS

PORTLAND MUSIC HALL MATERIAL PALETTE

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

SEAL:

REVISIONS:

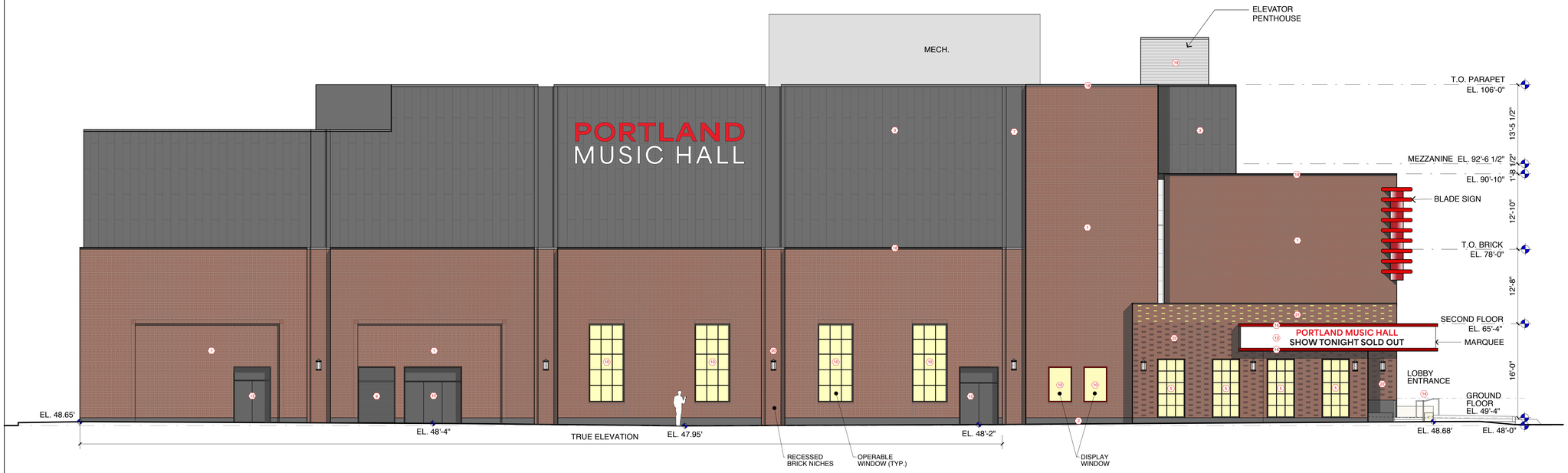
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	04/11/25	REV PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

MATERIAL PALETTE

SCALE: As Noted.
SHEET #:

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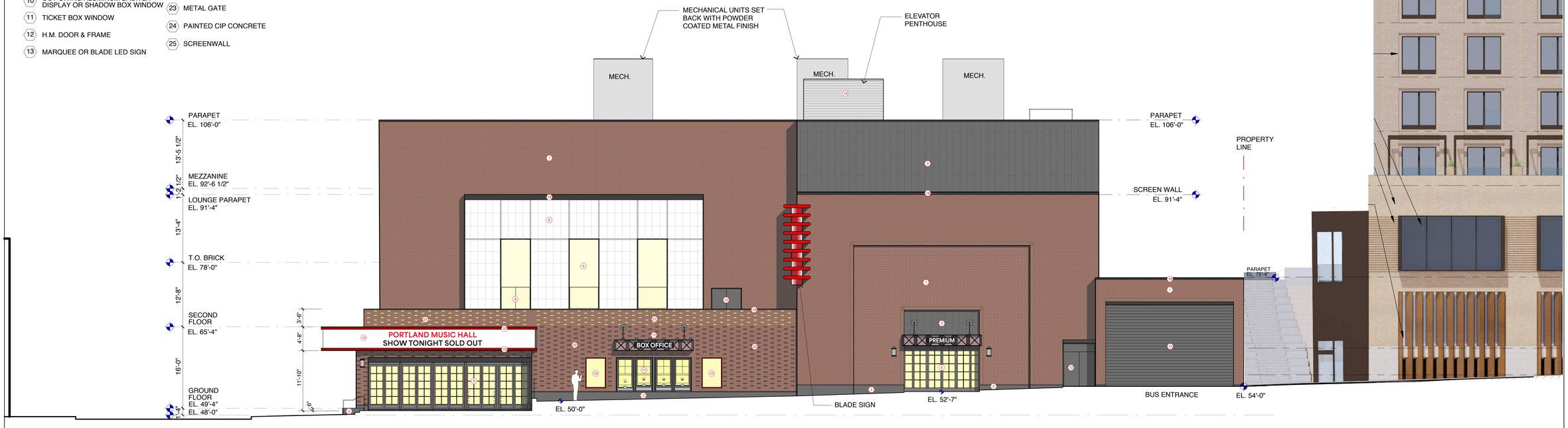


1 **CUMBERLAND AVENUE - NORTH ELEVATION**

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

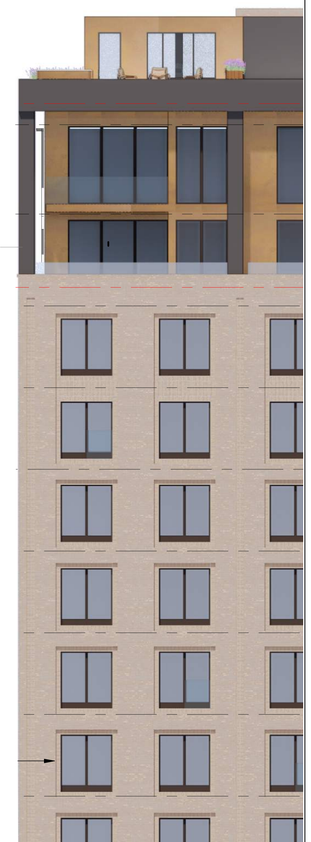
MATERIAL LEGEND

1. FACE BRICK
2. PRECAST
3. STANDING SEAM METAL PANEL
4. ALUMINUM WINDOW
5. ALUMINUM CURTAIN WALL
6. TRANSLUCENT PANELS
7. ACM METAL PANEL / PROFILE
8. ALUM. / GLASS DOORS & FRAME
9. LOUVER GATE
10. OUT-SWING ALUMINUM BACK LIT DISPLAY OR SHADOW BOX WINDOW
11. TICKET BOX WINDOW
12. H.M. DOOR & FRAME
13. MARQUEE OR BLADE LED SIGN
14. STAINLESS STEEL RAILING
15. OVERHEAD ROLL-UP DOORS, PAINTED
16. PAINTED CMU
17. METAL CANOPY
18. SHEET METAL COPING PROFILE
19. CORRUGATED METAL PANEL
20. DECORATIVE WALL SCONCE
21. PERFORATED BRICK PARAPET
22. ARTICULATED BRICK
23. METAL GATE
24. PAINTED CIP CONCRETE
25. SCREENWALL



2 **MYRTLE STREET - WEST ELEVATION**

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



PORTLAND MUSIC HALL
PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
SEBAGO
ONE ROBY ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
BVH INC.
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER CIR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
1156 N. MOUNTAIN ROAD, SUITE 1002
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
25217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
LERCH BATES
65-B COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
WISS, JANNEY, ELSTNER ASSOCIATES, INC.
311 SUMMER STREET, SUITE 300
BOSTON, MA 02210

Specifications:
DAIQ ARCHITECTS
375 MAIN STREET
BOXFORD, MA 01921

SEAL:

REVISIONS:

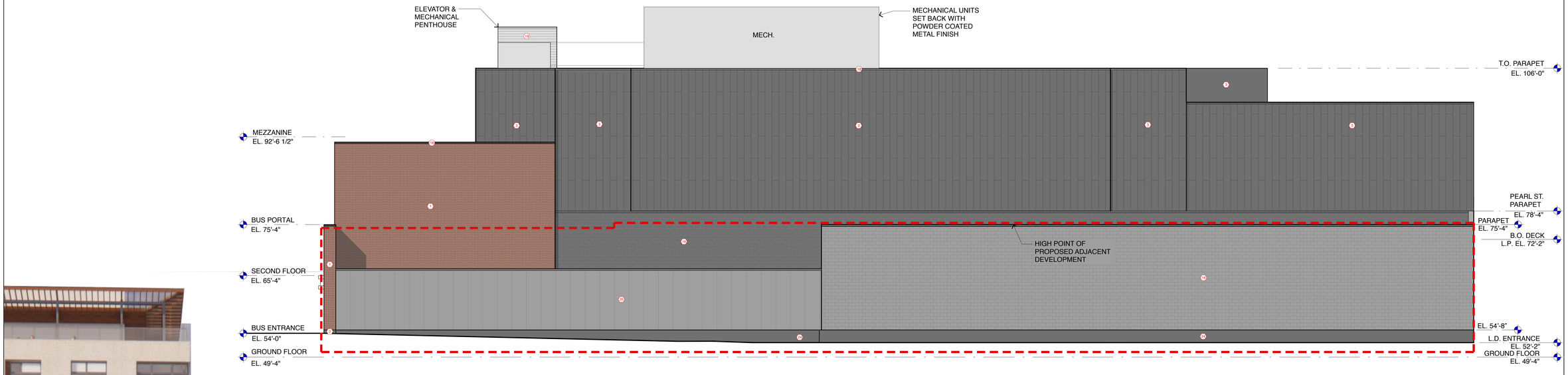
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	04/11/25	REV PLANNING SUB.

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DRAWING TITLE:

NORTH & WEST ELEVATIONS

SCALE: As Noted.
SHEET #:

A3.1

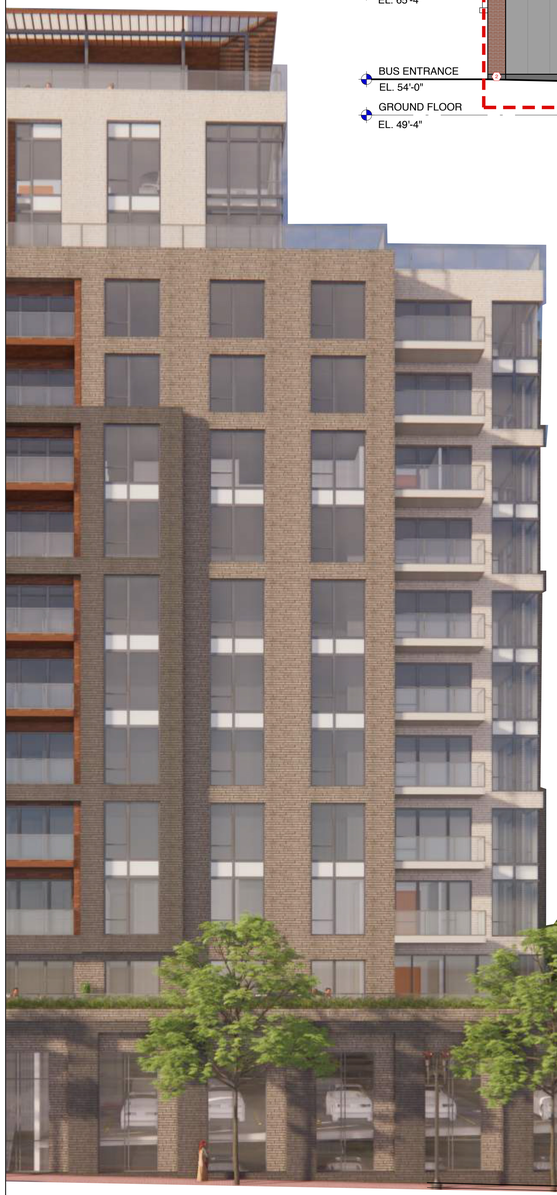


2 HOTEL / RESIDENTIAL PLAZA - SOUTH ELEVATION

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

MATERIAL LEGEND

1. FACE BRICK
2. PRECAST
3. STANDING SEAM METAL PANEL
4. ALUMINUM WINDOW WITH DIVIDED LITES
5. ALUMINUM STOREFRONT WITH DIVIDED LITES
6. TRANSLUCENT PANELS
7. ACM METAL PANEL / PROFILE
8. ALUM. / GLASS DOORS & FRAME
9. PAINTED LOUVER
10. OUT-SWING ALUMINUM BACK LIT DISPLAY OR SHADOW BOX WINDOW
11. TICKET BOX WINDOW
12. H.M. DOOR & FRAME
13. MARQUEE & BLADE SIGN
14. STAINLESS STEEL RAILING
15. OVERHEAD ROLL-UP DOORS, PAINTED
16. PAINTED CMU
17. METAL CANOPY
18. SHEET METAL FLASHING PROFILE
19. CORRUGATED METAL PANEL
20. DECORATIVE WALL SCONCE
21. PERFORATED BRICK PARAPET
22. ARTICULATED BRICK
23. METAL GATE
24. PAINTED CIP CONCRETE
25. SCREENWALL
26. WALL MURAL



ADJACENT DEVELOPMENT (N.I.C.)



1 PEARL STREET - EAST ELEVATION

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

PORTLAND MUSIC HALL
PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
SEBAGO
75 JOHN ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
VANNUCCI
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER DR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
1156 N. MOUNTAIN RD. SUITE 1002
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
2507 7 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
LERCH BATES
65-B COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
RDH BUILDING SCIENCE ASSOCIATES, INC.
311 SUMMER STREET, SUITE 320
BOSTON, MA 02210

Specifications:
WIL-SPEC LLC
375 MAIN STREET
BOXFORD, MA 01921

D'AQ ARCHITECTS

SEAL:

REVISIONS:		
	12/18/24	PLANNING SUB.
	04/11/25	REV PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

EAST & SOUTH ELEVATIONS

SCALE: As Noted.
SHEET #:

A3.2

CONTEXT IMAGES

Att. R



NORTH-EAST VIEW



SOUTH-EAST VIEW



SOUTH-WEST VIEW



NORTH-WEST VIEW

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

SEAL:

REVISIONS:

	12/18/24	PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

CONTEXT IMAGES

SCALE: As Noted.
SHEET #:

Att. R1

CUMBERLAND AVENUE

MERRILL AUDITORIUM

MYRTLE STREET

PEARL STREET

PREMIUM TERRACE BELOW

MARQUEE

CANOPY

VINYL LOUNGE ROOF

WALL MOUNTED BLADE SIGN

EXTERIOR ROLL-DOWN DOOR & HOOD

BUS PARKING BELOW

STAIR ROOF

ROOF ACCESS HATCH

WEST MECHANICAL WELL

NORTH MECHANICAL WELL

SOUTH MECHANICAL WELL

ROOF ACCESS HATCH

ELEVATOR PENTHOUSE

PENTHOUSE

SCUPPER & DOWNSPOUT

LADDER TO STAGE ROOF

ELEVATOR PENTHOUSE ROOF

TRASH ROOM ROOF

GUTTER

42" GALV. GUARDRAIL

LOADING DOCK ROOF BELOW

SMOKE EXHAUST

SMOKE EXHAUST

AHU-1

AHU-2

AHU-3A

AHU-3B

AHU-4

AHU-5

AHU-6

AHU-7

MAU-1

T.O. PARAPET EL. 106'-0"

T.O. PARAPET EL. 99'-0"

T.O. PARAPET EL. 91'-4"

T.O. PARAPET EL. 74'-8"

T.O. PARAPET EL. 98'-10"

T.O. PARAPET EL. 78'-4"

T.O. SCREEN WALL EL. 98'-10"

T.O. SCREEN WALL EL. 99'-0"

EL. 104'-8" T.O. SLAB

EL. 104'-0 1/2" T.O. SLAB

EL. 103'-8 1/8" T.O. SLAB

EL. 104'-2 11/16" T.O. SLAB

EL. 104'-0" L.P.

EL. 103'-10 1/4" T.O. SLAB

EL. 104'-7 1/2" T.O. SLAB

EL. 98'-6" T.O. SLAB

EL. 97'-8 5/8" T.O. SLAB

EL. 86'-11"

EL. 90'-2"

EL. 73'-1"

EL. 72'-8"

EL. 73'-9 1/2"

SLAB EL. 89'-4"

1/4"/FT

1/4"/FT DN

SCUP.

OFD

RD

DN

223'-6 1/2"

225'-8"

34'-1"

44'-4"

22'-0" SETBACK

155'-9"

133'-10"

174'-4 3/4"

26'-4"

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
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75 JOHN ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
BVH INTEGRAL
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER CIR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
8 PENN CENTER, SUITE 1902
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
29217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
SJOBERG GROUP
63-B COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
WISS, JANNEY, ELSTNER ASSOCIATES, INC.
311 SUMMER STREET, SUITE 300
BOSTON, MA 02210

Specifications:
WIL-SPEC LLC
370 MAIN STREET
BUXFORD, MA 01921

PORTLAND MUSIC HALL
PORTLAND , MAINE

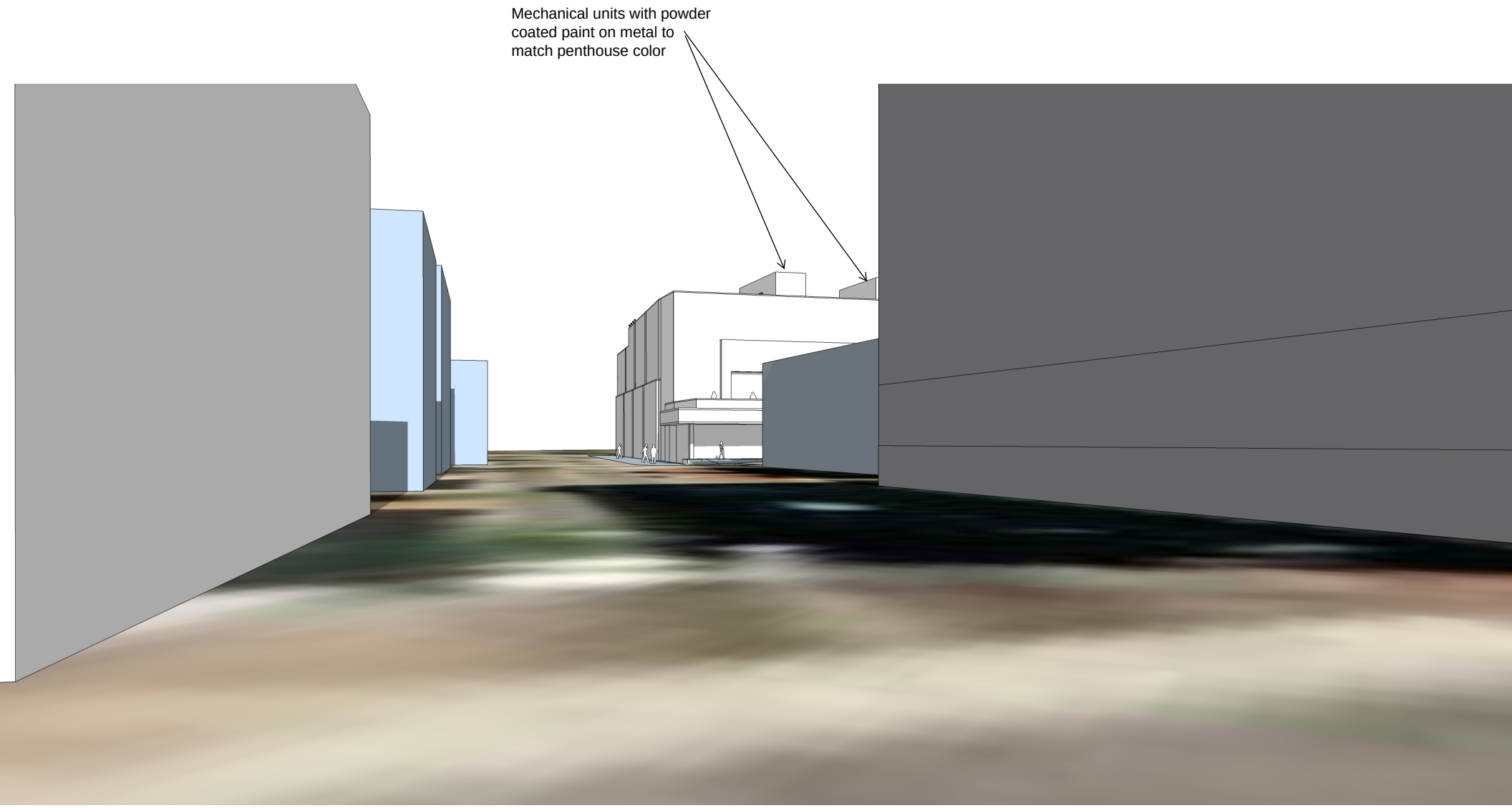
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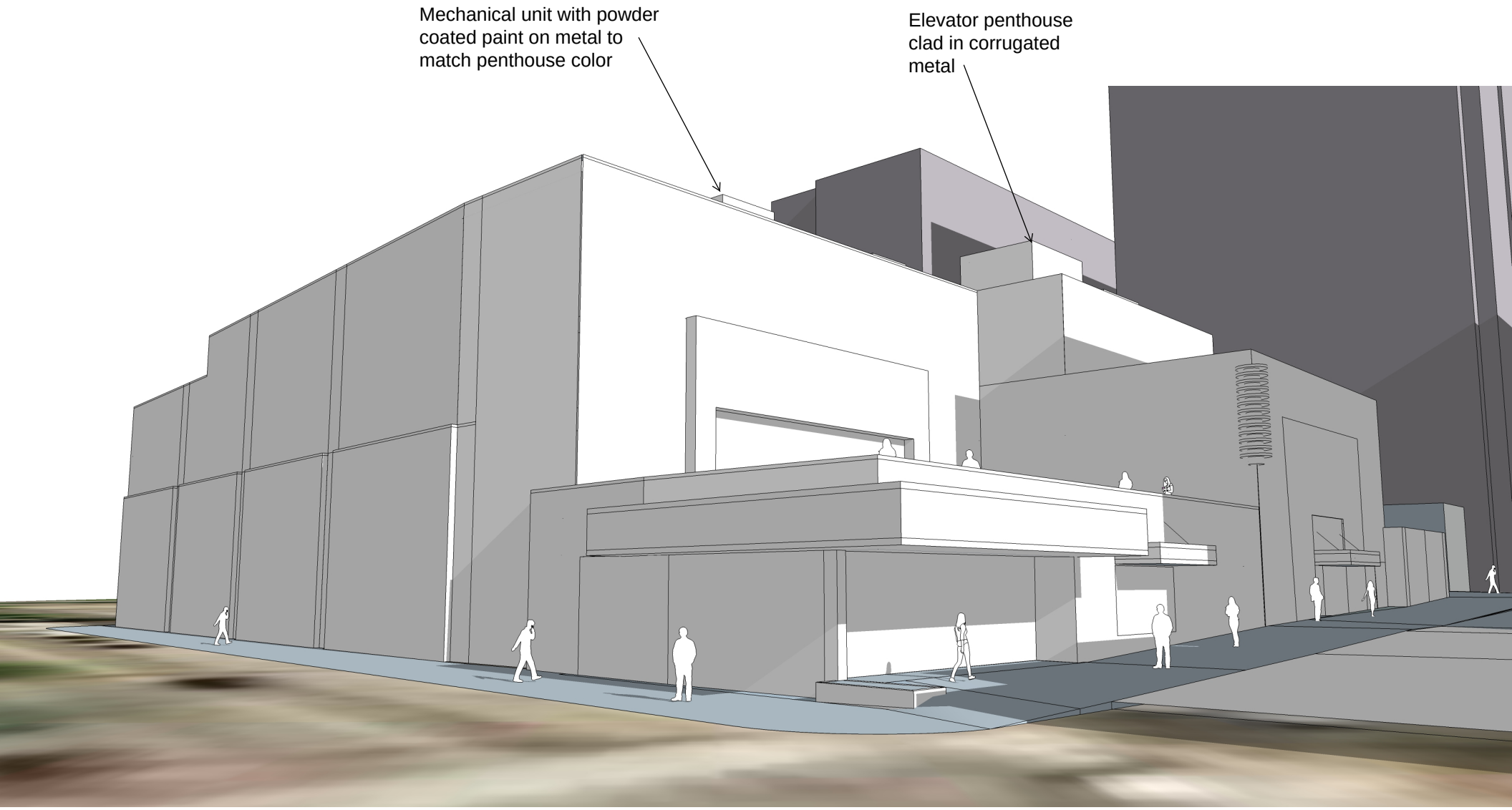
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	12/20/24	SCHEMATIC DESIGN
	06/02/25	DESIGN DEV.

DAIQ PROJECT #: 24003
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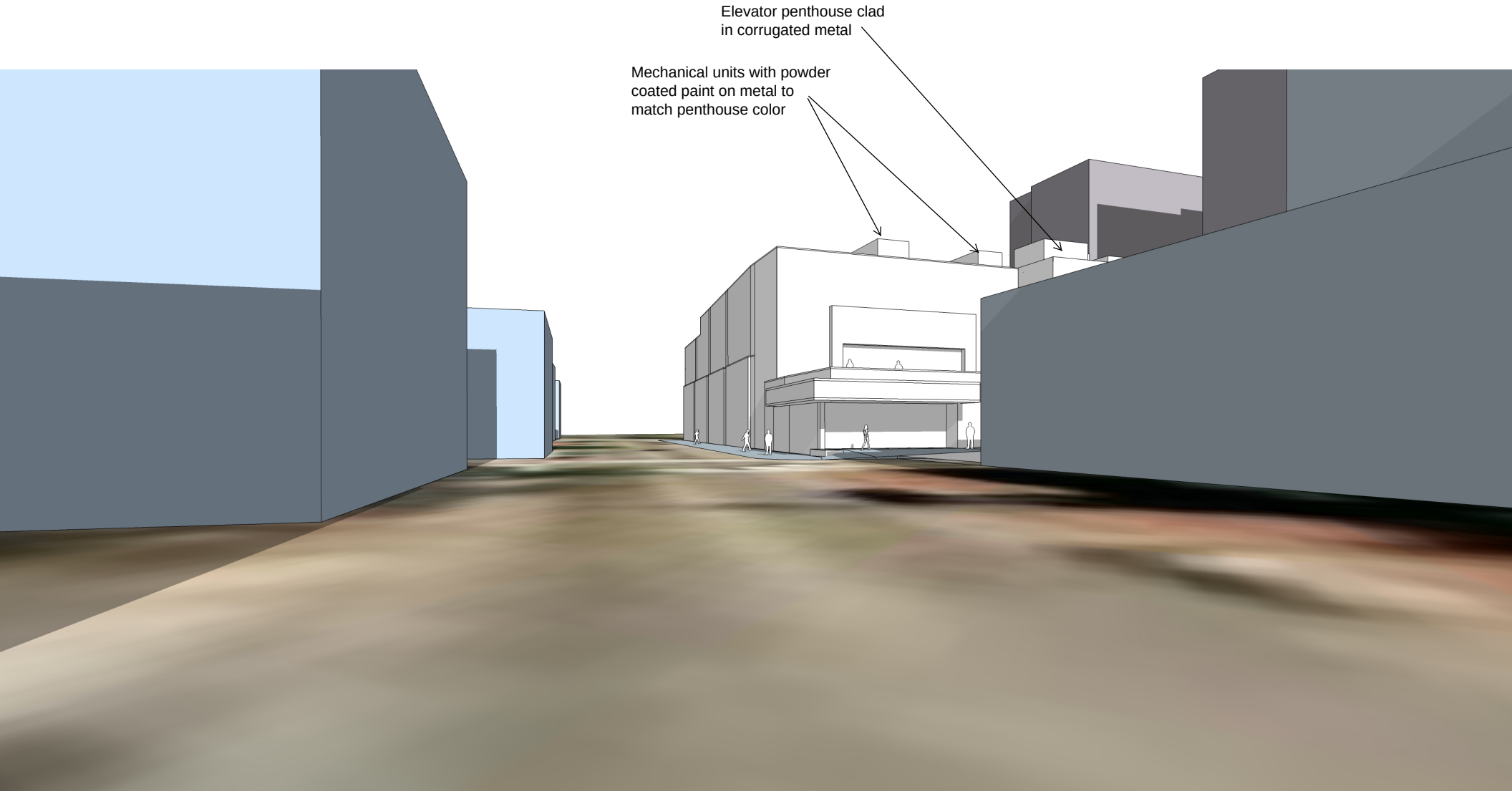
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Cumberland & Chestnut St.



Cumberland & Myrtle



Cumberland & Stone St.

Att. S

CUMBERLAND AVENUE

MERRILL AUDITORIUM

MYRTLE STREET

PEARL STREET

223'-6 1/2"

174'-4 3/4"

155'-9"

225'-7"

MAIN ENTRANCE

VIP PREMIUM ENTRANCE

BUS ENTRANCE

SERVICE ENTRANCE

SIDEWALK EXTENSION

PROPERTY LINE

PROPOSED PARKING GARAGE (NIC)

ENTRY VESTIBULE 100

MAIN LOBBY 102

ELECT ROOM 104

COATS 103

BOX OFFICE 105

TICKET MGR. 106

LOBBY BAR #1 109

BAR - 6 POS

BAR #1 STOR. 110

TOILET 111

TOILET 112

MEDIC / SECURITY 107

VIP LOBBY CORRIDOR 114

P.E. #1

ELEVATOR CORRIDOR 113

STORAGE ROOM 108

JAN 117

GENDER NEUTRAL SINKS 118

VIP VINYL LOBBY 115

ACCESS CORRIDOR 116

MENS TOILET 119

MENS - 19 WC

WOMENS TOILET 121

WOMENS 17 WC

CHAIR STORAGE 120

STAIR 4

STAIR 1

BAR - 9 POS

HOUSE BAR #2 140

BAR #2 STOR 139

WATER SERVICE 138

GAS ALCOVE 137

MAIN ELECTRICAL 136

STAIR 2

DRESSING RM 1 131

150 sf

TOUR PROD. 135

100 sf

N. STAGE CORRIDOR 132

T/S 1 130

TOUR PROD. 134

100 sf

MDF ROOM 133

100 sf

TOILET ROOM 129

LEVEL 2 ABOVE

MERCH

THEATER HOUSE 122

MIX POSITION

STAGE 128

46'-0"

55'-4"

43'-6 5/8"

SE #2

SE ELEV. VESTIBULE 126

DOCK VESTIBULE 127

ELEV. CLOSET 125

STAIR 3

RAMP UP

RAMP DN

HOUSE BAR #1 123

BAR - 10 POS

BAR #1 STOR. 124

HOLDING 142

BUS PKG. CORRIDOR 145

BUS PARKING 146

CENTRAL GREASE SEPARATOR

GAS & OIL SEPARATOR

SLOPE @ +/- 3.14%

SLOPE @ 5%

SLOPE @ 2.05%

TRASH & RECYCLABLE 144

LOADING DOCK 143

LEVELER

LOADING BAYS 1 & 2 141

SLOPED CURB

SLOPE DN @ 1%

20'-0"

24'-0"

25'-0"

North

0 2' 4' 8' 16'

PORTLAND MUSIC HALL

PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
SEBAGO
75 JOHN ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
WSP USA
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER CIR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
8 PENN CENTER, SUITE 1902
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
25217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
VAN DEUSEN & ASSOC.
1276 COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
RAYMOND J. ROSENTHAL ASSOCIATES, INC.
311 SUMMER STREET, SUITE 300
BOSTON, MA 02210

Specifications:
WIL-SPEC LLC
370 MAIN STREET
BOXFORD, MA 01921

D'AGOSTINO IZZO QUIRK ARCHITECTS

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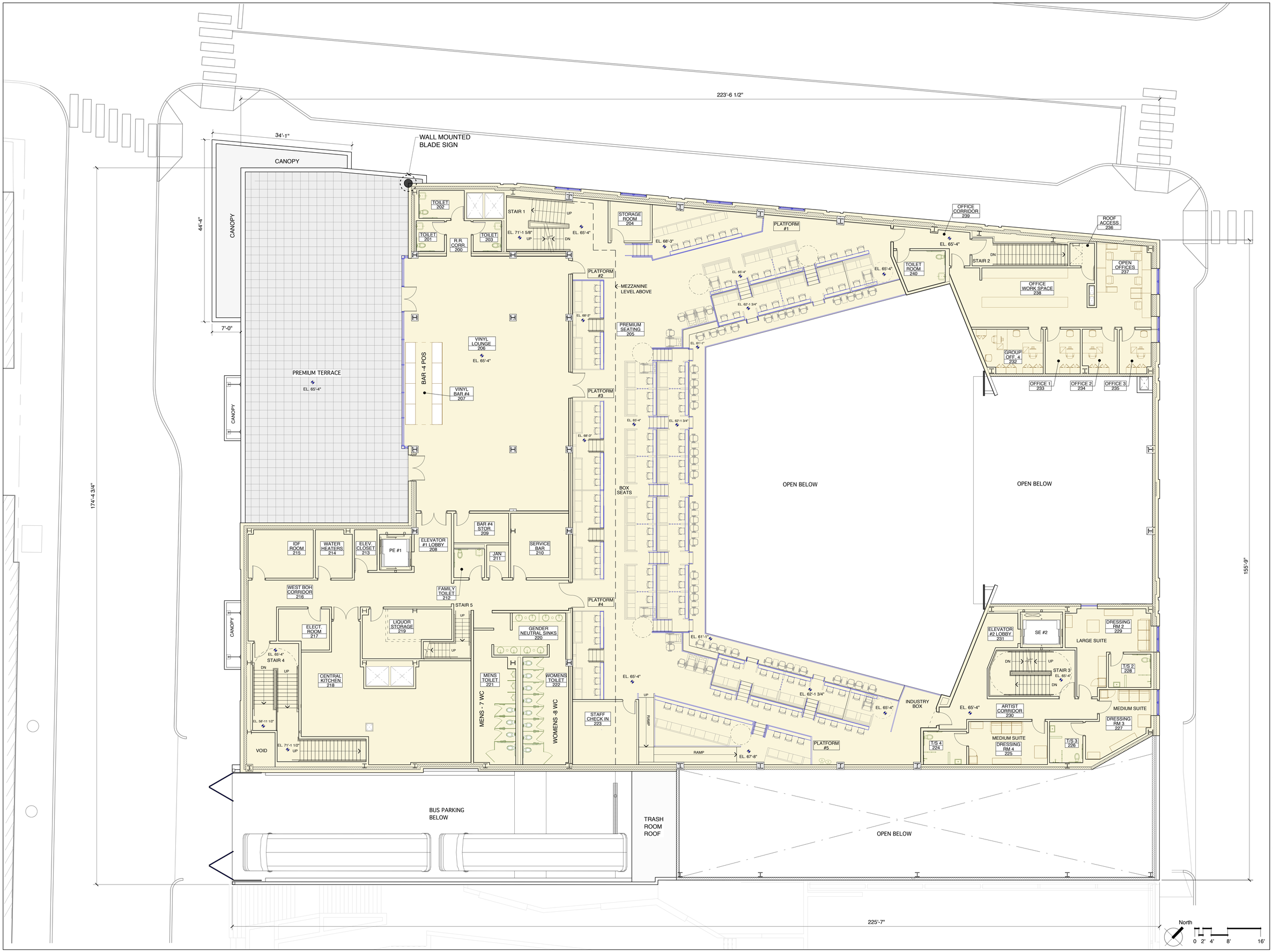
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GROUND LEVEL 1 PLAN

SCALE: As Noted.
SHEET #:

A2.1



PORTLAND MUSIC HALL

PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
SEBAGO
75 JOHN ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
VANNUCCI
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER CIR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
8 PENN CENTER, SUITE 1902
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
25217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
LERCH BATES
60-B COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
RDH BUILDING SCIENCE ASSOCIATES, INC.
311 SUMMER STREET, SUITE 320
BOSTON, MA 02210

Specifications:
WIL-SPEC LLC
375 MAIN STREET
BOXFORD, MA 01921

D'AGOSTINO IZZO QUIRK ARCHITECTS

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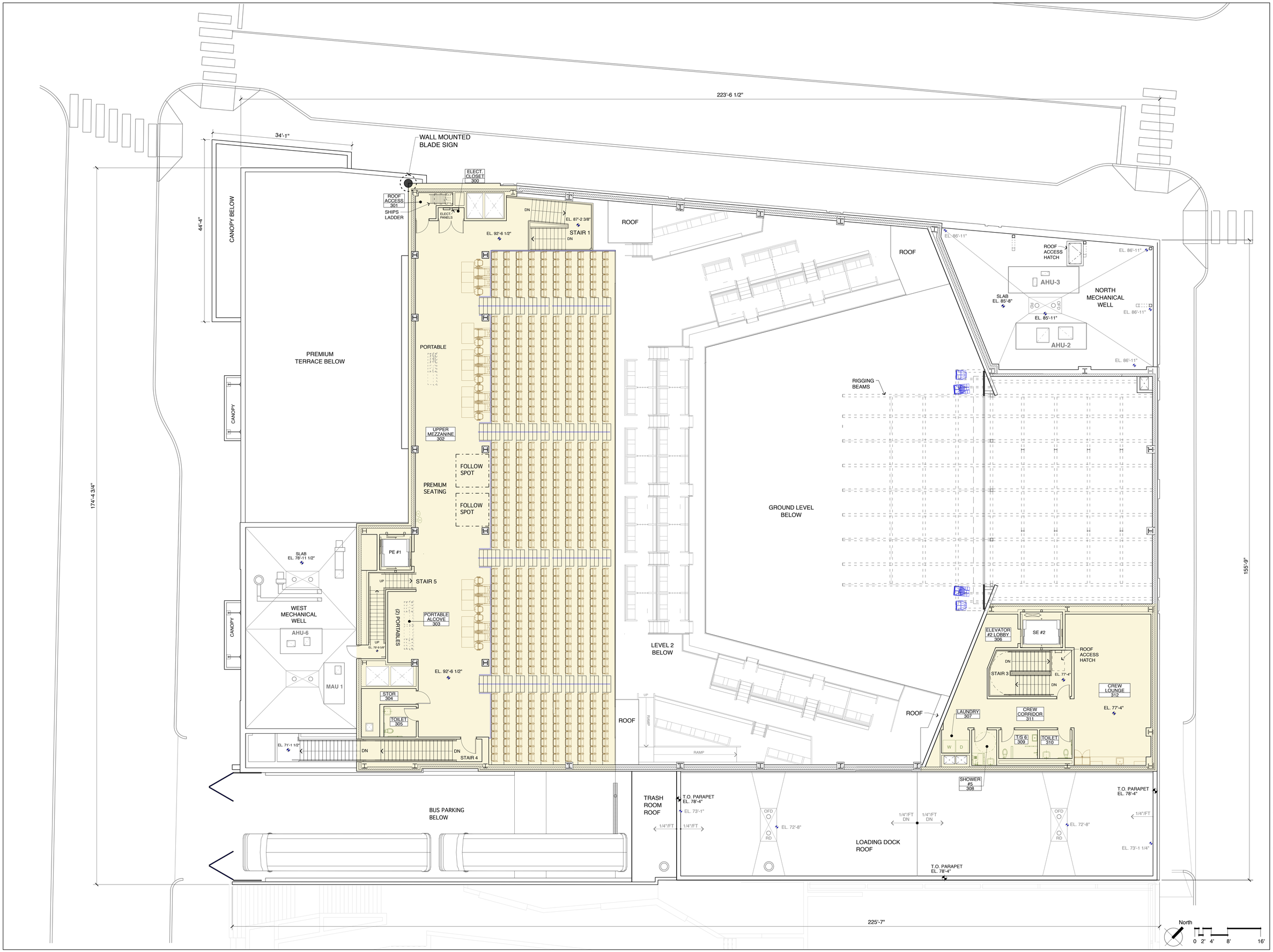
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	04/11/25	REV PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

LEVEL 2 PLAN

SCALE: As Noted.
SHEET #:

A2.2



PORTLAND MUSIC HALL

PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
SEBAGO
75 JOHN ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
BVH INC.
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER CIR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
1 BELMONT AVENUE, #302
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
25217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
LERCH BATES
60-B COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
WISS, JANNEY, ELSTNER ASSOCIATES, INC.
311 SUMMER STREET, SUITE 300
BOSTON, MA 02210

Specifications:
WILSPEC LLC
375 MAIN STREET
BOXFORD, MA 01921

DAIQ ARCHITECTS

SEAL:

REVISIONS:		
	12/18/24	PLANNING SUB.
	12/20/24	SCHEMATIC DESIGN
	04/11/25	REV PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

MEZZANINE LEVEL PLAN

SCALE: As Noted.
SHEET #:

A2.3

CUMBERLAND AVENUE

223'-6 1/2"

MERRILL AUDITORIUM

MYRTLE STREET →

PEARL STREET

133'-10"

155'-9"

22'-0" SETBACK

174'-4 3/4"

225'-7"

34'-1"

44'-4"

CANOPY BELOW

WALL MOUNTED BLADE SIGN - ALT 1

WALL MOUNTED BLADE SIGN ALT 2

ROOF ACCESS HATCH

T.O. PARAPET EL. 106'-0"

PREMIUM TERRACE BELOW

CANOPY

EL. 104'-0 1/2" T.O. SLAB

AHU-1-1

AHU-1-2

AHU-1-3

OFD

RD

1/4"/FT

EL. 103'-8 1/8" T.O. SLAB

T.O. PARAPET EL. 90'-10"

SCUPPER & DOWNSPOUT

ELEVATOR PENTHOUSE

WEST MECHANICAL WELL

AHU-6

MAU 1

SCUP.

STAIR ROOF

EL. 104'-2 11/16" T.O. SLAB

EL. 103'-8 1/8" T.O. SLAB

BUS PARKING BELOW

EL. 104'-8" T.O. SLAB

1/4"/FT DN

EL. 103'-10 1/4" T.O. SLAB

EL. 104'-0" L.P.

T.O. PARAPET EL. 106'-0"

T.O. PARAPET EL. 74'-8"

EL. 73'-1"

TRASH ROOM ROOF

EL. 72'-8"

T.O. SCREEN WALL EL. 98'-10"

EL. 86'-11"

NORTH MECHANICAL WELL

AHU-3

AHU-2

T.O. PARAPET EL. 99'-0"

SMOKE EXHAUST

EL. 104'-7 1/2" T.O. SLAB

EL. 98'-6" T.O. SLAB

EL. 97'-8 5/8" T.O. SLAB

T.O. PARAPET EL. 106'-0"

T.O. PARAPET EL. 99'-0"

T.O. PARAPET EL. 98'-10"

EL. 90'-2"

ELEVATOR PENTHOUSE ROOF

SLAB EL. 89'-4"

AHU-4

T.O. SCREEN WALL EL. 99'-0"

T.O. PARAPET EL. 78'-4"

EL. 73'-1 1/4"

LOADING DOCK ROOF BELOW

T.O. PARAPET EL. 74'-8"

North

0 2' 4' 8' 16'

PORTLAND MUSIC HALL

PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
160 FEDERAL STREET
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Civil Engineer & Landscape Architecture:
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55 JOHN ROBERTS ROAD, SUITE 4A
SOUTH PORTLAND, ME 04106

MEP Engineers:
WSP USA
88 BLACK FALCON AVENUE, SUITE 210
BOSTON, MA 02210

Life Safety & Fire Protection Consultant:
HOWE ENGINEERS
101 LONGWATER CIR #203
NORWELL, MA 02061

Acoustical Consultant:
METROPOLITAN ACOUSTICS
8 PENN CENTER, SUITE 1902
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
25217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
LERCH BATES INC.
1 EPS COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
RDH BUILDING SCIENCE ASSOCIATES, INC.
311 SUMMER STREET, SUITE 300
BOSTON, MA 02210

Specifications:
WIL-SPEC LLC
370 MAIN STREET
BOXFORD, MA 01921

D'AIQ ARCHITECTS

SEAL:

REVISIONS:		
	12/18/24	PLANNING SUB.
	12/20/24	SCHEMATIC DESIGN
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DAIQ PROJECT #: 24003
DRAWING TITLE:

ROOF PLAN

SCALE: As Noted.
SHEET #:

A2.4

Att. S1

CUMBERLAND AVENUE

MERRILL AUDITORIUM

MYRTLE STREET

PEARL STREET

223'-6 1/2"

34'-1"

44'-4"

174'-4 3/4"

133'-10"

155'-9"

22'-0" SETBACK

225'-8"

MARQUEE

CANOPY

CANOPY

PREMIUM TERRACE PAVERS BELOW

VINYL LOUNGE ROOF

WALL MOUNTED BLADE SIGN

EXTERIOR ROLL-DOWN DOOR & HOOD

T.O. PARAPET EL. 106'-0"

T.O. PARAPET EL. 91'-4"

T.O. PARAPET EL. 99'-0"

T.O. PARAPET EL. 98'-10"

T.O. PARAPET EL. 74'-8"

T.O. PARAPET EL. 78'-4"

T.O. SCREEN WALL EL. 99'-0"

T.O. SCREEN WALL EL. 98'-10"

NORTH MECHANICAL WELL

SOUTH MECHANICAL WELL

WEST MECHANICAL WELL

STAIR ROOF

ROOF ACCESS HATCH

ELEVATOR PENTHOUSE

PENTHOUSE EL. 118'-0"

SCUPPER & DOWNSPOUT

42" GALV. GUARDRAIL

LADDER TO STAGE ROOF

AHU-1

AHU-2

AHU-3A

AHU-3B

AHU-4

AHU-5

AHU-6

AHU-7

MAU-1

SMOKE EXHAUST

SMOKE EXHAUST

TPO ROOF MATERIAL TO BE MIN. SR OF 82

TPO ROOF MATERIAL TO BE MIN. SR OF 82

BUS PARKING BELOW

TRASH ROOM ROOF

GUTTER

LOADING DOCK ROOF BELOW

SLAB EL. 89'-4"

EL. 104'-8" T.O. SLAB

EL. 104'-0 1/2" T.O. SLAB

EL. 103'-8 1/8" T.O. SLAB

EL. 104'-2 11/16" T.O. SLAB

EL. 104'-0" L.P.

EL. 103'-10 1/4" T.O. SLAB

EL. 104'-7 1/2" T.O. SLAB

EL. 98'-6" T.O. SLAB

EL. 97'-8 5/8" T.O. SLAB

EL. 86'-11"

EL. 90'-2"

EL. 73'-1"

EL. 72'-8"

EL. 73'-9 1/2"

1/4"/FT

1/4"/FT DN

OFD

RD

SCUP.

DN

North

0 2' 4' 8' 16'

PORTLAND MUSIC HALL
PORTLAND , MAINE

Owner:
PORTLAND MUSIC HOLDINGS

Project Architect:
D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144

Structural Engineer:
McNAMARA SALVIA, INC.
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BOSTON, MA 02210

Civil Engineer & Landscape Architecture:
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MEP Engineers:
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Life Safety & Fire Protection Consultant:
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NORWELL, MA 02061

Acoustical Consultant:
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8 PENN CENTER, SUITE 1902
PHILADELPHIA, PA 19103

Lighting Consultants:
VISUAL TERRAIN, INC.
25217 AVENUE TIBBITTS
SANTA CLARITA, CA 91355

Vertical Transportation Consultant:
LERCH BATES
LEVI COMMERCIAL WHARF
EAST BOSTON, MA 02110

Exterior Envelope Consultant:
BUILDING ENVELOPE CONSULTANTS ASSOCIATES, INC.
311 SUMMER STREET, SUITE 300
BOSTON, MA 02210

Specifications:
WIL-SPEC LLC
370 MAIN STREET
BOXFORD, MA 01921

ARCHITECTS

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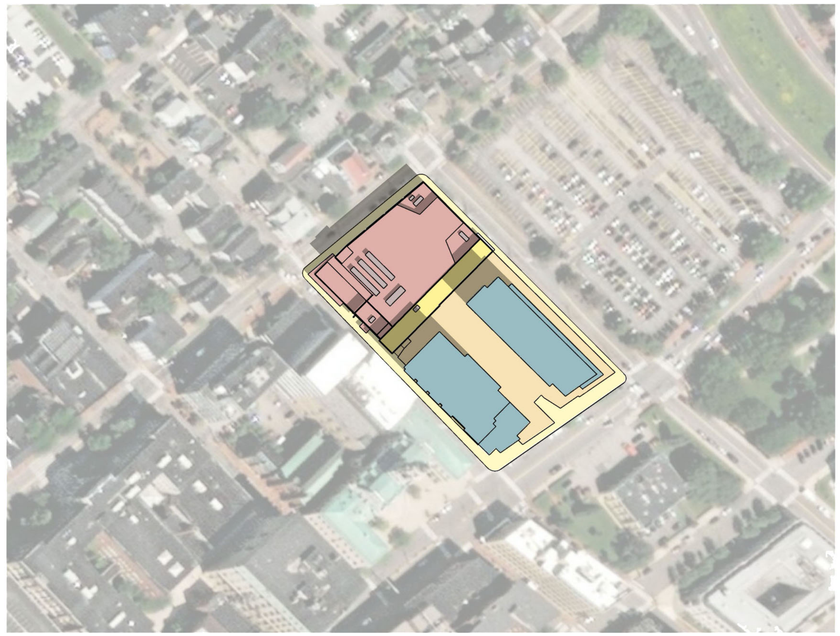
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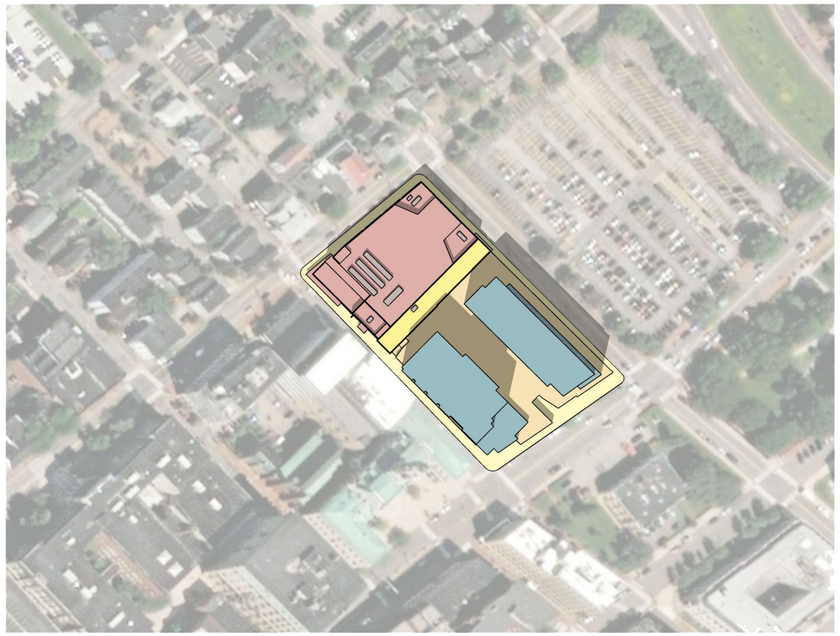
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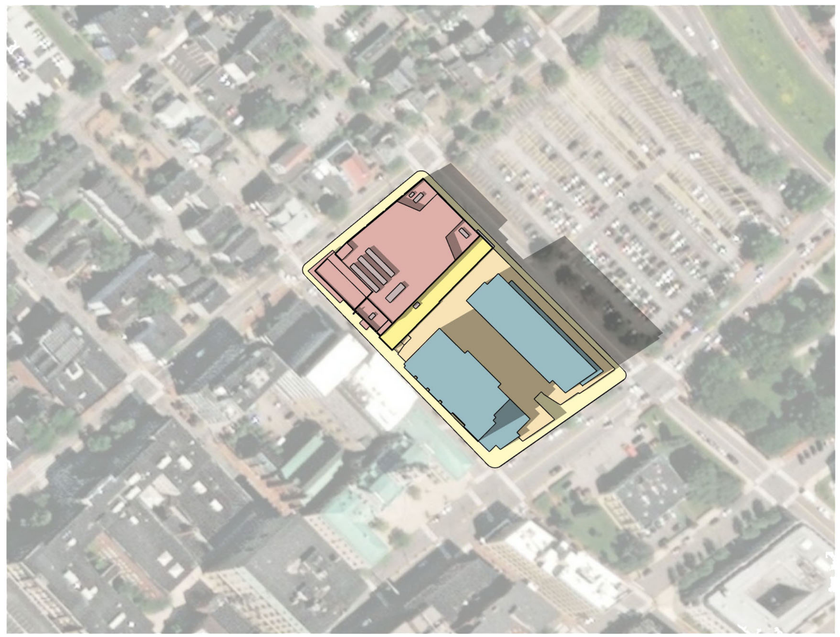
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12:00 PM



2:00 PM

MAY 5

North

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

SEAL:

REVISIONS:

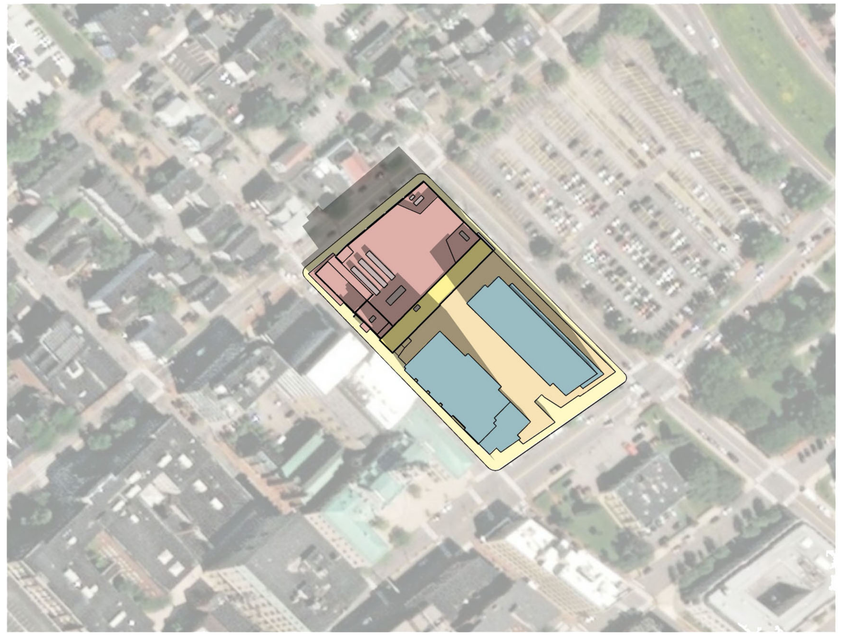
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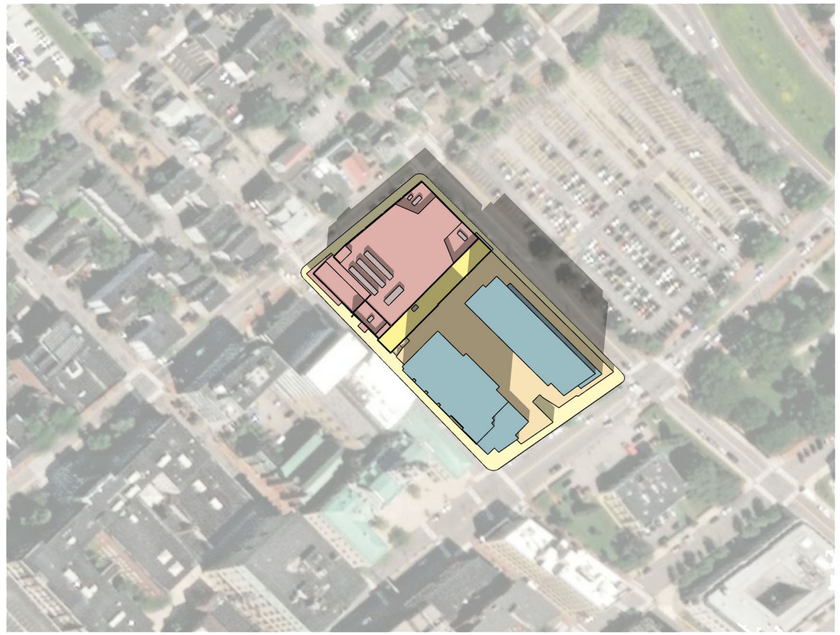
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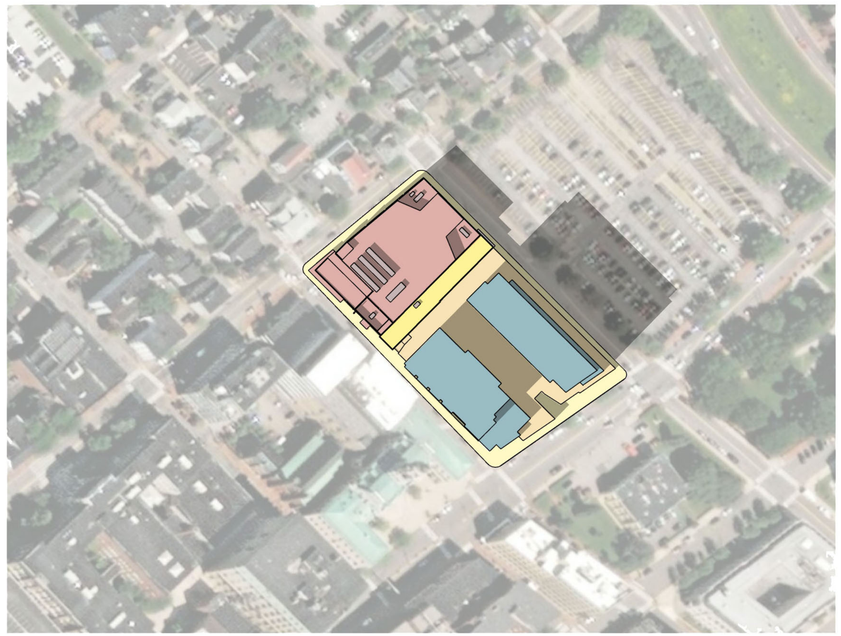
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MARCH 21

North

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

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REVISIONS:

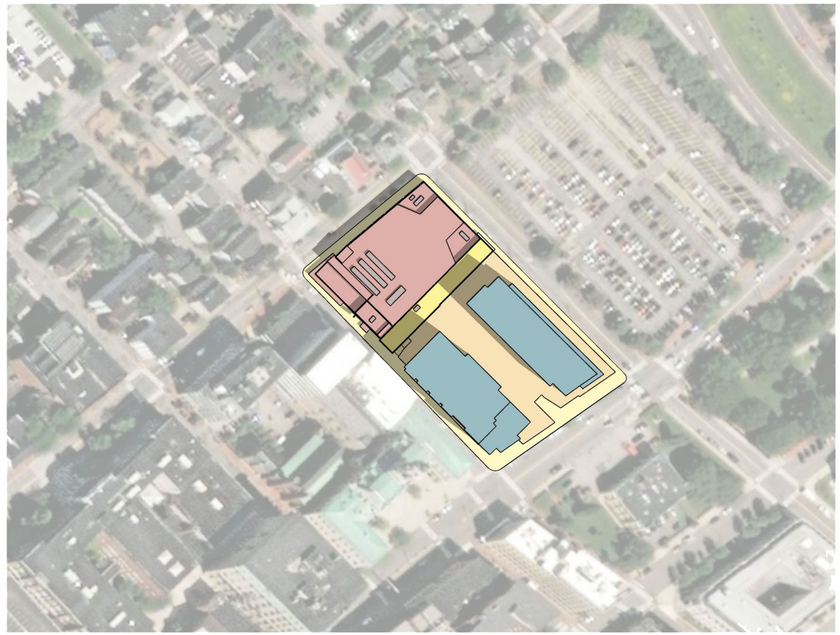
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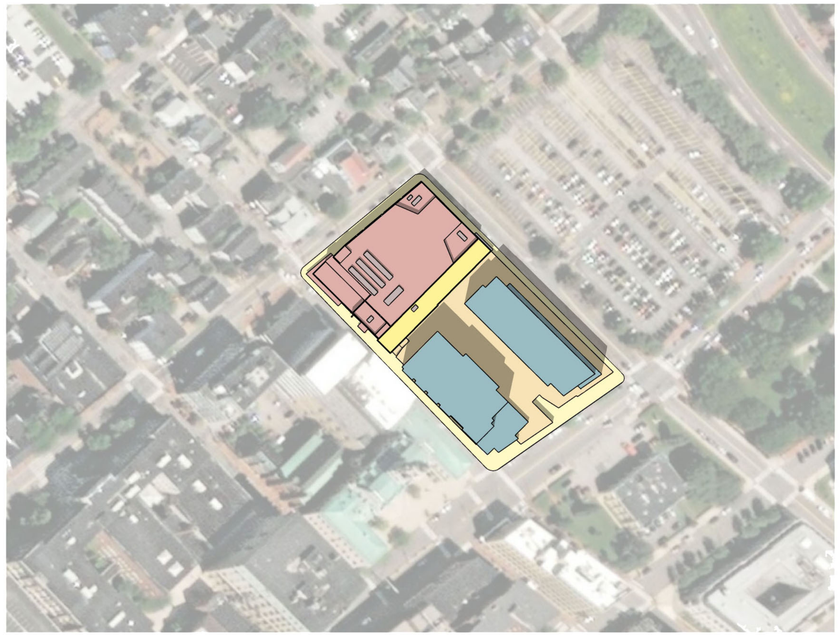
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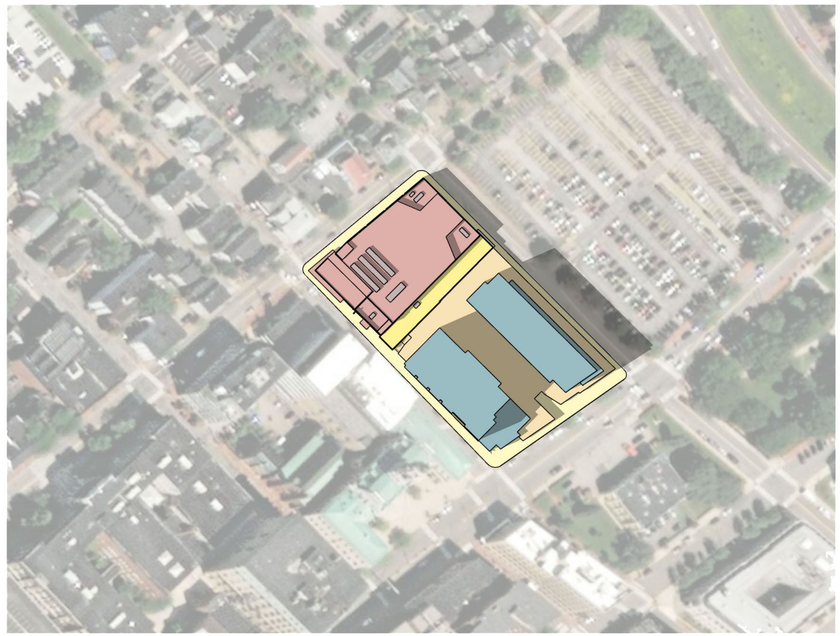
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JUNE 21

North

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

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REVISIONS:

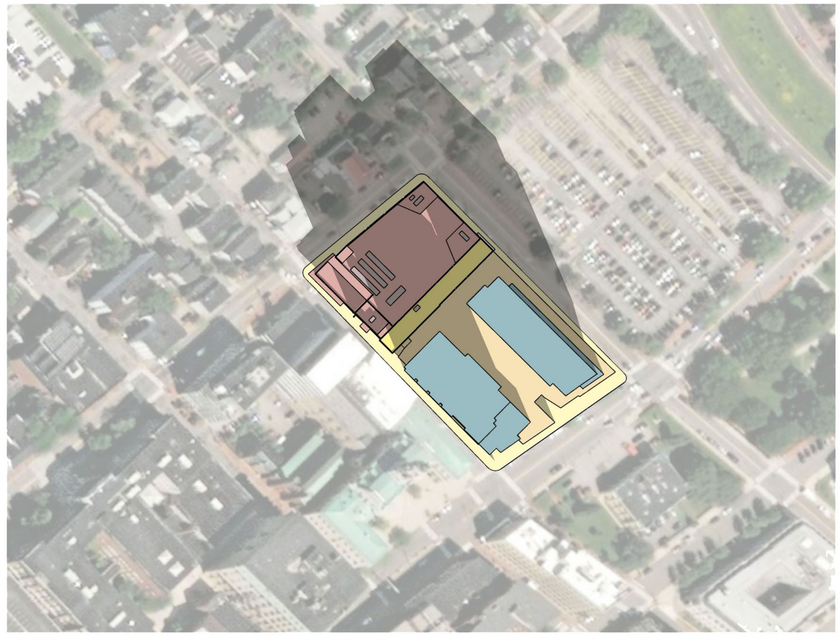
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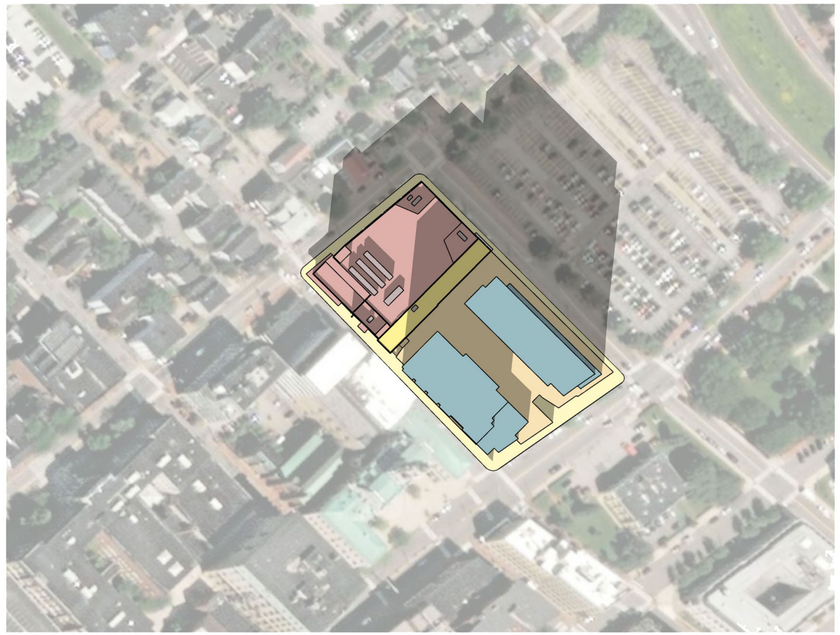
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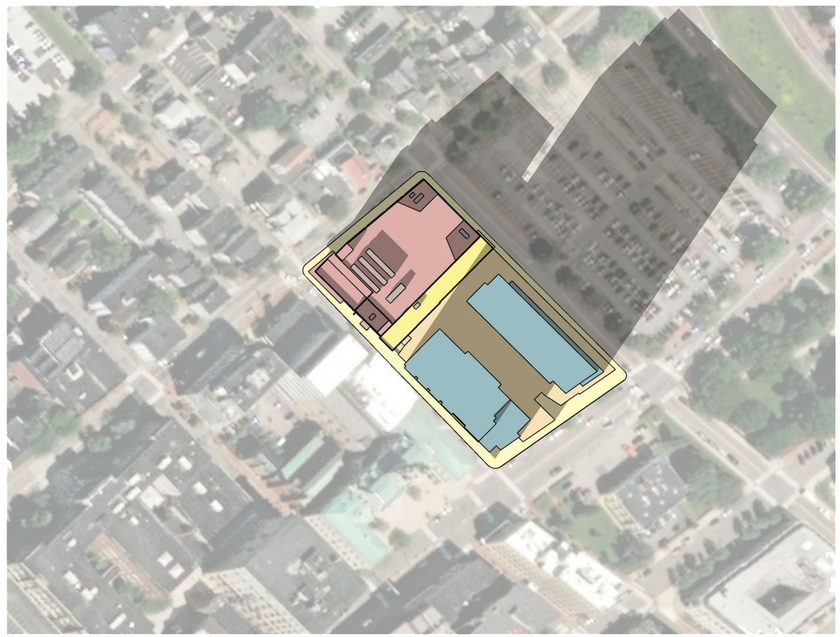
SHADOW STUDY ANALYSIS



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12:00 PM



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DECEMBER 21

North

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

SEAL:

REVISIONS:

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DAIQ PROJECT #: 24003
DRAWING TITLE:

SHADOW STUDY DECEMBER 21

SCALE: As Noted.
SHEET #:

SEBAGO TECHNICS

CIVIL ENGINEERING ▪ SURVEYING ▪ LANDSCAPE ARCHITECTURE

Att. U

STORMWATER MANAGEMENT REPORT

For

244 CUMBERLAND AVENUE
LOT 3 OF 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE

Prepared for

Portland Music Holdings, LLC
325 N. Maple Drive
Beverly Hills, CA 90210

April, 2025



04/07/2025

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1. Introduction 1
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3. Soils 2
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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

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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	3.1
	2-year	11.9	12.2
	10-year	18.0	18.2
	25-year	22.8	24.7
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	0.1
	2-year	2.5	1.6
	10-year	3.8	2.5
	25-year	4.8	4.6

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	3.0
	2-year	11.9	11.3
	10-year	18.0	16.7
	25-year	22.8	22.8
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:

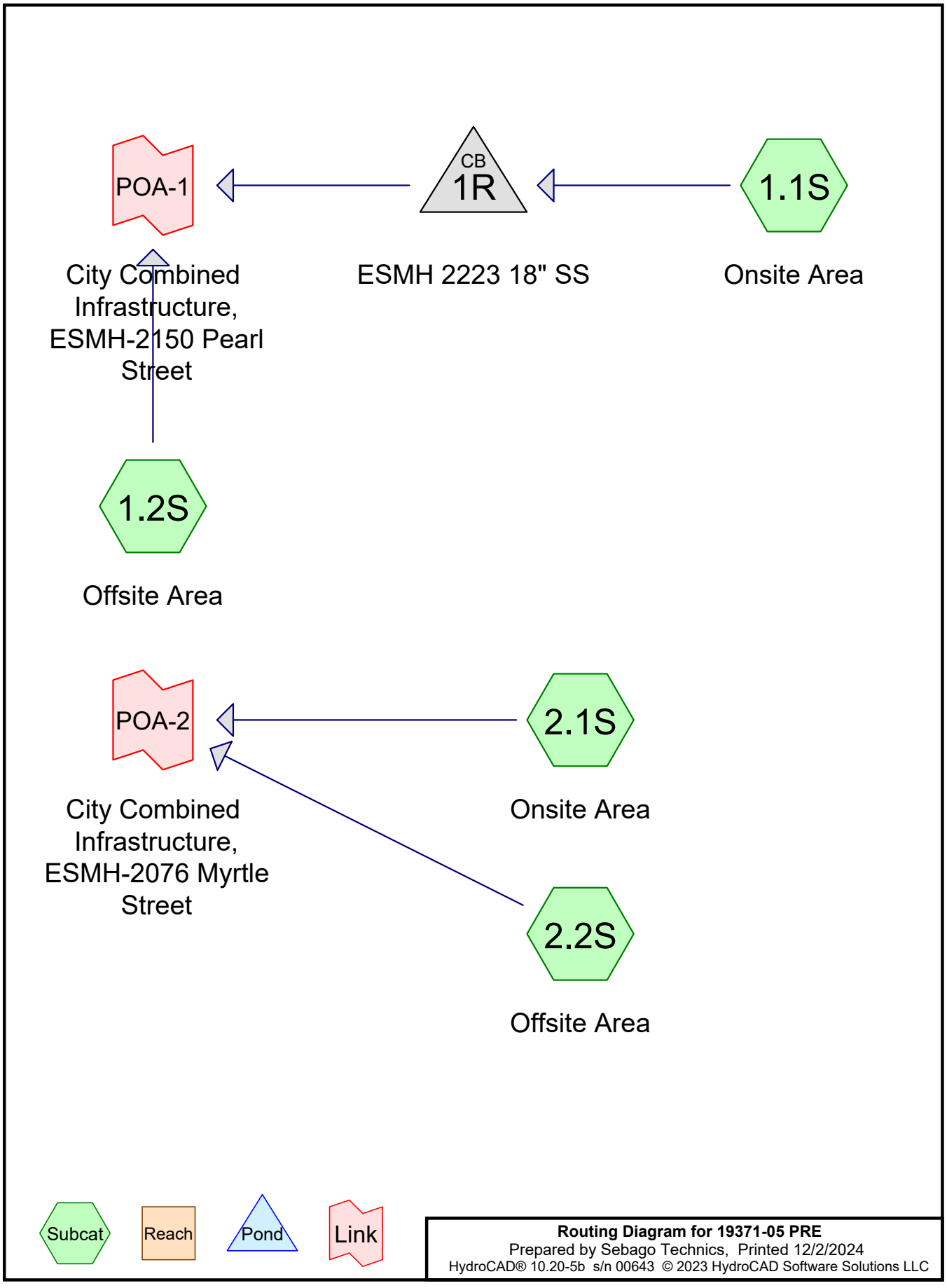
SEBAGO TECHNICS, INC.

Christopher P. Taylor, P.E.
Project Manager

Dylan J. Stuart
Civil Engineer

Appendix 1A

Hydrologic Modeling - Existing Conditions (HydroCAD) Summary


POA-1
CB
1R
1.1S
City Combined Infrastructure, ESMH-2150 Pearl Street
ESMH 2223 18" SS
Onsite Area
1.2S
Offsite Area
POA-2
2.1S
City Combined Infrastructure, ESMH-2076 Myrtle Street
Onsite Area
2.2S
Offsite Area
Subcat
Reach
Pond
Link
Routing Diagram for 19371-05 PRE
Prepared by Sebago Technics, Printed 12/2/2024
HydroCAD® 10.20-5b s/n 00643 © 2023 HydroCAD Software Solutions LLC

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**

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

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"

	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 (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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 (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
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

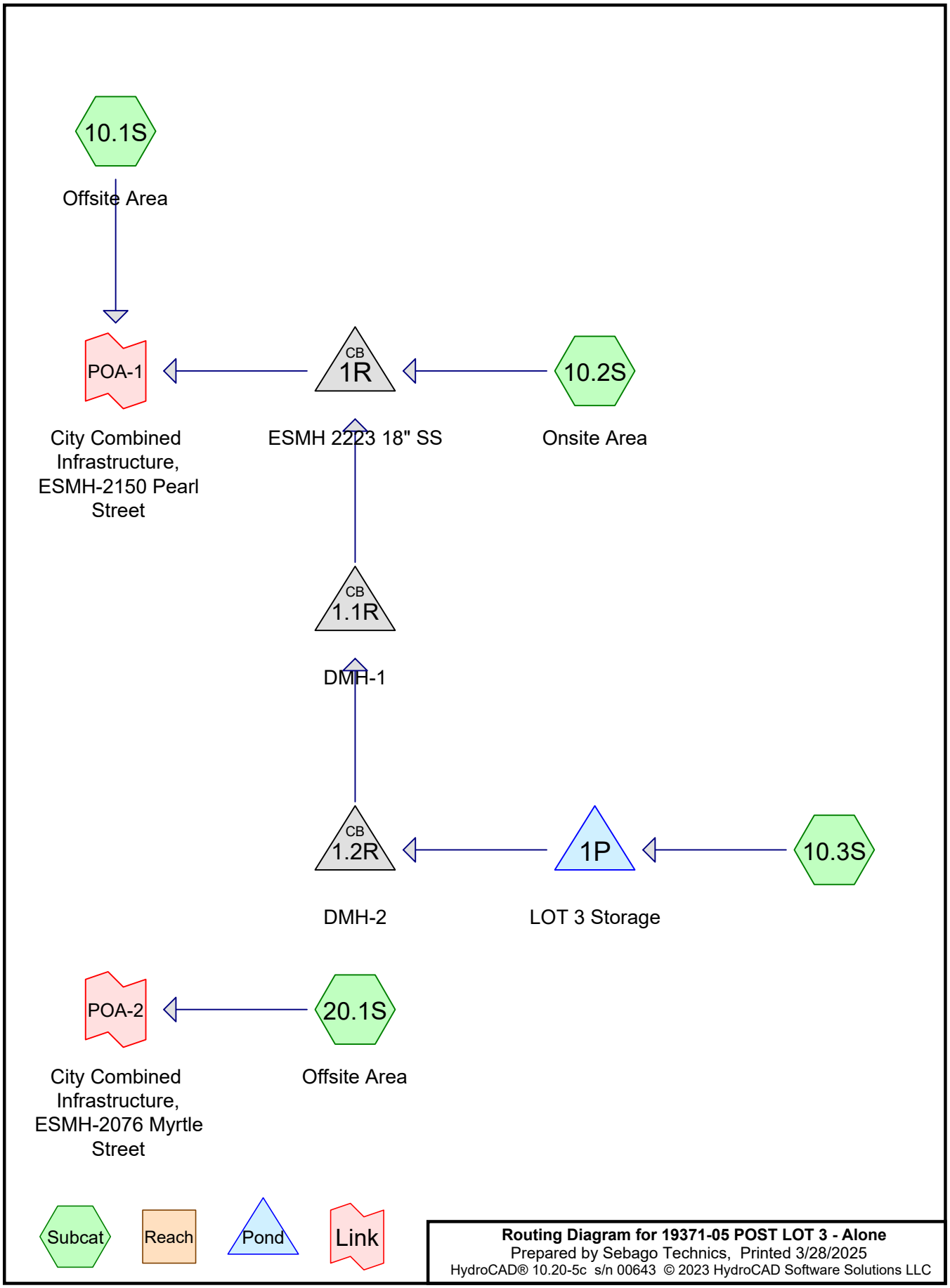
Summary for Link POA-2: City Combined Infrastructure, ESMH-2076 Myrtle Street

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


10.1S
Offsite Area
POA-1
City Combined Infrastructure, ESMH-2150 Pearl Street
CB 1R
ESMH 2223 18" SS
10.2S
Onsite Area
CB 1.1R
DMH-1
CB 1.2R
DMH-2
1P
LOT 3 Storage
10.3S
POA-2
City Combined Infrastructure, ESMH-2076 Myrtle Street
20.1S
Offsite Area
Subcat
Reach
Pond
Link
Routing Diagram for 19371-05 POST LOT 3 - Alone
Prepared by Sebago Technics, Printed 3/28/2025
HydroCAD® 10.20-5c s/n 00643 © 2023 HydroCAD Software Solutions LLC

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**

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=41.22' Inflow=0.1 cfs 0.056 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=0.1 cfs 0.056 af

Pond 1.2R: DMH-2 Peak Elev=41.94' Inflow=0.1 cfs 0.056 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=0.1 cfs 0.056 af

Pond 1P: LOT 3 Storage Peak Elev=44.75' Storage=0.020 af Inflow=0.8 cfs 0.056 af
Outflow=0.1 cfs 0.056 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.09' Inflow=1.1 cfs 0.128 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=1.1 cfs 0.128 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=3.1 cfs 0.279 af
Primary=3.1 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

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=46.19' Storage=0.050 af Inflow=2.5 cfs 0.202 af
Outflow=1.6 cfs 0.202 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.77' Inflow=5.3 cfs 0.507 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=5.3 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

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=41.89' Inflow=2.5 cfs 0.308 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=2.5 cfs 0.308 af

Pond 1.2R: DMH-2 Peak Elev=42.56' Inflow=2.5 cfs 0.308 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=2.5 cfs 0.308 af

Pond 1P: LOT 3 Storage Peak Elev=47.06' Storage=0.066 af Inflow=3.8 cfs 0.308 af
Outflow=2.5 cfs 0.308 af

Pond 1R: ESMH 2223 18" SS Peak Elev=41.24' Inflow=8.0 cfs 0.783 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=8.0 cfs 0.783 af

Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street Inflow=18.2 cfs 1.613 af
Primary=18.2 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

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"

	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 = 4.6 cfs @ 12.11 hrs, Volume= 0.393 af
Outflow = 4.6 cfs @ 12.11 hrs, Volume= 0.393 af, Atten= 0%, Lag= 0.0 min
Primary = 4.6 cfs @ 12.11 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= 42.53' @ 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 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=5.1 cfs @ 12.11 hrs HW=42.51' TW=42.31' (Dynamic Tailwater)
1=Culvert (Outlet Controls 5.1 cfs @ 2.93 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 = 4.6 cfs @ 12.11 hrs, Volume= 0.393 af
Outflow = 4.6 cfs @ 12.11 hrs, Volume= 0.393 af, Atten= 0%, Lag= 0.0 min
Primary = 4.6 cfs @ 12.11 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= 43.01' @ 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 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf

Primary OutFlow Max=4.1 cfs @ 12.11 hrs HW=42.96' TW=42.51' (Dynamic Tailwater)
1=Culvert (Outlet Controls 4.1 cfs @ 3.10 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 = 4.6 cfs @ 12.11 hrs, Volume= 0.393 af, Atten= 5%, Lag= 1.7 min
Primary = 4.6 cfs @ 12.11 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= 47.27' @ 12.11 hrs Surf.Area= 0.009 ac Storage= 0.068 af

Plug-Flow detention time= 70.0 min calculated for 0.393 af (100% of inflow)
Center-of-Mass det. time= 70.0 min (815.7 - 745.7)

Volume	Invert	Avail.Storage	Storage Description
#1	43.45'	0.069 af	**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 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	42.45'	**1.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	45.25'	**16.0" W x 3.0" H Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#4	Device 1	47.00'	**5.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)

Primary OutFlow Max=4.6 cfs @ 12.11 hrs HW=47.27' TW=42.96' (Dynamic Tailwater)
└─**1=Culvert** (Passes 4.6 cfs of 17.2 cfs potential flow)
  ├─**2=Orifice/Grate** (Orifice Controls 0.1 cfs @ 9.99 fps)
  ├─**3=Orifice/Grate** (Orifice Controls 2.2 cfs @ 6.62 fps)
  └─**4=Sharp-Crested Rectangular Weir** (Weir Controls 2.2 cfs @ 1.69 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 = 12.0 cfs @ 12.10 hrs, Volume= 1.005 af
Outflow = 12.0 cfs @ 12.10 hrs, Volume= 1.005 af, Atten= 0%, Lag= 0.0 min
Primary = 12.0 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= 42.37' @ 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=11.9 cfs @ 12.10 hrs HW=42.34' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Inlet Controls 11.9 cfs @ 6.76 fps)

Summary for Link POA-1: City Combined Infrastructure, ESMH-2150 Pearl Street

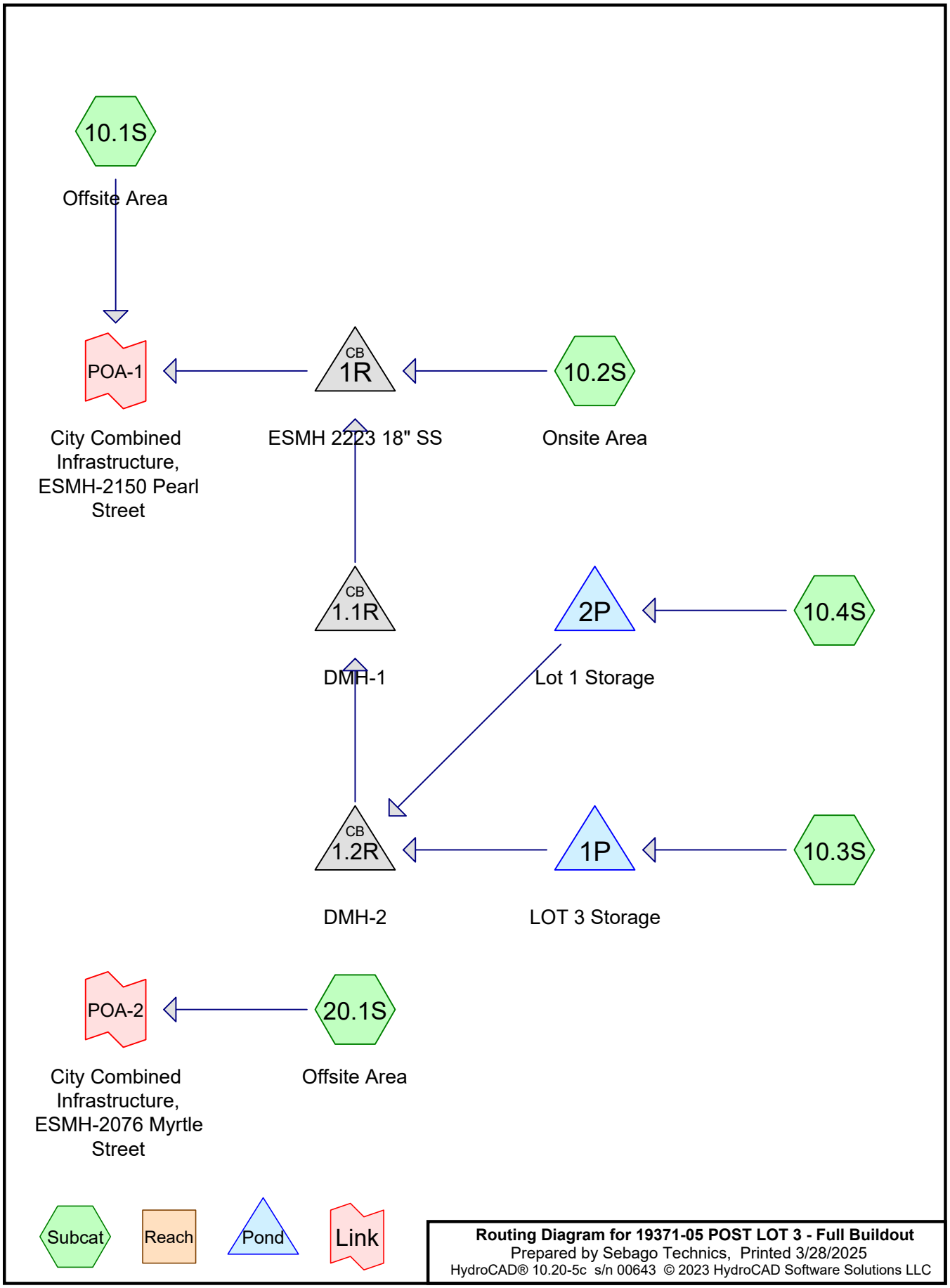
Inflow Area = 4.508 ac, 98.99% Impervious, Inflow Depth = 5.49" for 25-YEAR event
Inflow = 24.7 cfs @ 12.10 hrs, Volume= 2.062 af
Primary = 24.7 cfs @ 12.10 hrs, Volume= 2.062 af, Atten= 0%, Lag= 0.0 min

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


10.1S
Offsite Area
POA-1
City Combined Infrastructure, ESMH-2150 Pearl Street
CB 1R
ESMH 2223 18" SS
10.2S
Onsite Area
CB 1.1R
DMH-1
2P
Lot 1 Storage
10.4S
CB 1.2R
DMH-2
1P
LOT 3 Storage
10.3S
POA-2
City Combined Infrastructure, ESMH-2076 Myrtle Street
20.1S
Offsite Area
Subcat
Reach
Pond
Link
Routing Diagram for 19371-05 POST LOT 3 - Full Buildout
Prepared by Sebago Technics, Printed 3/28/2025
HydroCAD® 10.20-5c s/n 00643 © 2023 HydroCAD Software Solutions LLC

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**

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=41.40' Inflow=0.4 cfs 0.092 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=0.4 cfs 0.092 af

Pond 1.2R: DMH-2 Peak Elev=42.10' Inflow=0.4 cfs 0.092 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=0.4 cfs 0.092 af

Pond 1P: LOT 3 Storage Peak Elev=44.75' Storage=0.020 af Inflow=0.8 cfs 0.056 af
Outflow=0.1 cfs 0.056 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.04' Inflow=0.9 cfs 0.126 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=0.9 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=3.0 cfs 0.283 af
Primary=3.0 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

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=46.19' Storage=0.050 af Inflow=2.5 cfs 0.202 af
Outflow=1.6 cfs 0.202 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.61' 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

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=42.07' Inflow=3.6 cfs 0.506 af
24.0" Round Culvert n=0.012 L=2.0' S=0.0050 '/' Outflow=3.6 cfs 0.506 af

Pond 1.2R: DMH-2 Peak Elev=42.74' Inflow=3.6 cfs 0.506 af
24.0" Round Culvert n=0.012 L=127.0' S=0.0050 '/' Outflow=3.6 cfs 0.506 af

Pond 1P: LOT 3 Storage Peak Elev=47.06' Storage=0.066 af Inflow=3.8 cfs 0.308 af
Outflow=2.5 cfs 0.308 af

Pond 1R: ESMH 2223 18" SS Peak Elev=40.89' Inflow=6.1 cfs 0.754 af
18.0" Round Culvert n=0.013 L=80.0' S=0.0270 '/' Outflow=6.1 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=16.7 cfs 1.618 af
Primary=16.7 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

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"

	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 = 5.7 cfs @ 12.11 hrs, Volume= 0.645 af
Outflow = 5.7 cfs @ 12.11 hrs, Volume= 0.645 af, Atten= 0%, Lag= 0.0 min
Primary = 5.7 cfs @ 12.11 hrs, Volume= 0.645 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= 42.37' @ 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 '/' Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 3.14 sf

Primary OutFlow Max=5.7 cfs @ 12.11 hrs HW=42.37' TW=41.64' (Dynamic Tailwater)
↑—**1=Culvert** (Barrel Controls 5.7 cfs @ 3.76 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 = 5.7 cfs @ 12.11 hrs, Volume= 0.645 af
Outflow = 5.7 cfs @ 12.11 hrs, Volume= 0.645 af, Atten= 0%, Lag= 0.0 min
Primary = 5.7 cfs @ 12.11 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= 43.06' @ 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 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf

Primary OutFlow Max=5.7 cfs @ 12.11 hrs HW=43.06' TW=42.37' (Dynamic Tailwater)
↑—**1=Culvert** (Outlet Controls 5.7 cfs @ 3.89 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 = 4.6 cfs @ 12.11 hrs, Volume= 0.393 af, Atten= 5%, Lag= 1.7 min
Primary = 4.6 cfs @ 12.11 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= 47.27' @ 12.11 hrs Surf.Area= 0.009 ac Storage= 0.068 af

Plug-Flow detention time= 70.0 min calculated for 0.393 af (100% of inflow)
Center-of-Mass det. time= 70.0 min (815.7 - 745.7)

Volume	Invert	Avail.Storage	Storage Description
#1	43.45'	0.069 af	**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 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	42.45'	**1.5" Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#3	Device 1	45.25'	**16.0" W x 3.0" H Vert. Orifice/Grate** C= 0.600 Limited to weir flow at low heads
#4	Device 1	47.00'	**5.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)

Primary OutFlow Max=4.6 cfs @ 12.11 hrs HW=47.27' TW=43.05' (Dynamic Tailwater)
↑**1=Culvert** (Passes 4.6 cfs of 17.2 cfs potential flow)
↑**2=Orifice/Grate** (Orifice Controls 0.1 cfs @ 9.88 fps)
3=Orifice/Grate (Orifice Controls 2.2 cfs @ 6.62 fps)
4=Sharp-Crested Rectangular Weir (Weir Controls 2.2 cfs @ 1.69 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 = 9.7 cfs @ 12.11 hrs, Volume= 0.966 af
Outflow = 9.7 cfs @ 12.11 hrs, Volume= 0.966 af, Atten= 0%, Lag= 0.0 min
Primary = 9.7 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= 41.66' @ 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 '/' Cc= 0.900 n= 0.013 Clay tile, Flow Area= 1.77 sf

Primary OutFlow Max=9.6 cfs @ 12.11 hrs HW=41.65' TW=0.00' (Dynamic Tailwater)
↑**1=Culvert** (Inlet Controls 9.6 cfs @ 5.45 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

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=42.75' (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 = 22.8 cfs @ 12.10 hrs, Volume= 2.068 af
Primary = 22.8 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

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, trench drains, 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. Removal of Winter Sand:

- Clear accumulations of winter sand in parking areas and sidewalks at least once a year, preferably in the spring.
- Accumulations on pavement may be removed by pavement sweeping.

B. Gravel Parking Lot

- Inspect surface gravel areas for signs of erosion and sediment accumulation.
- Removed sediment accumulations.
- Regrade and compact gravel surface if erosion occurs.

C. Trench Drains

- Inspect and, if required, clean-out trench drain at least once a year, preferably

in early spring.

- Clean out must include the removal and legal disposal of accumulated sediments and debris at the bottom of the trench and basin, and at any inlet grates.

D. Contech Subsurface Systems:

- Follow Operation & Maintenance procedures per manufacturer.
- Inspect subsurface storage pipes for standing water during a period of dry weather. The system should be draining within 24-48 hours after a rain event.
- Remove sediment, trash, debris, and leaf litter from subsurface storage pipes.
- Inspect outlet control structures at least once a year, preferably in early spring and, if required, clean-out.
- Make any repairs necessary to ensure the measure is operating properly.

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.

ATTACHMENT 1 – STORMWATER INSPECTION AND MAINTENANCE LOG

244 CUMBERLAND AVENUE
LOT 3 OF 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE

This log is intended to accompany the Inspection, Maintenance, and Housekeeping Plan for the development at 244 Cumberland Avenue in Portland, Maine. The following items shall be checked, cleaned, and maintained on a regular basis as specified in the Maintenance Plan and as described in the sections below. This log shall be kept on file for a minimum of five (5) years and shall be available for review by the City of Portland. Qualified personnel familiar with the drainage systems shall perform the inspections. A copy of the construction and post-construction maintenance logs are provided.

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:

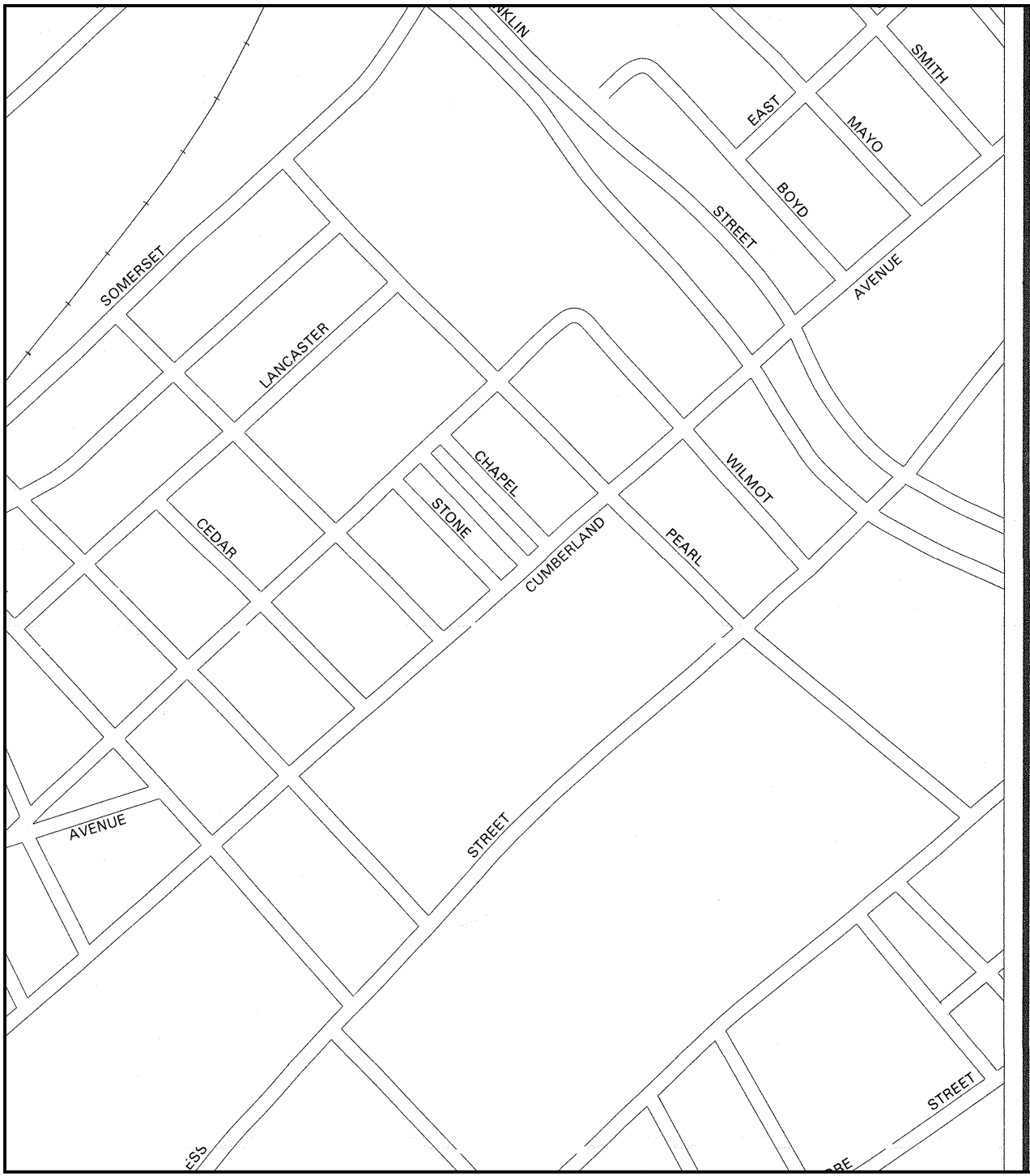
INSPECTION MAINTENANCE AND HOUSEKEEPING FORM			
General Information			
Project Name:		**Inspection Date:**	
Project Location:		**Current Weather:**	
		Date / Amount Last Precip:	
BMP Owner:		**Company conducting inspection:**	
Owner Mailing Address:		**Company Mailing Address**	
Owner Phone #:		**Company Phone #:**	
Owner Email:		**Inspector Name:**	
		Inspector Email:	

BMP Element	Suggested Maintenance	Observations	Inspection Notes/Recommended Action
Subsurface Pipes			
	Sediment Depth/Removal (Annually)		
Outlet Control Structure			
	Sediment Depth (Annually)		
	Floatables/Debris (Annually)		

Additional Notes/Observations:

Appendix 3

Flood Insurance Rate Map



N

APPROXIMATE SCALE

400 0 400 FEET

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

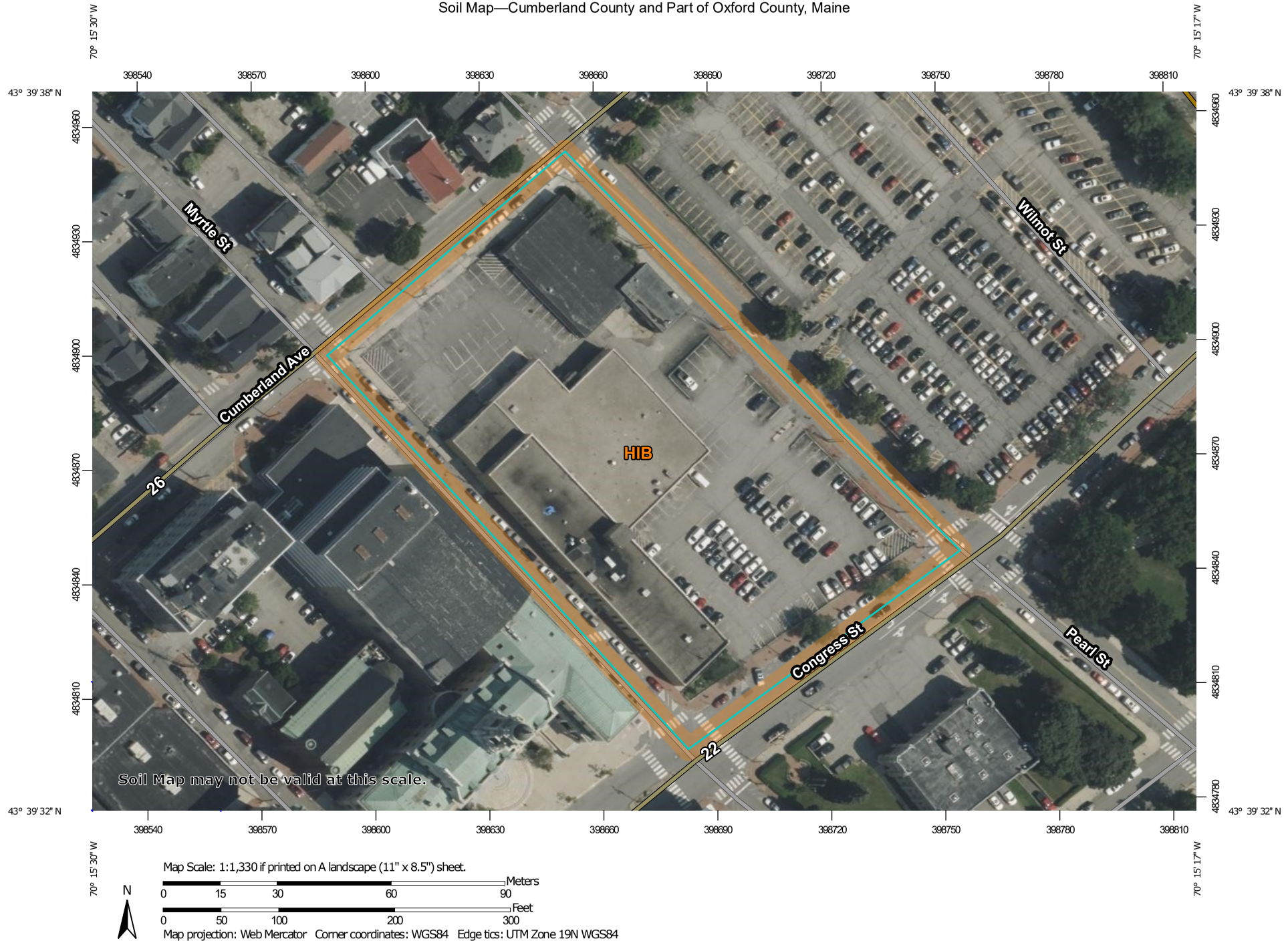
EFFECTIVE DATE:
JULY 17, 1986

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 Scale: 1:1,330 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 15 30 60 90

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
Survey Area Data: Version 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

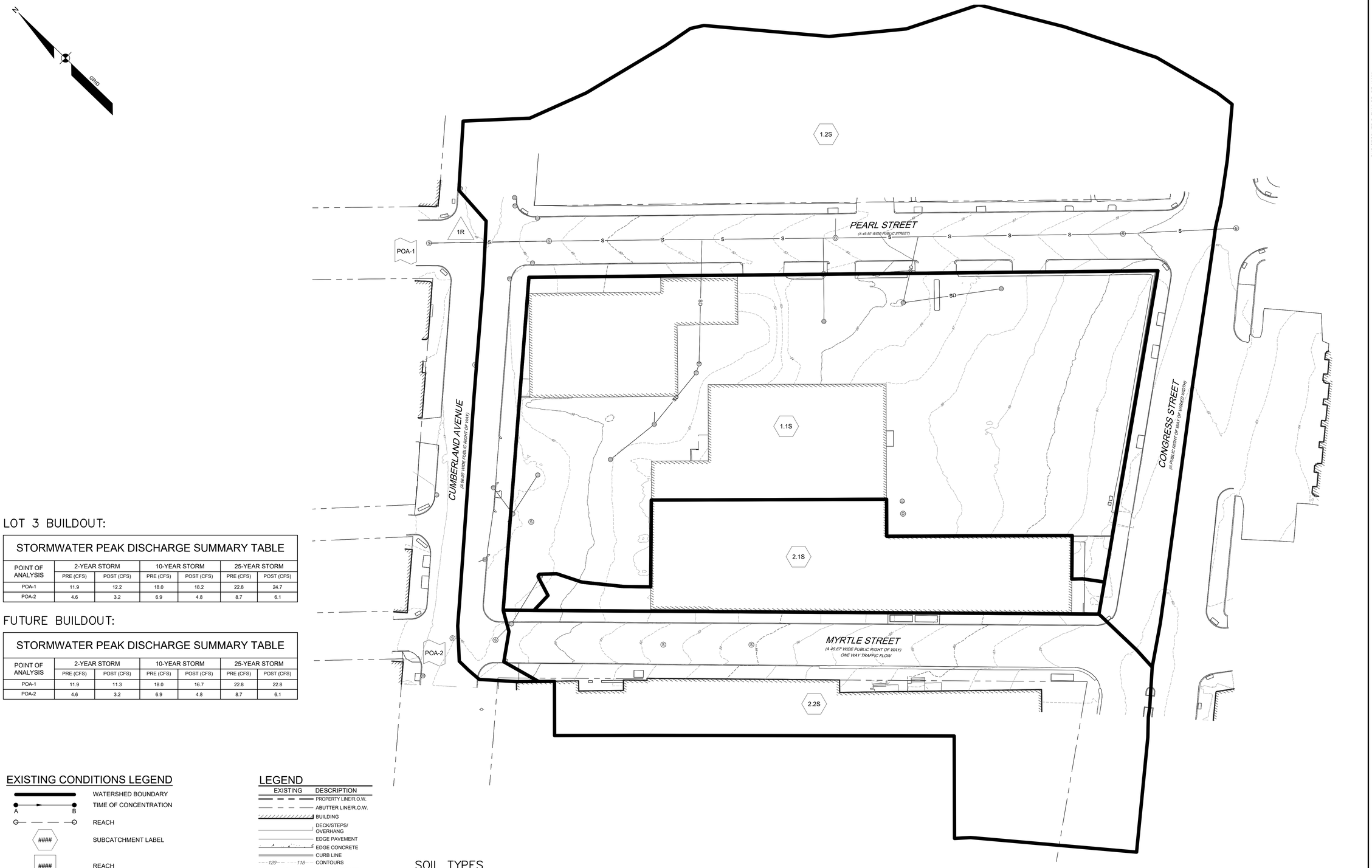
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

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	18.2	22.8	24.7
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	16.7	22.8	22.8
POA-2	4.6	3.2	6.9	4.8	8.7	6.1

EXISTING CONDITIONS LEGEND

- WATERSHED BOUNDARY
- A — B: TIME OF CONCENTRATION
- REACH
- #### : SUBCATCHMENT LABEL
- #### : REACH
- #### : POINT OF ANALYSIS
- #### : STORMWATER TREATMENT/DETENTION POND
- HSG # / 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
120 118	CONTOURS
S	SANITARY SEWER
Ⓢ	SANITARY MANHOLE
SD	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:

1. 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.
2. 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.

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

CHRISTOPHER P. TAYLOR, PE 16877

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16877 — REGISTERED PROFESSIONAL ENGINEER — 03/28/2025

REV.	BY	DATE	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	01/30/2025	REVISED PER CITY COMMENTS
C.	CPT	03/28/2025	REVISED PER CITY COMMENTS

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS SWM PLAN

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE

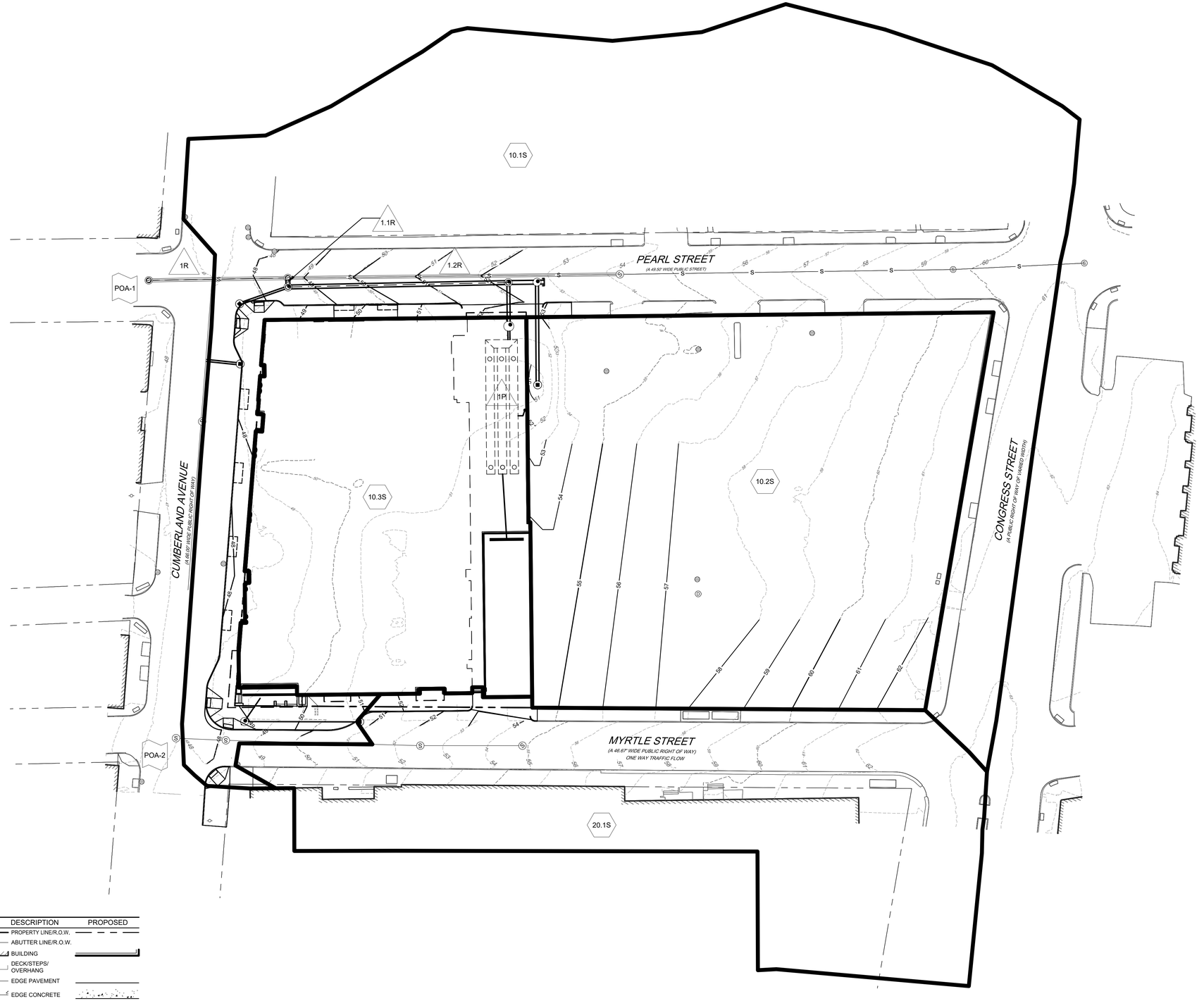
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS, LLC
2720 J TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	DJS
CHECKED	CPT
DATE	11/07/24
SCALE	1" = 30'
PROJECT	19371-05

SHEET 1 OF 3

19371-05 SWP.dwg TAB:PRE



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)
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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	
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POA-1	11.9	11.3	18.0	16.7	22.8	22.8
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PROPOSED CONDITIONS LEGEND

- WATERSHED BOUNDARY
- TIME OF CONCENTRATION (A, B)
- REACH
- #### SUBCATCHMENT LABEL
- #### REACH
- #### POINT OF ANALYSIS
- #### STORMWATER TREATMENT/DETENTION POND
- HSG # / HSG # SOILS BOUNDARY

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	CURB LINE	
120 118	CONTOURS	120
SD	STORM DRAIN	SD
Ⓓ	DRAINAGE MANHOLE	
	CATCH BASIN	

SOIL TYPES

SYMBOL	SOIL SERIES	PHASE	SLOPE	HSG	DRAINAGE CLASS
HIB	HINCKLEY	LOAMY SAND	3–8%	A	EXCESSIVELY DRAINED

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GRAPHIC SCALE
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(IN FEET)
1 INCH = 30 FT.

CHRISTOPHER P. TAYLOR, PE 16877

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16877 — LICENSED PROFESSIONAL ENGINEER — 03/28/2025

REV.	BY	DATE:	STATUS:
C.	CPT	03/28/2025	REVISED PER CITY COMMENTS
B.	CPT	01/30/2025	REVISED PER CITY COMMENTS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PROPOSED CONDITIONS SWM PLAN - LOT 3 ONLY

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE

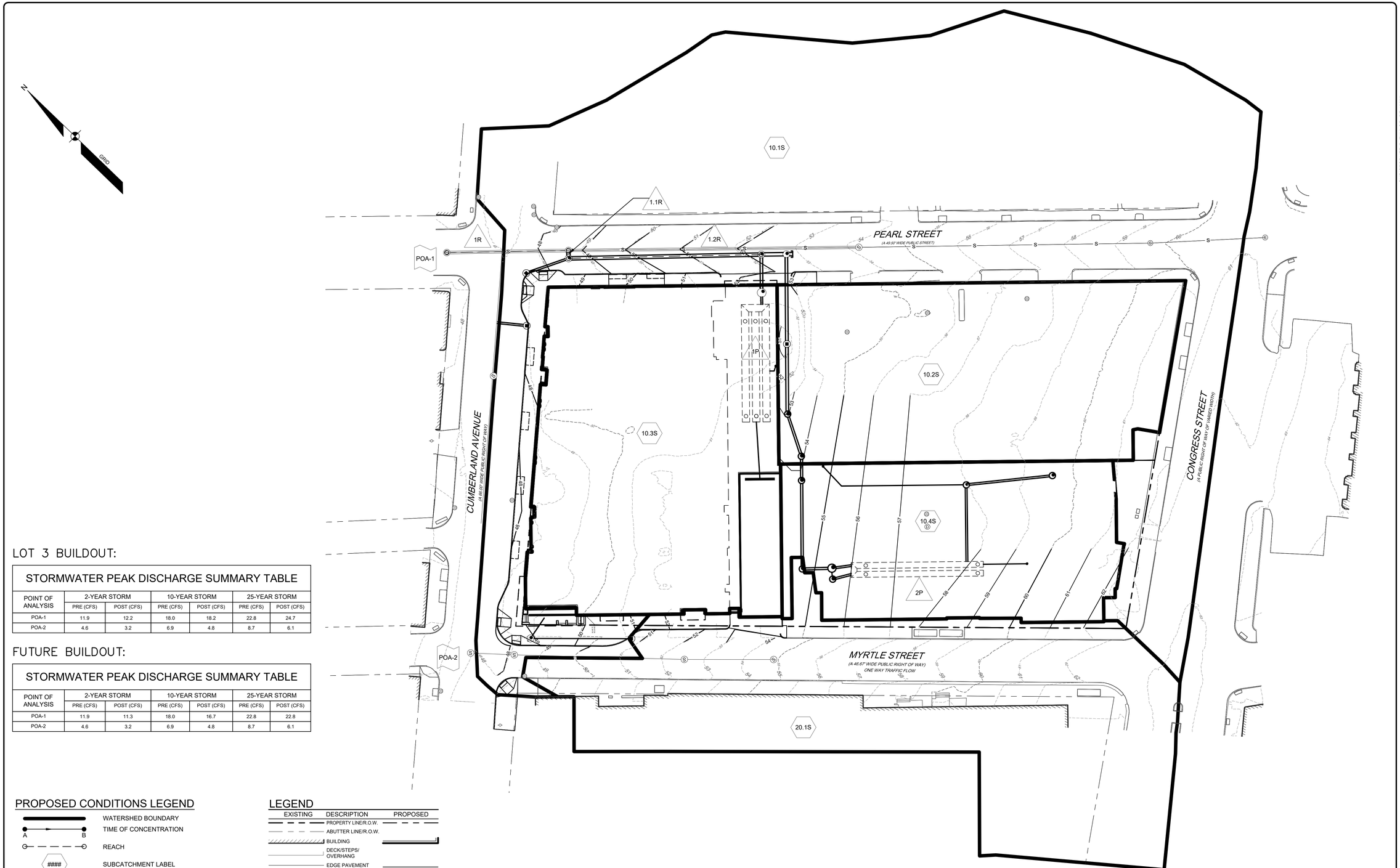
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
385 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	DJS
CHECKED	CPT
DATE	11/07/24
SCALE	1" = 30'
PROJECT	19371-05

19371-05 SWP.dwg, TAB:POST-ALONE

SHEET 2 OF 3



LOT 3 BUILDOUT:

STORMWATER PEAK DISCHARGE SUMMARY TABLE						
POINT OF ANALYSIS	2-YEAR STORM		10-YEAR STORM		25-YEAR STORM	
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- WATERSHED BOUNDARY
- TIME OF CONCENTRATION (A, B)
- REACH
- #### SUBCATCHMENT LABEL
- #### REACH
- #### POINT OF ANALYSIS
- #### STORMWATER TREATMENT/DETENTION POND
- HSG # / HSG # SOILS BOUNDARY

LEGEND

EXISTING	DESCRIPTION	PROPOSED
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	EDGE CONCRETE	
	CURB LINE	
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SD	STORM DRAIN	SD
Ⓓ	DRAINAGE MANHOLE	
	CATCH BASIN	

SOIL TYPES

SYMBOL	SOIL SERIES	PHASE	SLOPE	HSG	DRAINAGE CLASS
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GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

CHRISTOPHER P. TAYLOR, PE 16877

STATE OF MAINE CHRISTOPHER P. TAYLOR No. 16877 REGISTERED PROFESSIONAL ENGINEER 03/28/2025

REV.	BY	DATE:	STATUS
C.	CPT	03/28/2025	REVISED PER CITY COMMENTS
B.	CPT	01/30/2025	REVISED PER CITY COMMENTS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite A
South Portland, ME 04106
Tel. 207-200-2100

PROPOSED CONDITIONS SWM PLAN - FULL

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVENUE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
385 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	DJS
CHECKED	CPT
DATE	11/07/24
SCALE	1" = 30'
PROJECT	19371-05

SHEET 3 OF 3

19371-05 SWP.dwg, TAB-POST-FULL

Vehicle Turning Narrative

Below is a description of the turning movements that have been analyzed and the vehicle turning exhibits prepared for the application.

1. Proposed Driveway on Pearl Street: The driveway on Pearl Street will be used by trucks utilizing the proposed loading docks. Turning movements for this driveway are shown on Vehicle Turning Movement Exhibit (TE-1). A WB-67 truck was used to model the turning movements for the Pearl Street driveway. The model shows the truck utilizing both lanes of traffic to back into the loading dock. The facility will have staff onsite to provide traffic control when trucks arrive at the facility.
2. Proposed Driveway on Myrtle Street: The driveway on Pearl Street will be used for tour buses. Turning movements for this driveway are shown on Vehicle Turning Movement (TE-2). A 45-foot long bus was used to model the turning movements for the Myrtle Street driveway. A widened loading zone on the northeast side of Myrtle Street is proposed to allow for buses to back into the driveway without eliminating parking on the southwest side of Myrtle Street.
3. Myrtle Street at Cumberland Avenue Intersection: Turning movements at this intersection were analyzed for the existing and proposed curb lines. A 45-foot long bus was used to model the turning movements at this intersection.

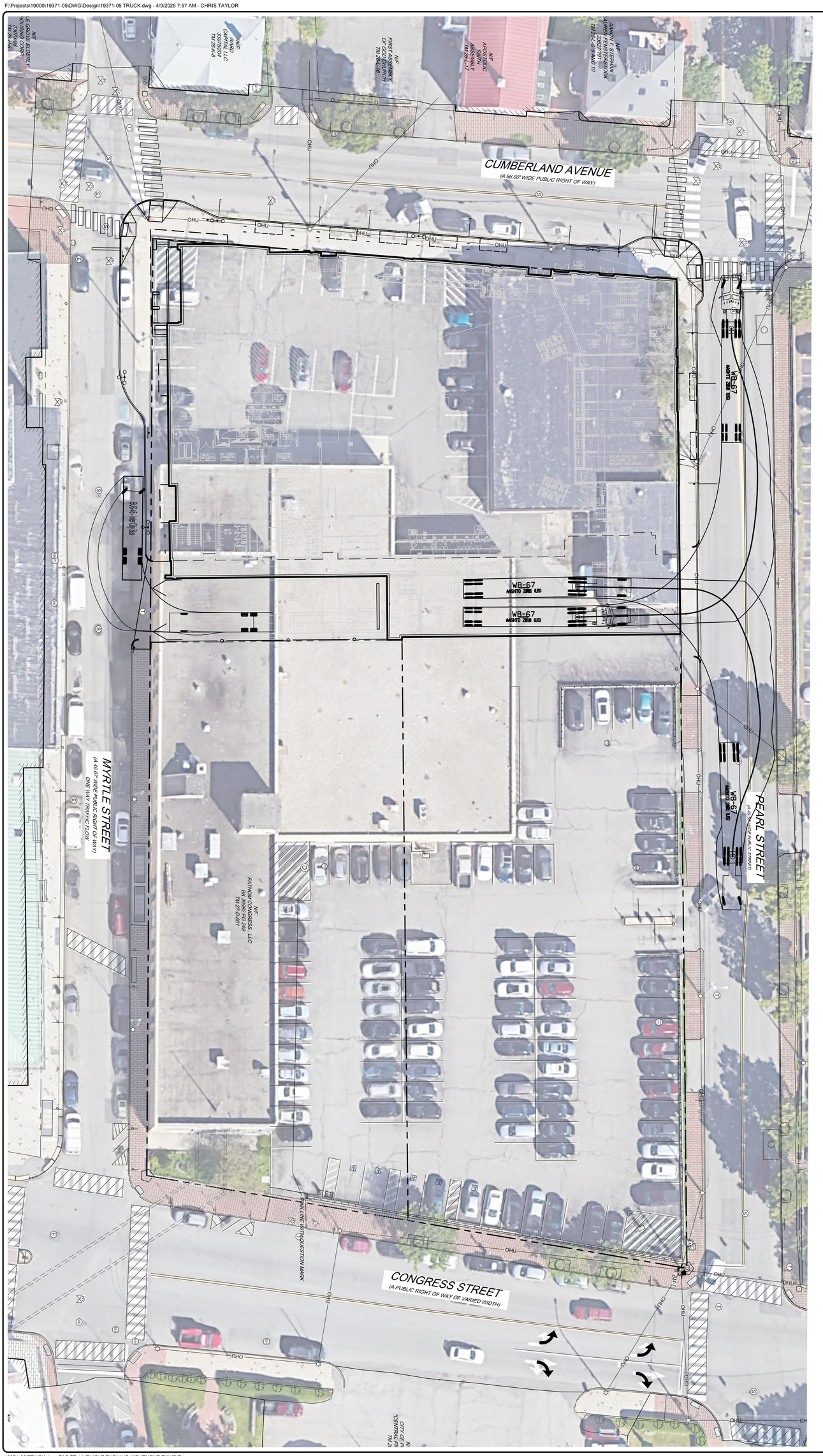
   Vehicle Turning Movements Exhibit (TE-3.1) shows the right and left turning movements for existing and proposed curb lines. The exhibit shows that the design vehicle can make the required turns with the proposed curb bump out. A bus making a right turn will need to utilize the opposing lane of traffic. This is consistent with the existing turning movement.

   Vehicle Turning Movement Exhibit (TE-3.2) shows right and left turning movements for a bus approaching from Cumberland Avenue and turning onto Myrtle Street driving in the reverse direction for the existing and proposed curb lines. This was requested as Merrill Auditorium buses occasionally park on Myrtle Street opposing the flow of traffic. The exhibit shows that the design vehicle can make the left and right turns with the proposed curb bump out.
4. Pearl Street at Cumberland Avenue Intersection: A right turn from Cumberland Avenue onto Pearl Street was analyzed for a 45-foot bus. Vehicle Turning Movement Exhibit (TE-4) shows this turning movement. The exhibit shows that a bus will need to utilize the opposing lane of traffic to make a right turn from Cumberland Avenue onto Pearl Street with the proposed curb bump out. If the curb lines were maintained a bus would need to utilize the opposing lane of traffic but would encroach less. We defer to city staff regarding the curb lines at this intersection.

   Trucks leaving the site and heading north on Pearl Street will continue straight until making a right onto Somerset Street and heading to Franklin Arterial.

5. Pearl Street at Congress Street Intersection: A left turn from Pearl Street onto Congress Street was analyzed for a WB-67 truck. Vehicle Turning Movement Exhibit (TE-5) shows this turning movement.

F:\Projects\19000\19371-05\DWG\Design\19371-05 TRUCK.dwg - 4/9/2025 7:57 AM - CHRIS TAYLOR



19371-05 TRUCK.dwg, TAB:TE-1 VEHICLE TURNING MOVEMENT EXHIBIT 1

CHRISTOPHER P. TAYLOR, PE 16677

SHEET TE-1

PROJECT	19371-05	DESIGNED	DJS
SCALE	1" = 20'	DRAWN	MRS
DATE	06/27/2024	CHECKED	
		D.R.	

VEHICLE TURNING MOVEMENT EXHIBIT 1

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

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

REV:	BY:	DATE:	STATUS:
B	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16877

REV.	BY	DATE:	STATUS
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

VEHICLE TURNING MOVEMENT EXHIBIT 2

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
STREET:
CITY, STATE Zip

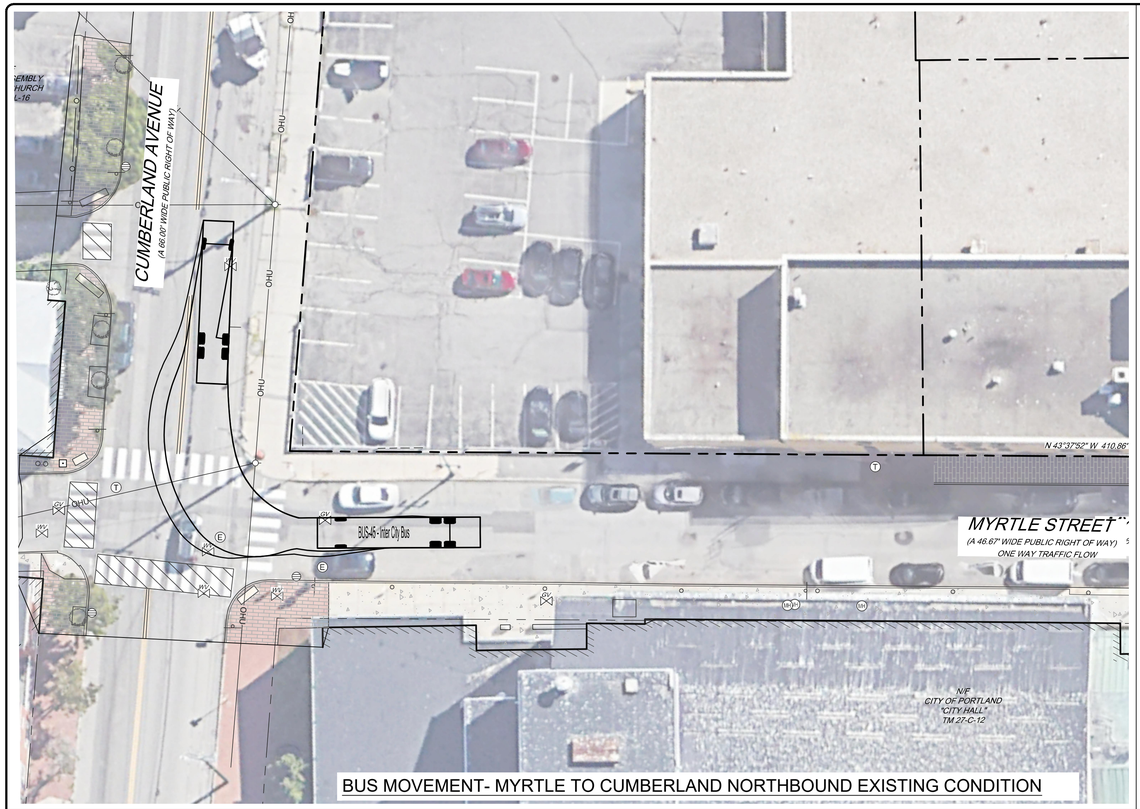
RECORD OWNER:
365 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

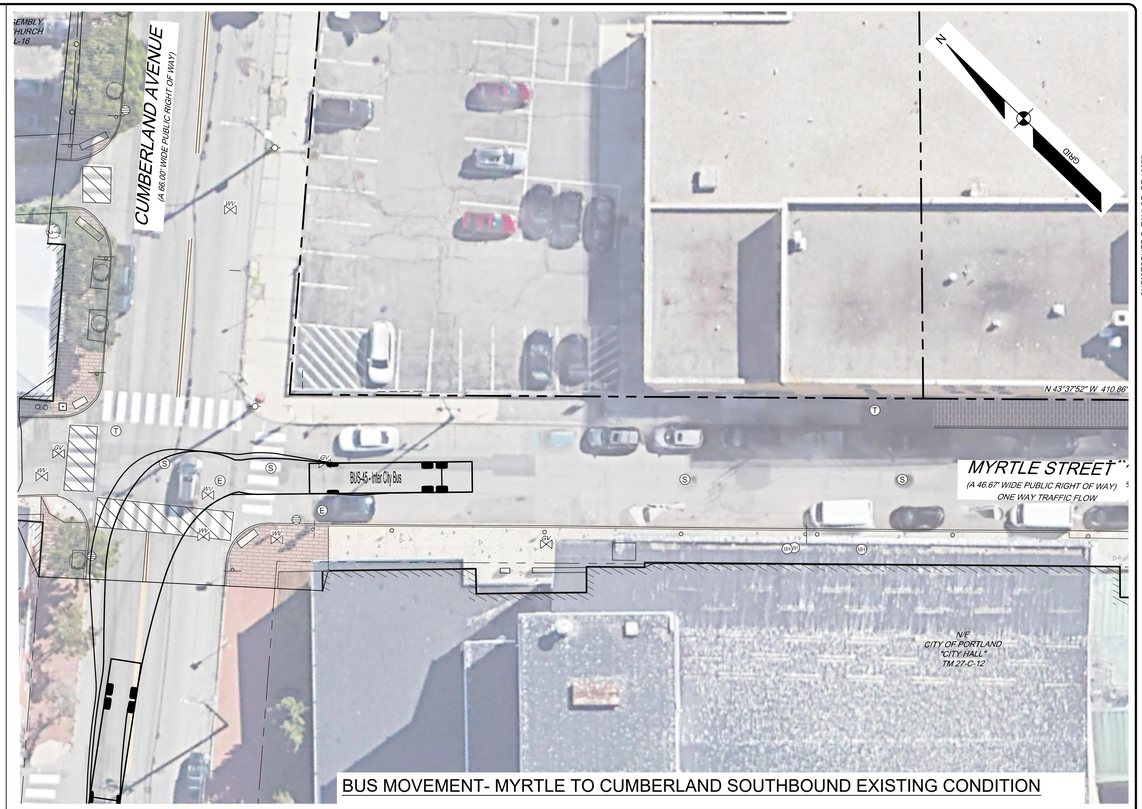
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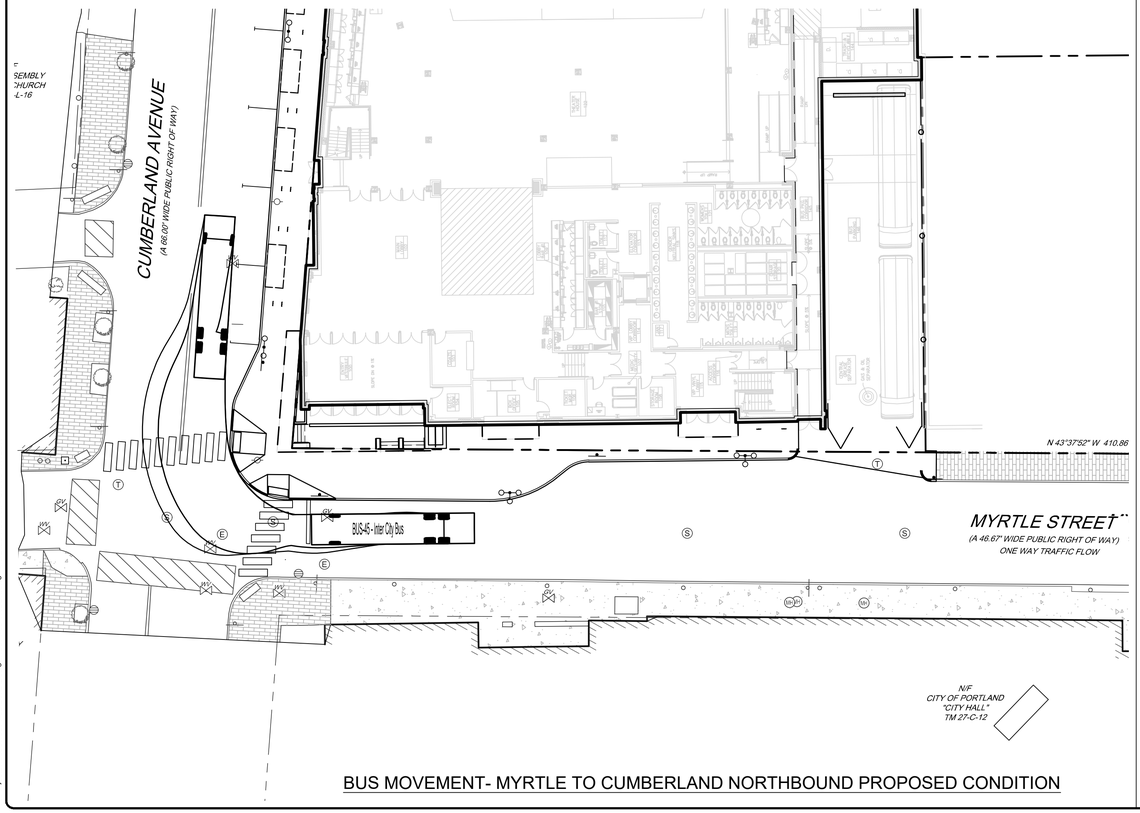
19371-05 TRUCK.dwg, TAB:TE-2 BUS PARKING MOVEMENT PLAN



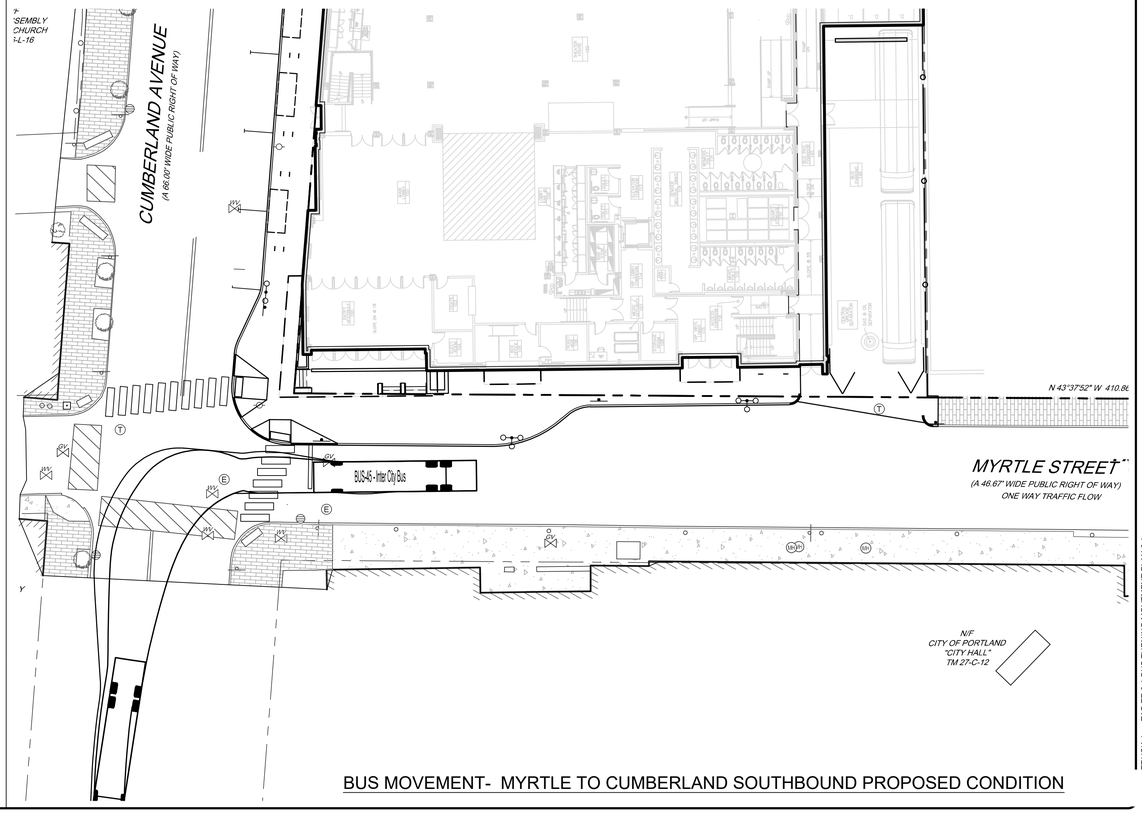
BUS MOVEMENT- MYRTLE TO CUMBERLAND NORTHBOUND EXISTING CONDITION



BUS MOVEMENT- MYRTLE TO CUMBERLAND SOUTHBOUND EXISTING CONDITION



BUS MOVEMENT- MYRTLE TO CUMBERLAND NORTHBOUND PROPOSED CONDITION



BUS MOVEMENT- MYRTLE TO CUMBERLAND SOUTHBOUND PROPOSED CONDITION

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

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Tel. 207-200-2100

VEHICLE TURNING MOVEMENT EXHIBIT 3.1

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
STREET
CITY, STATE Zip

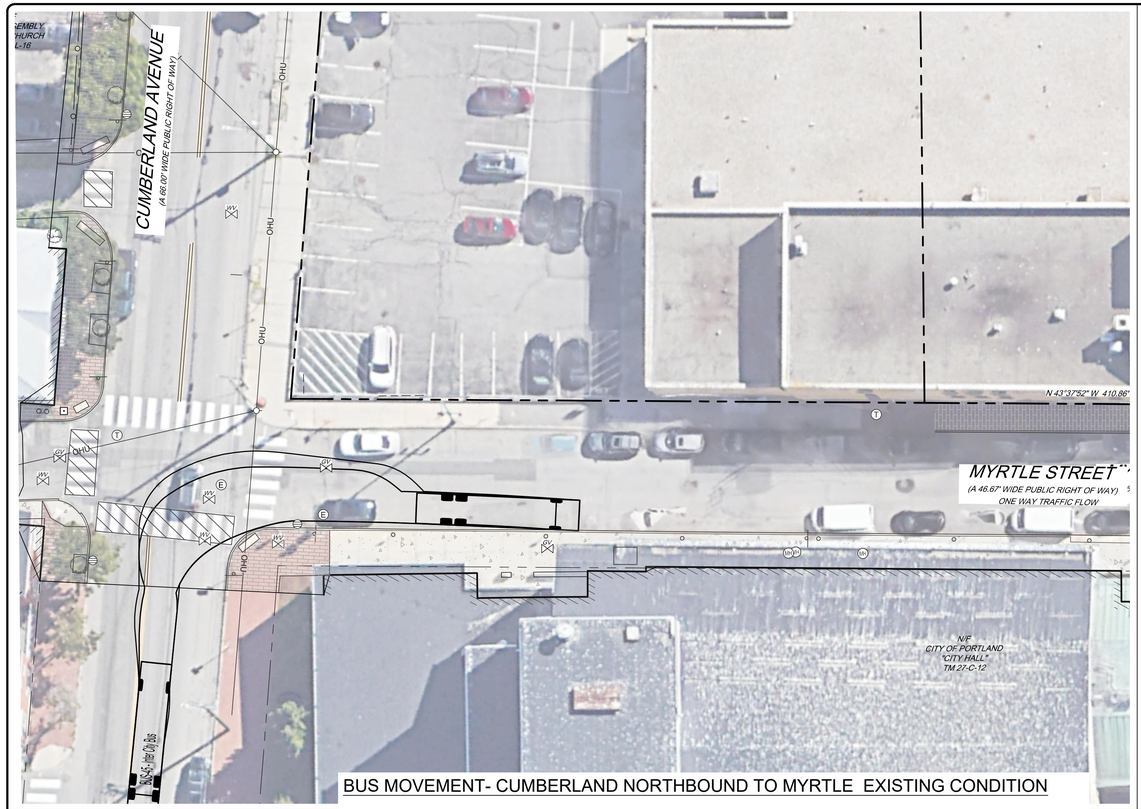
RECORD OWNER:
365 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

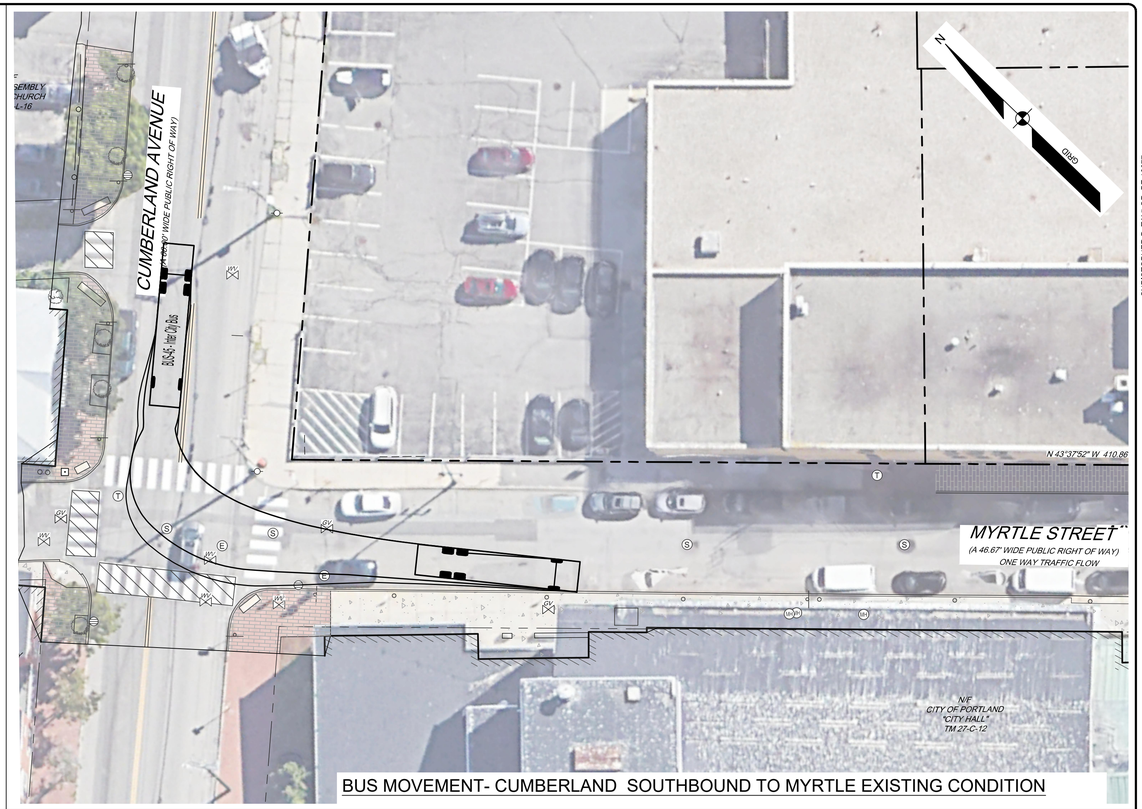
SHEET TE-3.1

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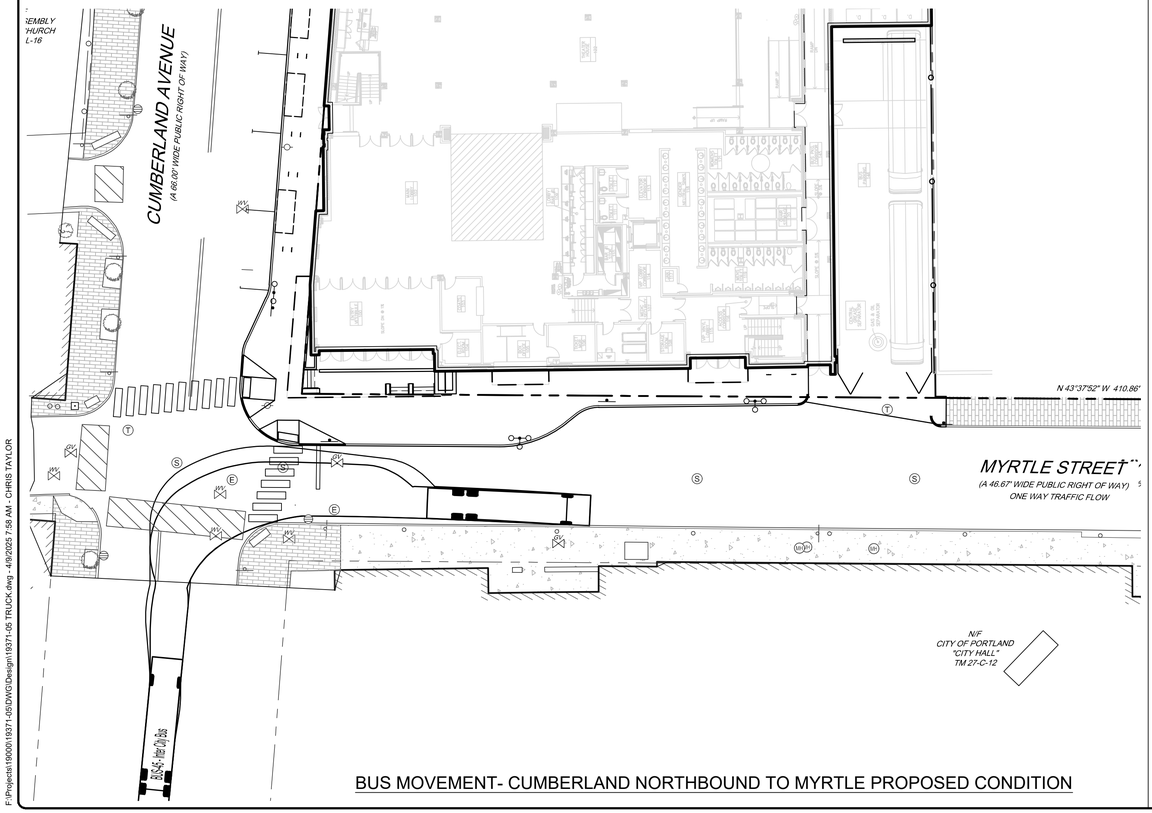
TRUCK.dwg, TAB:TE-3.1 BUS TURNING MOVEMENT PLAN 3.1



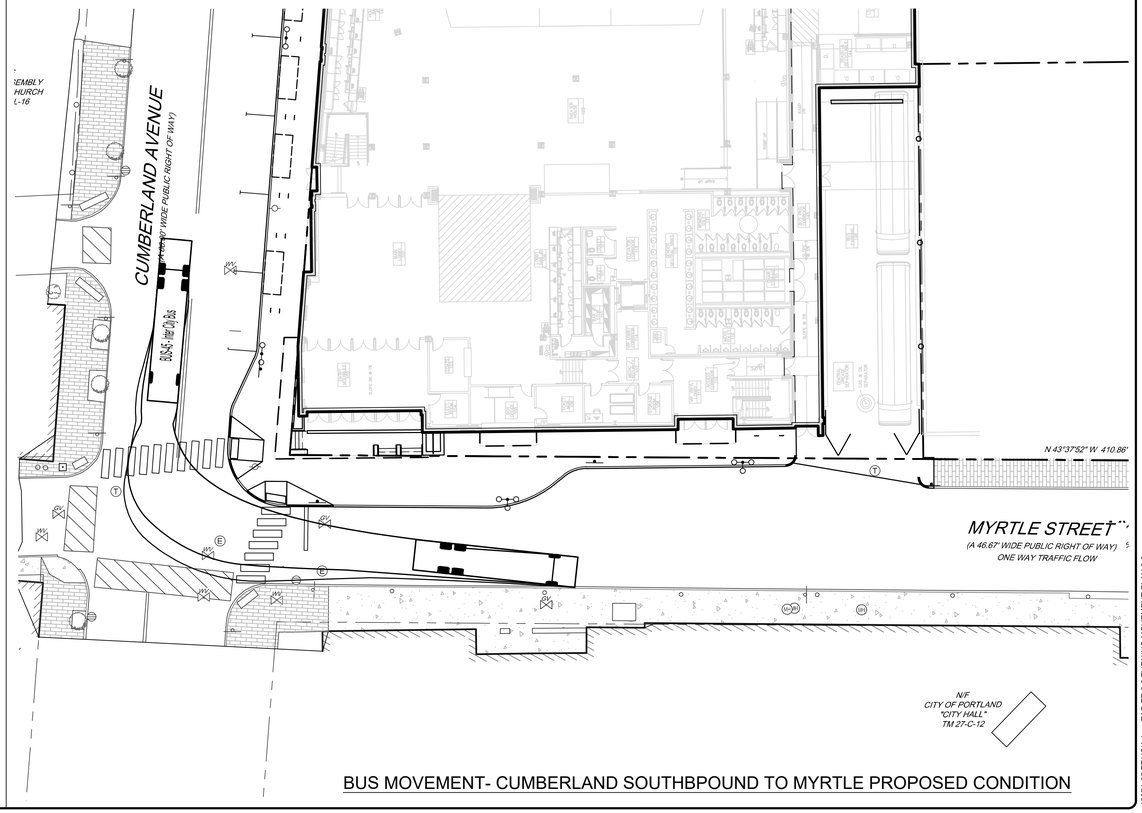
BUS MOVEMENT- CUMBERLAND NORTHBOUND TO MYRTLE EXISTING CONDITION



BUS MOVEMENT- CUMBERLAND SOUTHBOUND TO MYRTLE EXISTING CONDITION



BUS MOVEMENT- CUMBERLAND NORTHBOUND TO MYRTLE PROPOSED CONDITION



BUS MOVEMENT- CUMBERLAND SOUTHBPOUND TO MYRTLE PROPOSED CONDITION

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

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South Portland, ME 04106
Tel. 207-200-2100

VEHICLE TURNING MOVEMENT EXHIBIT 3.2

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC

STREET
CITY, STATE Zip

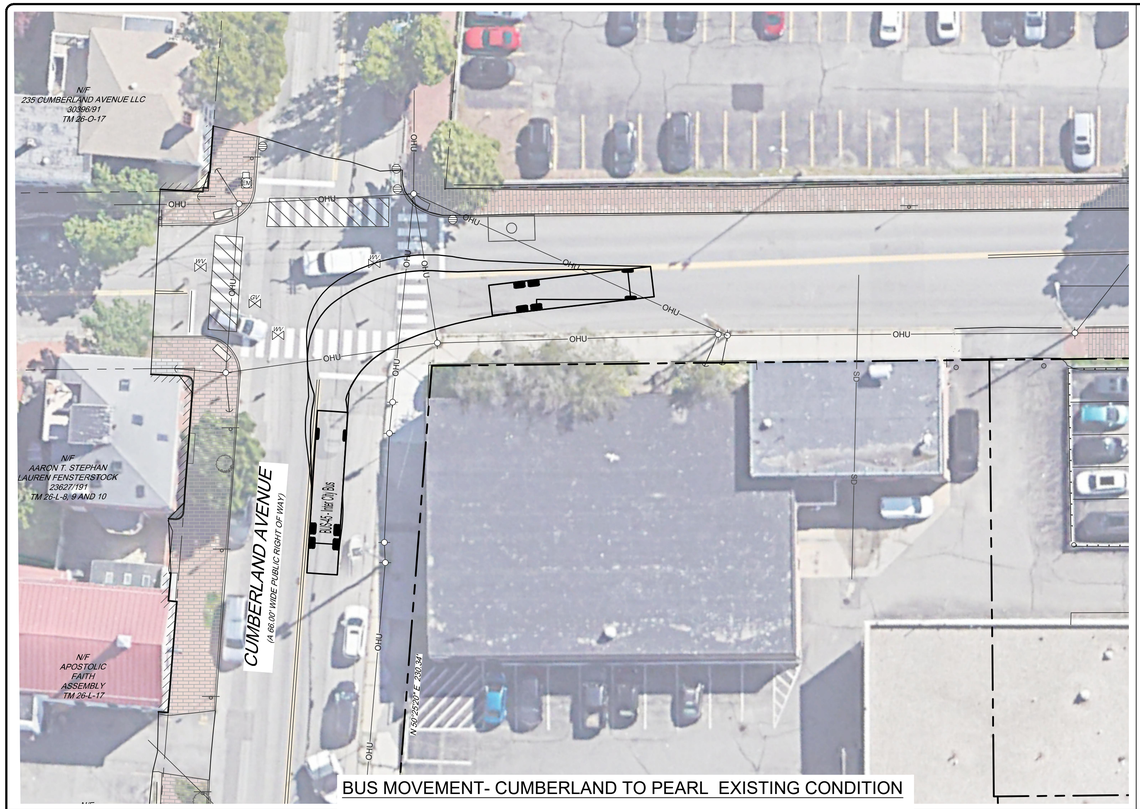
RECORD OWNER:
365 CONGRESS LLC
2700 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

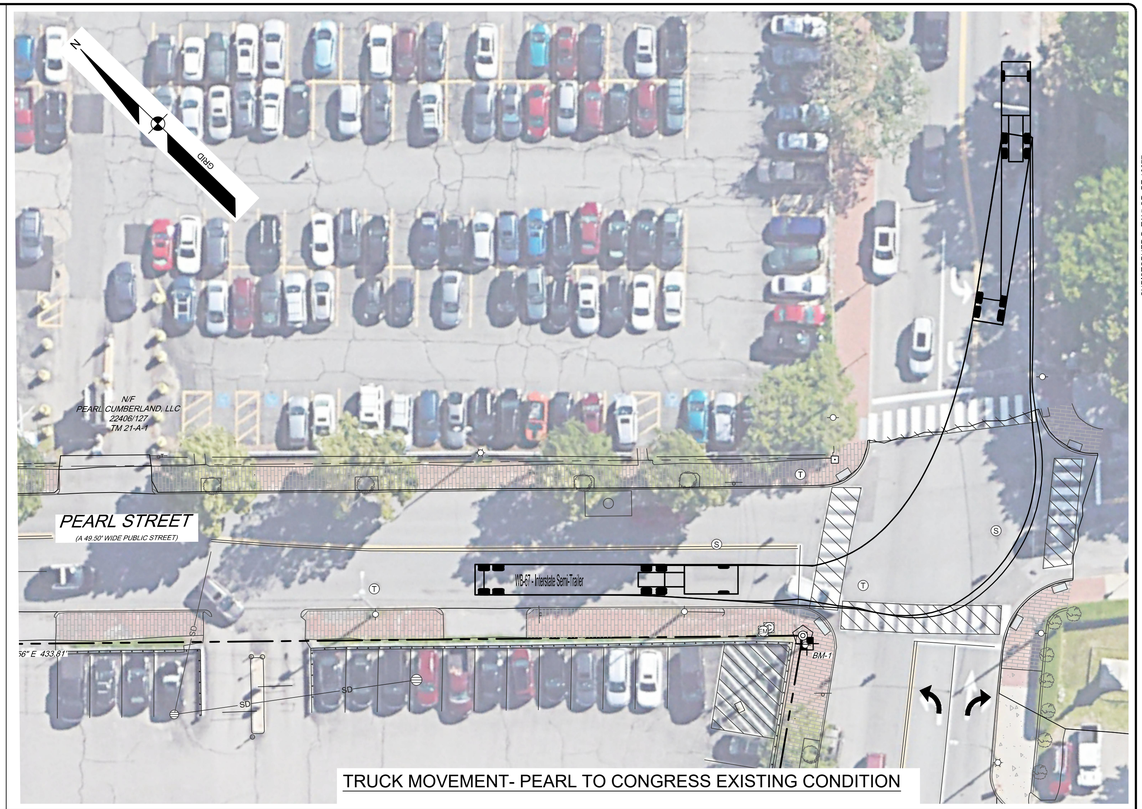
SHEET TE-3.2

19371-05 TRUCK.dwg, TAB:TE-3.2 TURNING MOVEMENT PLAN 3.2

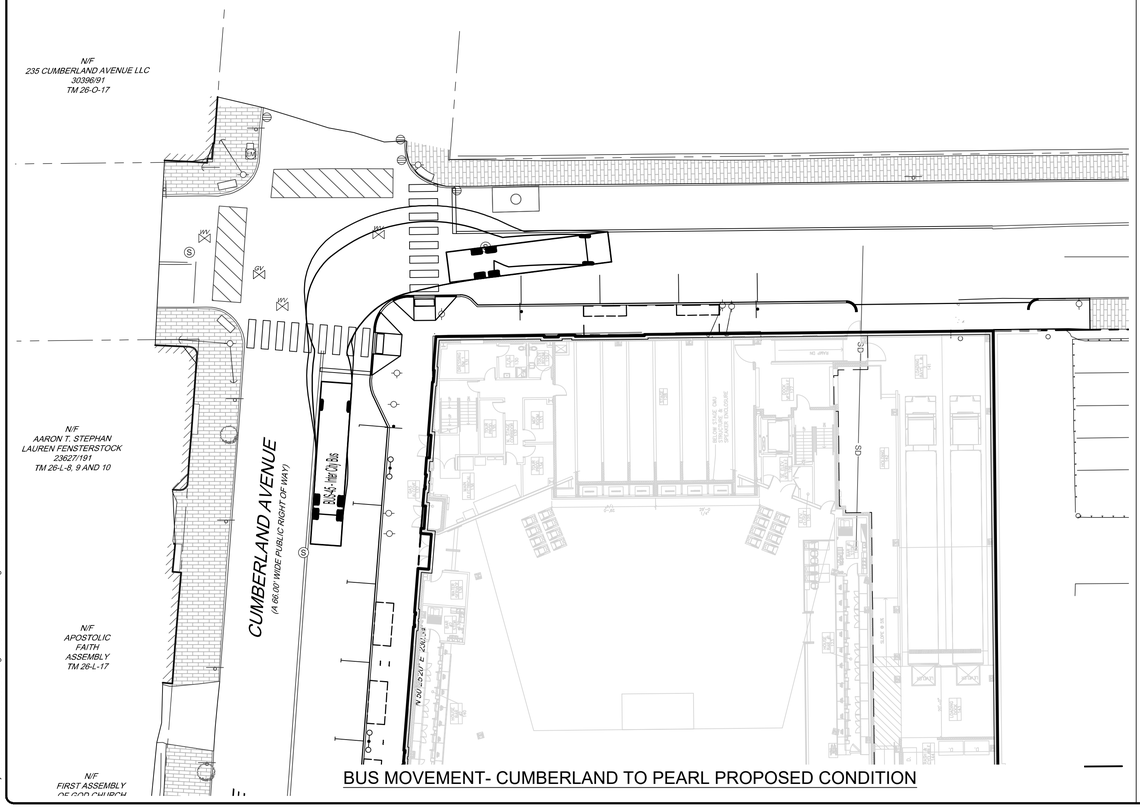
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BUS MOVEMENT- CUMBERLAND TO PEARL EXISTING CONDITION



TRUCK MOVEMENT- PEARL TO CONGRESS EXISTING CONDITION



BUS MOVEMENT- CUMBERLAND TO PEARL PROPOSED CONDITION

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16677

REV.	BY:	DATE:	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS PROVIDED BY OTHERS, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

VEHICLE TURNING MOVEMENT EXHIBIT 4
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
STREET
CITY, STATE Zip

RECORD OWNER:
365 CONGRESS LLC
270 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET TE-4

19371-05 TRUCK.dwg, TAB:TE-4 TURNING MOVEMENT PLAN 4

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Att. W



VIEW CORRIDOR - CUMBERLAND PROPOSED

PORTLAND MUSIC HALL
PORTLAND , MAINE

DAIQ ARCHITECTS

SEAL:

REVISIONS:

	12/18/24	PLANNING SUB.

DAIQ PROJECT #: 24003
DRAWING TITLE:

CUMBERLAND VIEW CORRIDOR

SCALE: As Noted.
SHEET #:

August 6, 2025
19371-05

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

Comment Response – Traffic Movement Permit Section 7 Traffic Study
Portland Music Hall

On behalf of Portland Music Holdings, LLC, we are pleased to submit the enclosed response to comments for the Traffic Movement Permit Section 7 Traffic Study for a proposed Music Hall development at 244 Cumberland Avenue. This letter addresses comments received via email on July 30, 2025.

Note that this Comment Response letter is accompanied by a Revised Traffic Study addressing the comments provided.

This letter is formatted showing the provided City comments in italic text for reference, followed by our response.

1. *16% walk/bike mode split – this number doesn't seem outrageous but staff notes it may vary by time of year. Is there any data on other Live Nation venues that may have similar modal splits (i.e Archer Music Hall).*

   Response:

   As discussed in our meeting on July 31, 2025. We have provided the best information available for this location using the data the City relies on for its transportation impact fees.

   Live Nation does not track mode splits at its other venues; it has not been required to do so in other communities. This mode split is used in the Traffic Demand Management Plan as the initial estimated mode split that will be evaluated over time as part of the TDM.

2. *The arrival/departure distribution is based on a start time of 8PM with doors open at 7PM. Staff recommend a condition that restricts ticketed events starting before 7PM to minimize impacts to the earlier commuter peak.*

   Response:

   See updated analysis with entering event peak hour trip generation on top of the commuter peak traffic volumes (Scenario 2.) The traffic study presents additional recommendations based on considerations identified in this scenario. These include:

- Installation of traffic detection cameras for the signal and Pearl at Congress Street. The existing signal lacks detection. Adding cameras results in an acceptable Level of Service
- The existing traffic signal at Pearl and Cumberland will be replaced by the project. We have recommended that as part of this replacement a dedicated left turn phase and lane be provided to address existing left turn deficiencies from Cumberland on to Pearl Street.
- ADA accessibility and lighting evaluation is a condition of approval for the intersection of Congress and Market/Myrtle Street.

As part of the event management plan additional mitigation in the form of active traffic management ("crossing guards") are proposed to address the increased pedestrian traffic at this unsignalized crossing so that pedestrian traffic is "platooned" across the street in groups so that traffic stoppages for pedestrians are reduced.

The Event management plan also includes provisions to engage police details during full capacity events concurrent with Merrill Auditorium events

3. *The analysis was performed for 5-6PM where only 334 trips are generated. Staff would like to see an analysis for the 6-7PM time when 827 trips are generated. Yes, volumes are lower on the streets, but much more being generated.*

Response:

See updated analysis with entering event peak hour trip generation on with the 6 PM to 7 PM traffic volumes (Scenario 3.) The traffic study presents additional recommendations based on considerations identified in this scenario.

4. *The assignment assumes no traffic is added to Myrtle Street. Staff expect drop off activity and some of that traffic would be on Myrtle Street. We request this be added.*

Response:

As discussed in the revised traffic study, previously no traffic was assigned to Myrtle Street for analysis purposes because no parking or drop-off areas are being promoted on Myrtle Street, with the exception of an ADA compliant Drop Off area. In the revised study, additional traffic has been assigned as a through movement on Myrtle Street to simulate drop-off activity.

5. *The study notes backups and blockage at the Top of the Old Port parking driveway, but no mitigation is suggested. Staff also want to know what the parking lot occupancy was at the time of the counts. If not full, added traffic from the music hall will worsen conditions.*

Response:

The traffic study has provided a description, based on video recording used for the traffic counts, of backups and blockages at the Top of the Old Port driveway which was caused by periods equipment/operator delays at the ticketing station on the Top of the Old Port property. The observed queues on Pearl Street were a result of vehicles waiting to enter on-site ticketing, and not a result of typical delay related to turning left into the lot against opposing traffic. The venue would likely be adding traffic, as venue capacity is higher than the Merrill, and therefore it would be expected to worsen conditions during the limited peak time.

To mitigate existing queues, the ticketing system or access would need to be reconfigured such that processing queues are maintained on the Top of the Old Port site versus queuing in the street. Given this is an existing condition, on the adjacent site, no recommended mitigation as part of the TMP was suggested as the applicant has no control over this operation.

Regarding occupancy of the lot, as presented in the revised study, the available camera footage from the traffic counts was reviewed. At about 5:30 PM, the lot appeared to have a supply of parking spaces available, which was following the departure of daily commuter-based demand. At about 7:00 PM, an event at the Merrill started and the lot appeared mostly at capacity, with a few vehicles entering the lot between 7:00 and 8:00 PM. It should be noted that the angle of the camera did not capture the southeastern portion of the lot.

6. *At the scoping meeting a transit deficiency study was requested. This has not been provided.*

Response:

Approximate times of the last stops to arrive and depart the area have been added to the Study. Transit deficiencies were identified in letters from METRO dated July 14, 2025, following meetings with METRO, the City, and the Applicant. These letters outline METRO's opinion of transit deficiencies in the area along with estimate of cost to improve transit infrastructure in the downtown area. The project's TDM study includes a draft community benefit agreement, which the applicant has proposed to the City Council which would provide a 50-year stream of funding to the City which can be applied towards METRO's improvements.

A revised TDM plan including these documents is attached alongside the updated TMP traffic study.

7. *A detailed review of the pedestrian network was performed. Staff recommend MaineDOT Pedestrian lighting standards be met along all pedestrian walking routes.*

   Response:

   Acknowledged, no response required. We understand that conditions of approval are being prepared by the City, based on input from MaineDOT State Traffic Engineer.

8. *Staff believe some type of safety mitigation is warranted at Cumberland/Chestnut- particularly given that pedestrians were involved in some of the crashes.*

   Response:

   To improve driver awareness, the status of the painted stop bar on Chestnut Street should be reviewed as it appears faded in most historical imagery reviews. Improved pedestrian signage or potentially Rectangular Rapid Flashing Beacons (RRFBs) should be considered to alert drivers of pedestrian crossings.

   Based on our discussion on July 31, 2025 the City has deferred recommendations at this location.

9. *Signal replacement at Congress/Pearl is assumed to be associated with the 385 Congress MDP. Should there be some implementation date noted?*

   Response:

   The results of the revised traffic study identify that upgraded vehicular detection and revised signal timings are required in order to address the event entering peak hour demand, addressing PMH project impacts.

   A separate TMP amendment application has been submitted for the Lot1/Lot 2 385 Congress Street MDP that maintains that project's responsibility for this signal replacement.

10. *Restriction of on-site loading along Pearl Street to certain times Monday through Friday.*

    Response:

    The applicant proposes this restriction to be Monday-Friday 8am-9am and 4:30pm-5:30pm for tractor-trailer loading on Pearl Street.

11. Discuss the relationship with the 385 Congress Street MDP requirements and timing.

Response:

The PMH application includes the complete replacement of the signal at Pearl Street and Cumberland Avenue. The revised mitigation proposal outlined in the attached Section 7 confirms this and recommends that the PMH project install traffic detection cameras for the existing traffic signal at Pearl Street and Congress Street to mitigate the PMH project impacts

We have submitted an amendment application for the Lot 1/Lot 2 385 Congress Street MDP's Traffic Movement Permit that clarifies and confirms that the Lot 1/Lot 2 385 Congress Street TMP remains responsible for the remaining signal improvements and other mitigation required under the approved TMP.

Other:

- As discussed at the City meeting held July 31, 2025 additional information related to parking occupancy was requested. This information is provided in a City produced document presented to the Sustainable & Transportation Committee by Kevin Kraft. We do not have a copy of that document, but we understand it is available from the Planning Department.
- A copy of the full MGM Music Hall application in Boston has been provided.

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.

Daniel L Riley, PE
Senior Vice President, Engineering

Attachments

Updated TMP Section 7 Traffic Study
Updated TDM Plan
MGM Music Hall Study (per request)

March 18, 2025
19371-05

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

Comment Response – Design Review No. 1:
PL-003179-2024, 385 Congress Street - Dated February 3, 2025 (Received March 5, 2025)

Dear Taylor:

On behalf of Portland Music Holdings, LLC, we are pleased to submit the enclosed response to Design Review – First Review for the Major Site Plan for the proposed entertainment venue development at 385 Congress Street Lot 3 dated February 3, 2025, and received on March 5, 2025. Included with this comment response are revised building floor plans and elevations.

In response to comments and as part of the normal design process changes to the proposed development have occurred since the Site Plan application submission in December. Some of the more significant changes include reducing the volume of the building, by eliminating the roof over the bus parking area, and revisions and further definition to the building façade.

The elimination of the roof and enclosed bus spaces facilitates the potential use of the bus bays for Merrill Auditorium buses as discussed with staff. The bays are to be equipped with shore power outlets so that busses will not routinely idle in this space.

The Applicant is not prepared to respond to all of the staff comments at this time but thought it would be beneficial to provide you with revised floor plans and elevations prior to the workshop.

- Changes to the elevations have been made to create a cleaner, modern appearance and include deletion of metal channels, elimination of redundant metal panels or faux window infill, revised storefront windows to punch windows at the lobby along Cumberland Avenue, and revised vinyl lounge façade.
- The roll down door at the bus entrance has been revised to a bi-fold gate.
- The plan deletes an exterior mounted roll-down door enclosure over the loading dock entrance on Pearl Street, and
- Has relocated the elevator penthouse away from the edge of the Cumberland parapet. The building elevations have been revised to indicate steps at the main entrance consistent with the site plans.

- The revised plan relocated a portion of the artist suites from over the loading dock to the south mechanical well level and lowered stage roof and adjacent screen walls.

The following items address the design review comments received from the City, dated February 3, 2025, which require a response or additional information. Items in the staff comments noted as complete or referencing other comments are omitted for clarity. The City's comments are presented in italics for reference followed by our response.

DESIGN REVIEW COMMENTS:

A. Creation of a cohesive identity.

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

Staff comment: Staff requests that the Applicant resubmit building elevations incorporating Lot 1 (hotel) along Myrtle Street and Lot 2 (multi-family residential building) to illustrate the building relationship between these structures and the proposed music venue.
Response: The elevation views have been updated to include the adjacent hotel and residential developments.
Consistency of design and materials for streetscape and pedestrian amenities;

Staff comment: 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.
Response: A meeting was held with Mark Reiland, City Arborist on March 7, 2025, with a follow-up email on March 10, 2025. Based on the meeting, it is our understanding that the City Arborist prefers a flush tree well without the granite curbing as shown on the proposed site plans stating:
"Yes, I absolutely agree that providing structural soil and a flush tree well border is preferred over the raised granite tree wells currently spec'd in the tech manual. Please include reference to our meeting on Friday and follow up email in the comment response letter. " Mark Reiland, City Arborist.

We we happy to provide either detial as directed by staff.

-Materials

- *Quality Exterior Materials includes the detailing, articulation, transition, durability, and visual interest of the materials, both in their selection and placement. These aspects will be reviewed with special attention to the ground floors and areas most visible to pedestrians;*

  Staff comment: 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 1 as an example of a successful break between the base of the building and the upper portions.
Response: The elevations have been revised as requested. A distinction between the façade materials is proposed with sheet metal flashing to provide visual separation. It is the architect's and applicants' opinion that adding a concrete element is not in alignment with the design style. We welcome a discussion with staff regarding this detail.

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 2 for an example of a successful parapet integrated into the building's overall façade.
Response: The perforated parapet and articulated brick are an integral part of the design style and intent. We welcome a discussion with staff regarding this detail.

- Cumberland Avenue - The massing and function of the podium base along Cumberland shall be pedestrian scaled that responds to the surrounding neighborhood context.

  Staff comment: The proposed development includes pedestrian-scaled activation along the streets. Staff recommends additional fenestrations as indicated in Figures 3, 4, & 5.
  Response: The elevations and fenestrations have been updated. The façade meets the design requirements for maximum blank wall space.

- *Signage – Signage shall be integrated into the building design and respond to the storefront façade at the ground level and be pedestrian-scaled, especially along the Congress Street historic district;*

  Staff comment: Staff requests more information for the materiality and illumination of the monument sign located at the corner of Myrtle Street and Cumberland Avenue. Additionally, staff recommend that the applicant consider including wall-mounted banners along the upper portions of the building on either Cumberland Avenue or Pearl Street.
  Response: The monument sign has not yet been fully designed but shows the scale and intent. Additional information will be provided in subsequent submittals.

The project at 385 Congress Street shall meet the following standards based on the B-3 Downtown Business Zone design standards in the City of Portland Design Manual, Land Use Code Section 14.6.4.I Design standards.

§(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 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 as a more symmetrical arrangement.
  Staff recommends additional fenestration along Myrtle and Pearl Street to reduce larger expanses of blank facades facing the street, see figure 4 and 5.
  Response: The elevation drawings have been revised to allow more visibility into the lobby. Fenestration has been focused on the lower portion of the building to activate pedestrian areas. We are of the opinion that repeating the treatment of panels along the Pearl Street façade as shown in Figure 5 would dilute the uniqueness and function of the facility and create a monotone appearance. We believe that the proposed facade meets the design requirements and does not have a continuous plain that exceeds 20 feet. We welcome a discussion with staff regarding this detail.

- *§(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: 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.
     Response: See the earlier response above regarding granite tree wells. The site plan will be revised to more clearly identify the bicycle racks.

- *§(b)(1)e. Relationship to existing development:*

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:*

   <u>Staff comment:</u> 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.
   Response: Mechanical equipment has been included on the revised elevation drawings. Mechanical equipment is set back from the edge of the roof and will be screened from view.

- *§(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 between the proposed Lot 3 and approved hotel at Lot 1.
  Response: Each development will have its own structural wall along the common property line, with an air gap between walls. The elevation view has been updated to show the interim condition after the music hall is completed and before the adjacent developments are constructed.

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.

Christopher P. Taylor, PE
Project Manager

April 9, 2025
19371-05

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

Comment Response – Staff Comments No. 1:
PL-003179-2024, 385 Congress Street - Dated March 5, 2025

Dear Taylor:

On behalf of Portland Music Holdings, LLC, we are pleased to submit the enclosed response to comments for the Site Plan and Subdivision Application for the proposed entertainment venue development at 385 Congress Street Lot 3.

The following items address those comments received from the City, dated March 5, 2025, which require a response or additional information. Items in the staff comments noted as complete or referencing other comments are omitted for clarity. The City's comments are presented in italics for reference followed by our response.

General Comments

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

Response: Noted. The site plans (sheets C-100 and C-101) have been revised. Site Plan Key Note 3 is listed as flush granite curb on the revised site plan.

Site Plan Review Standards (Sec 13.6)
Transportation Standards (Sec 13.6.1)

Impact on Surrounding Street System

- *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.*

Response: These items will be addressed and incorporated in Sections 1-6 of a TMP application to be submitted. We will work with city staff to receive input on mode share for the project. The typical event will start at 8 pm and doors will open 1 hour before the start at 7 pm. The vast majority of events will be in the evening. When afternoon events occur they are primarily on weekends.

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.

Response: Turning template exhibits have been included in the revised upload documents. This includes existing and proposed turning movements for vehicles at the intersections of Cumberland Avenue and Pearl Street.

- *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.*

  Response: The development proposes a curb extension of 6 feet in front of the main entrance on Myrtle Street. The proposed loading zone on Myrtle Street is intended to be used for buses to back up into the off-street bus parking area. It is not intended as a passenger vehicle pick up/drop off.

- *The applicant shall square off the proposed pavement repair in Pearl Street.*

  Response: The site plans have been updated to show full-width 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.*

  Response: The plans have been updated to remove the proposed bollards and mountable curb. The plans show granite curbing with a revised paved loading area.

- *The applicant shall provide the following 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.*

Response: Turning template exhibits have been included in the revised upload documents to show the requested turning movements.

- *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?*
  Response: Construction equipment will be placed within the construction limits to avoid road closures as much as possible. Based on the building size and orientation a crane will be required to be placed in the street for periods of construction. This will be minimized to the extent possible.

Access and Circulation

- *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.*
  Response: Plans have been revised to provide additional dimensions of proposed improvements within the City ROW.

- *The site plan shall be revised to show proposed sidewalk easement.*
  Response: The site plan (Sheet C-101) has been revised to include a note calling for a sidewalk and public access easement in front of the proposed building along Myrtle Street. We request that the sidewalk and public assess easement be a condition of approval to be finalized prior to building permit approval, which is consistent with the conditions of the approved subdivision.

- *Plans shall show sidewalk and sidewalk easement from proposed hotel site plan at property line along Myrtle Street.*
  Response: The proposed sidewalk along Myrtle Street for the approved hotel project is shown on an exhibit titled Overall Site with Hotel Exhibit.

- *The applicant shall check sidewalk cross slopes. There appears to be several areas where proposed cross slopes exceed 2% on Cumberland Avenue.*
  Response: Cross slopes have been revised for the sidewalk along Cumberland Avenue to not exceed 2%. The proposed sidewalk grading is shown on sheet C-201.

- *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.*
  Response: The operator of the facility will be responsible for clearing snow from the sidewalk and winter maintenance around the facility. If snow storage availability is

exceeded snow will be removed and disposed of off site. The business is dependent on pedestrian access. It is in the facility operator's best interest to maintain clear access around the facility.

- *Staff recommends extending the main entry marquee to cover the full length of the stairs along Myrtle Street, providing protection during wet weather events.*
  Response: The canopy at the main entrance has been revised and covers the proposed steps at the main entrance. See sheet C-101 and Floor Plan sheet A2.1.

Parking

- *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.*
  Response: Site Plan (sheet C-101) has been revised to call out the location of proposed bike racks and detail sheets have been updated to include bike rack detail (sheet C-506).

- *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.*
  Response: The development proposed to eliminate 7 parking spaces along the site frontage on Myrtle Street. The development proposed 8 parking spaces along the frontage of Cumberland Avenue. This is an increase of 4 parking spaces along Cumberland Avenue. The plans have been revised to include 3 additional parking spaces along Pearl Street Frontage (See sheets C-100 and C-101).

Transportation Demand Management

- *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.*
  Response: We have reached out to METRO to set up and coordination meeting. We will work with METRO and city planning staff regarding this comment.

Environmental Quality Standards (Sec. 13.6.2)

Preservation of Significant Natural Features

- *The applicant shall review Section 3 of the Technical Manual and submit a completed LID scoring worksheet as part of their second submission. The LID scoring tool can be found in Appendix 3A of the Technical Manual.*

Response: Please see the completed LID scoring worksheet included at the end of Section 13 Environmental with this submission.

Site Landscaping and Buffers

- *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 Technical Manual Section 4.1.3.*
  Response: The design has been revised to include five street trees along Cumberland Avenue. Given the limited space and presence of underground utilities, it may not be possible to provide more street trees. It is understood that the applicant will be required to contribute to the City's tree fund.

- *The applicant shall revise plans to include granite curb tree wells per the City's Technical Manual section 4, Figure 4-4C.*
  Response: A meeting was held with Mark Reiland, City Arborist on March 7, 2025, with a follow-up email on March 10, 2025. Based on the meeting, it is our understanding that the City Arborist prefers a flush tree well without the granite curbing as shown on the proposed site plans stating:
  "Yes, I absolutely agree that providing structural soil and a flush tree well border is preferred over the raised granite tree wells currently spec'd in the tech manual. Please include reference to our meeting on Friday and follow up email in the comment response letter. " Mark Reiland, City Arborist.

  We are happy to provide either detail as directed by staff.

Water Quality, Stormwater Management and Erosion Control

- *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.*
  Response: The plan set has been updated to provide erosion and sediment control information. The Grading Plan (Sheet C-301) shows locations for stabilized construction entrance and catch basin inlet protection.

- *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.*
  Response: The plan set has been updated to provide more defined erosion and sediment information. Erosion control measures will be left in place at the catch basin that received runoff from the temporary gravel surface. A note has been added to the grading plans (Sheets C-300 and C-301) to this effect.

- *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.*
  Response: The Inspection, Maintenance, and Housekeeping plan has been revised to include project specific conditions including information regarding maintenance for the gravel area remaining at the site and the proposed subsurface storage systems.

Public Infrastructure and Community Safety Standards (Sec. 13.6.3)
Public Utilities

- *The applicant shall update the utility plan to depict the covered parking structure's floor drain system connection into the proposed oil/water separator.*
  Response: The Utility Plan (sheet C-300) has been revised to show the proposed loading dock's floor drain system connection to 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.*
  Response: In coordination with CMP, the development program has been revised to keep the overhead utilities along Cumberland Avenue. The overhead electrical will be relocated on alley arms away from the proposed building. The demolition and Utility plans (Sheets C-002 and C-300) have been revised to reflect the proposed electrical design.

Site Design Standards (Sec. 13.6.4)
Massing, Ventilation, Wind, and Heat Impacts

- *The applicant shall revise elevations to include average grade and the intervals and measurements taken to determine average grade.*
  Response: An average grade exhibit has been included at the end of revised section 5 (Zoning Analysis Table).

- *The applicant shall screen rooftop mechanicals/HVAC equipment.*
  Response: Screening walls are included in the design along portions of Myrtle and Pearl Street and at the intersection of Cumberland Ave and Pearl Street. The mechanical units located near the Myrtle and Pearl Street facades are located behind the screening walls. The remaining rooftop mechanical equipment is located towards the center of the

building to reduce visibility from the street level. Additionally, the mechanical equipment will have painted enclosures to minimize the appearance.

Exterior Lighting

- *Technical Manual Lighting Standard has changed from Section 10 to Section 8. Revise multiple locations.*
  Response: The plans (Sheets C-100 and C-101) have been revised to reflect the correct Technical Manual Section.

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.

Christopher P. Taylor, PE
Project Manager

Response to Planning Workshop Comments
5 March 2025

Design Concept

1. The design takes a cue from early to mid-century brick buildings while maintaining a contemporary expression. A number of early brick structures, some in Portland convey a clean and unencumbered expression as illustrated on the palette sheet. There is no precast or stone articulation around the windows and cornice. The simplicity and clean lines of the Music Hall is reflected by a simple, painted metal cornice between the brick and metal panels above, a change in the brick plane and pattern through articulation and perforation, and by punched windows with traditional divided lites in lieu of storefront. The Portland Music Hall is intended to capture the flavor of Portland's architectural vocabulary while reflecting the function of the facility in a contemporary fashion.

Response to the Workshop comments

1. *The board articulated the requirement to activate pedestrian areas along Cumberland and Pearl Street facades as much as possible.*

   The division and scale of the brick bays reflect the residential massing across Cumberland Avenue. The façade along Cumberland is broken up by a change in the brick plane, niches, display windows, doors and metal panel bays at street level.

   The Pearl St. façade has been refined by adding a mural (potentially lit) in the middle of the recessed brick bay that creates interest and further activates the façade. This introduces a clean, distinctive expression along the street and avoids a uniform rhythm of windows. There are no blank brick walls more than 20' long.

   As noted in the workshop, the elevator penthouse has been relocated away from the Cumberland parapet and the rooftop mechanical units will be setback and painted. The theater is not overpowering, it is designed in context with the surrounding environment.

2. *The board enquired about the outdoor terrace.*

   The outdoor terrace is a seasonal terrace that serves the vinyl lounge. The capacity of the full terrace is 185 persons.

'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@portlandmain… 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 that 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 portlandmaine.gov Thu, Mar 6, 9:59 PM (10 hours ago)
to planningboard

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

CREATIVEPORTLANDME
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 Ovations 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), Zsofia 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,

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 7:41 AM (1 hour ago)
to planningboard

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>
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 Planing 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

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

Jenn Haas <jhaas10@outlook.com> Mar 20, 2025, 7:32:27 PM (13 hours ago)

to planningboard@portlandmaine.gov

Hello,
As a resident of Maine, I would like to express my support for the proposed Portland music hall. This would be a wonderful additional 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

George Rheault

to 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.

Show 15 comments

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Carter Frank <cfrank@portlandmaine.gov>

Opposition to Live Nation's new venue in Portland. "NO " to monopolizing Portland,Maine.

1 message

Kathryn "Kap" Wallingford <kap333@gmail.com>
Reply-To: kap333@gmail.com
To: planningboard@portlandmaine.gov

Fri, Mar 21, 2025 at 4:12 PM

Dear Planning Board,
I thank you for your dedication to Portland, Maine. I too am an elected Board Trustee in Freeport. (serving for three years.) For me listening to my constituents in order to make a decision that supports all taxpayers is essential.

I want to be concise don't approve live nation to develop Our beautiful Portland. You have the power and the privilege to stop this bulldozer from coming in!

The decision to consider Live Nation & their new venue will reduce the need for the City of Portland's own facilities. - Cross Arena, Merrill Auditorium, the Expo. Other facilities: State Theater, Thompson's Point, Maine State Pier, House of Music as well Aura.

The " new" jobs would not counteract the jobs that would be lost in these particular facilities. Many of these jobs are long-term employed City personnel - generational in fact.

The Live Nation conglomerate has an illegal monopoly on the entertainment industry, as well as on tickets. (They own Ticketmaster). For instance, when you buy $100 ticket you pay an additional $25-$35 for live nation give the consumer the opportunity to see the show. There are no box offices anymore live nation has eliminated this option. Live music is no longer affordable in Boston due to their greed.

In Portland we still can buy tickets without additional fees in person at the State Theater- for Thompson's point, Portland House of music and some shows at Cross Arena & Merrill auditorium. NON-live-nation shows are Predominantly, 40% less in cost. * From what I've researched, the artist don't get the majority of those fees that live nation takes - live nation does.

Lastly, please review that Live Nation is under investigation. It’s not a good group of people. It’s not a good corporation.

https://www.justice.gov/archives/opa/pr/justice-department-sues-live-nation-ticketmaster-monopolizing-markets-across-live-concert

Justice Department Sues Live Nation-Ticketmaster for Monopolizing Markets Across the Live Concert Industry

Thursday, May 23, 2024

> **For Immediate Release**
>
> Office of Public Affairs

Thank you for your time.

Kathryn "Kap" Wallingford,
Freeport Sewer District, Trustee and Vice Treasurer

Carter Frank <cfrank@portlandmaine.gov>

Portland Music Hall

1 message

'Vanessa Kendrick' via Planning Board <planningboard@portlandmaine.gov> Sun, Mar 23, 2025 at 3:42 PM
Reply-To: vanessakendrick@yahoo.com
To: planningboard@portlandmaine.gov

Dear Planning Board,

I feel Portland Music Hall is a great idea. It is an honor to see the city of Portland grow and become a premiere destination for arts and culture. I believe that if you build it they will come!

Thank you,
Vanessa Chandler
Sent from my iPhone

Kenmore Association, Inc.

March 23, 2025

Re: MGM Music Hall

Dear Members of the Planning Board:

I am writing as the President of the Kenmore Association, an organization made up of small and large businesses in the Fenway/Kenmore area of Boston, to hopefully impress upon you the positive impacts the MGM Music Hall has on the neighborhood. The wide variety of concerts, performing arts, educational and civic events that take place at this venue serve to activate our streets and bring so many more people to our neighborhood which then drives new business to restaurants, retail shops and hotels all year round. It is hard to express how significant of an economic increase this venue has had on the surrounding area.

I would also like to take this opportunity to note that in addition to the economic benefits the venue itself brings their staff, management and ownership are also an important asset to the community. Since moving in to the neighborhood they have looked for and found ways to interact with the community that benefit the entire area. We feel very fortunate to have them in our neighborhood.

Thank you for the opportunity to express our support for this wonderful venue.

Sincerely,

Pamela G. Beale, President

Carter Frank <cfrank@portlandmaine.gov>

Fwd: letter

1 message

Garrett Harker <harker@gmail.com> Mon, Mar 24, 2025 at 11:11 AM
Reply-To: harker@gmail.com
To: planningboard@portlandmaine.gov

> Regarding proposed LiveNation venue please see attached.

Thank you

Garrett Harker Letter of Support.pdf
41K

To whom it may concern,

This letter is to provide enthusiastic support for a new music venue in the city of Portland, ME from the perspective of a small business owner in the restaurant industry in Boston.

Our restaurants, Eastern Standard, Standard Italian, and Equal Measure are within a 15 minute walk from MGM Live and House of Blues in the Fenway neighborhood. We benefit greatly from the flow of patrons between our restaurants and the venues. The quality of the patrons is exceptional, locals who are excited for a night out to see their favorite artists. The rhythm of the activity is particularly beneficial to our staff and businesses, bringing guests in during the shoulder times earlier and later. Driving business during the shoulder times is crucial to a healthy restaurant. With out the concert activity, we would not be able to survive with one seating at a 7pm prime time. The concerts often drive traffic on non weekend nights, also essential.

In addition to the concerts, the venues often host civic minded events such as the Mayor's State of the City address recently, and many premier non-profit events. On those nights, the restaurants enjoy a little sliver of the spotlight in front of high profile Bostonians, clientele we might not be in front of naturally.

A music venue with the level of quality delivered routinely by Live Nation will be a great economic driver for the Portland hospitality industry. I encourage your wholehearted support of this venture.

Sincerely,

Garrett Harker

Proprietor

775 Beacon St, Boston MA 02215 | (617) 530 1590 | easternstandardboston.com

Carter Frank <cfrank@portlandmaine.gov>

Support for MGM Proposal in ME

1 message

'Sharon Durkan' via Planning Board <planningboard@portlandmaine.gov> Mon, Mar 24, 2025 at 11:17 AM
Reply-To: sharon.durkan@boston.gov
To: planningboard@portlandmaine.gov

Dear Members of the Portland Planning Board,

I hope this message finds you well. As the Boston City Councilor for District 8, I'm writing to share my experience with MGM Music Hall here in Boston!

Please find my attached letter outlining how the MGM Music Hall at Fenway has served as a strong community and cultural partner here. I believe Portland would benefit greatly from a similar venue that brings people together with civic engagement and the arts.

Thank you for your consideration, and please don't hesitate to reach out if I can be of further assistance or reference.

Warmly,



Sharon Durkan
Boston City Councilor, District 8

617-635-4225

Please note that emails sent to and from this account are public records, and may also be read by members of my staff.

Durkan - Support - MGM in Portland, ME.pdf
574K

SHARON DURKAN
OFFICE OF BOSTON CITY COUNCILOR, DISTRICT 8

March 24, 2025

Portland Planning Board
389 Congress St, 4th Floor
Portland, ME 04101

Re: MGM Proposal in Portland, ME

Dear Portland Planning Board,

I write in strong support of the proposed MGM Music Hall in Portland. As the Boston City Councilor for District 8, which includes the Fenway neighborhood—home to the MGM Music Hall at Fenway—I've seen firsthand how this venue has become a valuable cultural and civic partner.

MGM Music Hall at Fenway is far more than a performance space. It is a hub of community activity and engagement. The venue regularly hosts events of civic importance, including Mayor Wu's State of the City address, and consistently opens its doors to meaningful cultural programming that reflects and celebrates our city's diversity. Live Nation has proven to be a responsive, collaborative partner, one that understands the importance of addressing quality-of-life concerns for nearby residents and businesses. Their team communicates transparently, adapts as needed, and works with city leadership to ensure the venue is an asset to the neighborhood.

Portland is known for its vibrant arts and culture scene. A venue of this caliber would not only fill a current gap in indoor performance space but would also serve as an anchor for economic and cultural vitality. If my experience in Boston is any indication, the addition of an MGM Music Hall will strengthen Portland's position as a leading city for arts and community.

Thank you for the opportunity to offer my perspective. I hope you will consider this proposal favorably.

Warmly,

Sharon Durkan
Boston City Councilor, District 8

DISTRICT 8 COUNCILOR, SHARON DURKAN
BOSTON CITY HALL, ONE CITY HALL SQUARE, BOSTON
617-635-4225 | SHARON.DURKAN@BOSTON.GOV

Carter Frank <cfrank@portlandmaine.gov>

Portland Music Hall

1 message

Tony DeLois <tony@stayuncommon.com> Mon, Mar 24, 2025 at 2:17 PM
Reply-To: tony@stayuncommon.com
To: "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>

Portland Planning Board,

Good afternoon and I hope all is well. I am writing a letter to you in support of the Portland Music Hall project. As a hotel operator, we are consistently looking for new ways to draw people to Portland from November to May, a time during which all businesses suffer the most. Now that we collect and remit payments to Visit Portland to help market the city during the off season, we are all tasked with thinking of ideas that would bring people to the city during this time. Portland Music Hall is a perfect example of how we can grow our off-season visitation and help our local businesses do more than just skirt by another off season without having to thinking about closing its doors. Given the developers on this project are hitting all the land use requirements to build on this site, I am in full support of Portland Music Hall moving forward.

Thank you,

Tony

Tony DeLois
CHIEF OPERATING OFFICER

uncommon hospitality

TEL: 207.747.8177
EMAIL: tony@stayuncommon.com
WEB: stayuncommon.com

LONGFELLOW HOTEL | THE FRANCIS HOTEL
THE ADMIRAL'S INN | THE COLONIAL INN

FIND US ON SOCIAL MEDIA:

March 24, 2025

To Whom It May Concern,

On behalf of Meet Boston, I'm writing this letter as an attestation to the positive economic impact that MGM Music Hall at Fenway has generated for Boston and its area businesses. Since opening in the late summer of 2022, MGM Music Hall has ushered in a new era for live events and entertainment in the Fenway neighborhood. An area once dependent on warmer weather events such as ballgames and summer concerts has been able to flourish year-round since MGM Music Hall opened its doors.

The restaurants, breweries and attractions in the area have greatly benefited from this over the past few years. Time Out Market Boston was able to recover from the pandemic thanks in part to the entertainment corridor that has emerged on Lansdowne Street, with MGM Music Hall serving as an anchor venue to that experience. Restaurants and bars along Boylston Street and Brookline Avenue, as well as in Kenmore Square, have seen an influx of new patrons because of the programming at MGM.

MGM Music Hall at Fenway has allowed the city to bring in more diverse acts in all seasons, occupying a footprint that is very popular with an eclectic range of artists and genres and their associated fanbases. Premier events such as the Earthshot Prize have identified MGM Music Hall as a venue befitting the prestige that their event carries across the globe. And locally, Mayor Michelle Wu has delivered all three of her State of the City addresses at this location.

Again, it is my pleasure to recognize and attest to the significant impact that MGM Music Hall at Fenway has delivered for our destination, as both a cultural venue and also a place where important conversations are convened.

Sincerely,

Martha J. Sheridan
President & CEO

MEET BOSTON
99 High Street Suite 1000
Boston, MA 02110

Carter Frank <cfrank@portlandmaine.gov>

MGM Support Letter

1 message

'Dave O'Donnell' via Planning Board <planningboard@portlandmaine.gov> Mon, Mar 24, 2025 at 2:36 PM
Reply-To: dodonnell@meetboston.com
To: "Planningboard@portlandmaine.gov" <Planningboard@portlandmaine.gov>
Cc: "Martha J. Sheridan" <msheridan@meetboston.com>

Good afternoon,

Please find attached a letter of support for MGM from Meet Boston.

Dave

Dave O'Donnell
Vice President, Strategic Communications
dodonnell@meetboston.com
O 617-867-8214
M 617-710-0603
Meet BOSTON | meetboston.com

MJS MGM Letter of Support.docx
412K

Amelia Clancy <clancyamelia@yahoo.com> Mar 24, 2025, 8:32:02 PM (11 hours ago)
to planning@portlandmaine.gov

Hello,
I am writing to oppose the development of a 3,350-seat venue in partnership with Live Nation Entertainment on Congress Ave in Portland.

I am concerned about the negative impact this could have on the community. Musicians and venues will suffer, unfortunately no matter how amazing we know they are, no one can compete with a company worth 29 billion dollars. Please stop selling our Portland to the highest bidder. Local musicians and artists report many negative experiences with LiveNation and its subsidiary, TicketMaster. Additionally, Ticketmaster is inflating ticket prices, has increasingly high fees, and supports ticket scalping. The company just had to settle an antitrust lawsuit. This is not the kind of company we want to do business with and will not support the type of growth we want to see in Portland.

Please prioritize what steps need to be taken to upkeep current public housing and develop single family low to middle income family housing solutions.

Thank you,
Amelia Clancy
60 Walton st
Portland, ME

Sean Samarov <seansamarov@protonmail.com> Mar 24, 2025, 8:42:10 PM (11 hours ago)
to planning@portlandmaine.gov

Hello,

I'm writing to express my opposition to the proposed music venue to be built in Portland. Portland has a rich music community with some incredible talent, and it's a privilege to be surrounded by so much artistic expression, as a musician myself.

You're well aware that Portland has many music venues already that have brought some amazing international performances to our city. I understand the sentiment that this venue would further cement Portland as a musical destination, while increasing tourism economic activity. The problems with this are several -

1, We do not need the additional capacity. The venues we have are supporting major acts as-is without issue. Major acts are booking our existing venues without issue or substantial delay.
2, We lack the infrastructure to support such a venue. Parking and transit are limited as it is. As a downtown resident, I already have a hard time when major acts come through town (I spent 45 minutes trying to find a parking spot near my apartment on the night of the recent Kevin Hart show). Introducing another venue would only unnecessarily increase frustrations for event-goers and residents alike.
3, LiveNation is, without exaggeration, an abusive and unethical company that preys on musicians, fans and venues alike and you'd be hard-pressed to find a single person who has anything nice to say about them. For just a few examples, I suggest you look into their encouragement of scalping, their outrageous overhead compared to what they pay the performing artists, and their monopolistic and anti-competitive behavior that puts independent venues (potentially **including** the ones that make the Portland music scene great to begin with) out of business.

On the surface, this seems like a good direction and would encourage growth and culture in the city, but the affects will turn out to be adverse and destructive. I agree with the sentiment of this letter to the Press Herald - Stop trying to turn Portland into Boston
I very seriously hope you reconsider this matter and do not allow the construction of this venue.

Regards,

Sean Samarov
Portland-based Musician and Engineer

PC 23

Gretta Buckley <gretta.buckley35@gmail.com> Mar 24, 2025, 9:26:32 PM (11 hours ago)
to planning@portlandmaine.gov

Hello,

My name is Gretta Buckley and I am a former longtime resident of Portland, ME (currently resident of South Portland) and have been working for State Theatre and Thompson's Point for the last eight years. I am writing to advocate against the development of a 3,500 seat venue in partnership with Live Nation. Now more than ever it is important to invest in our local economies and a partnership with a large corporation like this does not support the city of Portland in any way.

First of all, a venue of this size is not needed. In this city we have a variety of venues large and small including but not limited to - Merrill Auditorium (city building) = 1,900, State Theatre = 1,800, Thompson's Point = 2,500-6,500 (summertime), Cross Insurance Arena (county building) = 3,000-6,200 for concerts. A venue like this one will take away from these long standing Portland institutions.

Secondly, the cities infrastructure cannot support a venue of this size, as we do not have parking to support. When I am not working at State Theatre, I work for commonspace supporting unhoused neighbors in finding affordable housing. We should be prioritizing more affordable housing, not large corporate venues which will reduce access to live music by jacking prices for concerts.

For these reasons and so many more, this is not the move our city should make. Please take the voices of those of us working in music industry currently into heart when making your decisions. Thank you.

~Gretta

Nathan Katsiaficas <njkatsia@gmail.com> Mar 24, 2025, 8:59:30 PM (11 hours ago)
to planningboard@portlandmaine.gov

Good Evening,

I am unable to make it to tomorrow's workshop, but as a Portland native and active photographer in our local music scene, I wanted to take the chance to voice my opposition to this new venue.

Portland has a long history of locally and regionally-owned venues. We have wonderful options for folks to catch live entertainment at venues of varying sizes. Post-Covid, there has been an explosion of local shows at smaller venues like Blue, Apohadion, Space, Oxbow, Bayside Bowl, and elsewhere, as there has been a similar surge in shows at State, Merrill, Thompson's Point, Cross Insurance Arena, and Aura. There are nights where folks can choose between >10 different venues all with live music or comedy on a given night.

WE DO NOT NEED ANOTHER VENUE. What we need is more support for the local spots and DIY venues from the City of Portland. This new venue would further increase parking difficulties, and will directly take shows from Merrill Auditorium, State, Cross, Aura, and elsewhere in Southern Maine. Portland already has an arena that can accomodate shows of this capacity--if their booking arrangements lock them out of some of the Live Nation tours--that's on Live Nation and not on us to remedy. Bangor and Boston offer plenty of variety for the big name tours that Live Nation is trying to sell folks on this venue with.

Please don't approve this venue--Portland's arts scene is thriving, there are better ways to take care of it than selling the soul of our scene to Live Nation. If you want to help our art scene, give grants to small venues, bring back festivals like Old Port fest that celebrate the music scene, and invest in building more housing so that artists can continue to afford to live here.

Thank you,

Nathan Katsiaficas

Maxwell Ledoux <maxledoux731@gmail.com> Mar 24, 2025, 9:54:24 PM (10 hours ago)
to planningboard@portlandmaine.gov

Dear members of the Portland Planning Board, my name is Max Ledoux; I am a lifetime resident of Old Orchard Beach and I wanted to voice my opposition to the proposed permit submitted by Portland Music Holdings, LLC.

I have grown up visiting Portland and enjoying its music venues as both a performer and audience member. From Merrill Hall to the State Theater, I believe the local ownership of these venues brings a distinct character and allure to visiting and living in Portland.

Bringing a venue this size, owned by a monopolistic ticket company under federal investigation for violating trust laws, will do no good for Portland and its community of artists.

In addition to concerns with affect on local character, smothering local venues, and parking availability, I believe that this is a deliberate act by LiveNation and Mile Marker Investments to take control of a flourishing market that has proved to be stable and profitable.

Please don’t let corporate greed ruin Portland’s independent music scene. Thank you for your time and I plan on attending the meeting virtually.

Max Ledoux

Stella Del Tergo <stella_deltergo@emerson.edu> Mar 24, 2025, 11:58:27 PM (8 hours ago)
to planningboard@portlandmaine.gov

Hello!

I have just been made aware of the proposed development of a new music venue in town. At first, this sounds incredibly exciting, as an avid fan of Portland's concert scene. Unfortunately, the proposed development is in partnership Live Nation Entertainment. I am writing to express deep concern that this development would be misaligned with Portland's character.

You are likely aware of recent nationwide controversy, as well as lawsuits, surrounding Ticket Master, the parent company of Live Nation Entertainment. In short, Ticket Master facilitated ticket scalping, overcharged customers with hidden fees which they pocketed, and decreased the customer experience overall. Many musicians even pledged not to sell tickets on Ticket Master going forward, which often meant avoiding venues in direct partnership, like the one proposed.

Additionally, many of Portland's venues currently either operate their own in house purchasing softwares, or utilize PortTix.com, a locally owned box office website. This is a unique dynamic, one which perfectly encapsulates Portland's heart and character. It has also meant that portland has been able to host amazing musicians, whilst keeping the economic profits at home, rather then with Ticket Master's executives.

I urge the planning board not to allow this new development, in the interest of all involved in Portland's beautiful music scene. Thank you for your time.

Stella Del Tergo

Hi Planning Board,

I am writing to express my highest support for the music venue project. I have worked in and lived in or around Portland for the past 10 years and feel the project would be a wonderful addition to our already vibrant arts community. Additionally, I expect it would be a driver of significant driver of business for the city in a time when many businesses are still trying to adjust to a post covid landscape.

I hope you come to the same conclusion and look forward to welcoming the new venue soon.

Best,
Eben Jose

Carter Frank <cfrank@portlandmaine.gov>

Against the Approval of a Corporation Owned Music Venue

1 message

Melody Cropley <melody.cropley@gmail.com> Tue, Mar 25, 2025 at 8:44 AM
To: planning@portlandmaine.gov

Hello,

I am writing to express my disapproval of a proposal to build a large music venue in partnership with the multinational company Live Nation. The music scene in Portland is built on local venues and local musicians, the approval of such a venue would result in the closure of beloved local music venues and far fewer opportunities for local musicians. In essence, it would be responsible for the death of the local music scene, something Portland is known for and something locals take tremendous pride in.

Please consider the people of the Portland area and reject this proposal.

Thank you,
Melody Cropley

Carter Frank <cfrank@portlandmaine.gov>

Live Nation Proposal

1 message

Edith Sherburne <ESherburne@greaterportlandhealth.org> Tue, Mar 25, 2025 at 9:02 AM
Reply-To: esherburne@greaterportlandhealth.org
To: "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>

Good morning,

I will not be able to attend the planning meeting this evening to discuss the proposed Live Nation music venue, however I would like to share my thoughts as a community member and ask for your consideration in denying and stopping the proposal.

Live Nation is a company that has little interest in preserving local and community focused live music and entertainment. They open new venues strategically placed between larger venues they run as a way to funnel more business toward their larger venues. They control access to performers and will undercut artists as a way to capitalize on their already accumulating mass wealth, without any intention of using said funds to support the local art scene. Live Nation is being boycotted and is under investigation for failing to disclose critical information about potential antitrust investigations and regulatory challenges. The lawsuit, filed by the U.S Department of Justice and numerous state Attorneys General, particularly targeted the company's alleged anti-competitive behaviors, including claims of retaliatory actions against venues that did not use Ticketmaster. On Friday, 03/21/2025-- less than one week ago, Live Nation proposed a settlement in this case for $20 million dollars. Twenty Million Dollars is not an amount of money to laugh at, and yet, twenty million dollars only recovers about **3%** of the maximum estimated damages in this case-- totaling **$743 million.** Live Nation continues to bring in unfathomable amounts of money for the average person, the average Mainer... yet they are only willing to settle for 3% of the damages they've caused?

I am not originally a Mainer; I moved to Maine from NYS a few years ago and have truly found my home here. I love this community and this city. I love the opportunity for artists and musicians to celebrate their independence and to be showered with love and admiration as they grow. Live Nation is not interested in Portland for our culture, community, arts, or talent. They are interested in Portland as a means to an end-- a way to make more money-- money they will not put back into or invest in our community. Portland is a community for the people who live here, not the big businesses who want to take advantage of that.

Please consider this email my formal request to deny the proposed Live Nation music venue, for the sake of Portland and all of us who have a home here.

Best,
Edith Sherburne

Edith Sherburne, LMSW-cc (she/her/hers)

Licensed Master Social Worker

Greater Portland Health

100 Brickhill Ave., South Portland, ME 04106

esherburne@greaterportandhealth.org



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Carter Frank <cfrank@portlandmaine.gov>

Live Nation Proposal

1 message

Allie Liberatore <amlib46@gmail.com> Tue, Mar 25, 2025 at 8:44 AM
Reply-To: amlib46@gmail.com
To: planningboard@portlandmaine.gov

Hello,

I am a Portland resident who loves the local music and arts scene. Portland's independent and local venues enrich our community and allow our local artists to thrive. We are lucky enough to be a short distance from Boston that attracts all of the large artists with corporate venues. The summer concert series at Thompson's Point brings in plenty of larger artists to satisfy our neighbors. Allowing Live Nation to open a venue in Portland will only hurt our artists that rely heavily on our tight knit community.

I've seen the arguments that this will help local businesses and restaurants, but Portland already has a thriving tourist industry. The negative effects that this will bring to the arts community outweighs any minor improvements it may bring to other businesses. Not to mention the parking issues that this venue would create in a city that already struggles with parking.

I am unable to make it to the workshop to discuss these issues so I hope this email finds you well and it is truly taken into consideration.

Thank you,
Allecia Liberatore

Carter Frank <cfrank@portlandmaine.gov>

No to LiveNation venue

1 message

Phuc Tran <phucskywalker@gmail.com> Tue, Mar 25, 2025 at 9:30 AM
To: planning@portlandmaine.gov

Hi, planning board:

I hope you will deny the plans for a LiveNation venue on Congress Street. The impact on the traffic and residents will be horrendous and will outweigh whatever dubious benefits it claims to bring.

We have a thriving live music scene here already—let's support what we have and ensure that our existing venues can weather the coming economic turmoil rather than add to the burdens of the city's congestion and parking woes.

Respectfully,

Phuc Tran
Portland

--
(he/him/his)

CRANKY available now at all your booksellers!

SIGH, GONE in paperback available at your favorite bookseller

www.phucskywalker.com

Carter Frank <cfrank@portlandmaine.gov>

Objection to planned entertainment venue

1 message

Tina Schneider <tina.schneider@maine.edu> Tue, Mar 25, 2025 at 10:00 AM
Reply-To: tina.schneider@maine.edu
To: planningboard@portlandmaine.gov

This is to express my vehement objection to the planned entertainment. venue on Congress Street. There are grossly inadequate plans for parking to accommodate the 3000+ people the facility could host. The city cannot keep allowing development that does not provide for parking. Although I know the hope is that we will move away from being car-dependent, the fact of the matter is that most people here still use and need their cars. It would be an incredible imposition on those who work or live downtown to allow this development to go forward.

Thank you.

Sincerely, Tina Schneider (162 Edwards Street, Portland)

Carter Frank <cfrank@portlandmaine.gov>

No Live Nation Entertainment

1 message

Aidan Mcpherson <mcphersonaidan@gmail.com> Tue, Mar 25, 2025 at 10:54 AM
Reply-To: mcphersonaidan@gmail.com
To: planningboard@portlandmaine.gov

To the folks at Portland City Hall,

Live Nation Entertainment was sued last year by the Justice Department for antitrust violations. Paying out $20 million, Live Nation Entertainment was found guilty of misleading investors about their non-competitve practices: charging inflated fees, needlessly bundling services, and bullying venues that chose ticketing vendors other than Ticketmaster. This is the same Live Nation Entertainment that flopped during the Taylor Swift ticket sales, enraging fans and investors alike.
Portland has no shortage of eager and exciting local venues, nor does it have any lack of musical artists. To snub both our businesses and artists would be shameful. More than that, a Live Nation Entertainment venue would funnel local money out of Portland. Instead of tickets paying towards the local venue and artists, the price and fees are swimming away to investors and corporate entities elsewhere.
There's really no good reason to bring Live Nation Entertainment to Portland. We've got plenty of local venues for our artists that people enjoy going to and being a part of. To me, the last thing we need is some huge, ugly, impersonal venue that's going to charge inflated ticket prices and threaten our businesses. Keep Maine local. Keep Maine great.

With hope,
Aidan McPherson

Carter Frank <cfrank@portlandmaine.gov>

Planning Board meeting tonight

1 message

Tim Sweeton <tim.sweeton@gmail.com> Tue, Mar 25, 2025 at 10:54 AM
Reply-To: tim.sweeton@gmail.com
To: planningboard@portlandmaine.gov

Good Morning,

My name is Tim Sweeton, I'm a resident of district 5 in Portland. I'm writing to express my opposition to the proposed new music venue in Portland.

I'm coming to you as a live music fan, but more importantly a resident of Portland, a downtown worker, and someone who wants to maintain the integrity of Portland. I spoke at the City Council meeting last week and asked the councilors a specific question, and I ask the same of you: Is this necessary? Is it worth adding more traffic to an already uncomfortable traffic situation on the peninsula (especially in the summer)? Is it worth bringing 3,300 more people to the peninsula on a Friday night in July when there is a show at Merrill, a cruise ship in port, a show at Portland House of Music, and when our restaurants and hotels are already full? We have so many venues as it is, and Live Nation's priority is and always will be to squash the competition so they can continue their monopoly by owning the venues, the artists, the booking agents, and the ticketing company. It's been shown time and time again what they do - within 5 years of opening, there will be no more Merrill Auditorium (where my tax dollars have paid to maintain and upgrade the venue), no more State Theatre, no more Portland House of Music, no more Thompson's Point, etc. It's a slippery, downhill slope that we're heading down if this goes through.

I also asked the councilors last week, and I'd like to ask the same of you: Why is there no WalMart downtown? Why no McDonalds? From an outsider's point of view, I'd like to think it's because the city doesn't want a monopolistic corporation to come in and put every mom and pop shop and quick service restaurant out of business. Am I far off here? If that is the case, then why allow Live Nation? They are the WalMart of venue owners, and while they may make it look good in a proposal, please don't get caught up in that.

With nowhere to park, no realistic way to control the influx of traffic, and especially ZERO need for this in town, I'd like to respectfully ask that you take a step back, do some very good research, and then decide if this is what Portland needs. Once you do, I'm confident that you'll see what it seems like lots of others in Portland see: this is unnecessary, and will do nothing but add to our woes of no parking, bad traffic, and no housing (where are all of these people who Live Nation claims they'll pay $20/hr live? We all know there is no place within 30 minutes of Portland they can afford!)

Thank you for your time.

Respectfully,

Tim Sweeton

Summit St, Portland 04103

Carter Frank <cfrank@portlandmaine.gov>

Live Nations is a parasite!

1 message

JamieB <jamie.a.beals@gmail.com> Tue, Mar 25, 2025 at 10:37 AM
To: planning@portlandmaine.gov

Hello,

Please please reconsider plans for this overly large venue for the top of the old port spot. Portland doesn't need this and it will eventually push smaller local venues out of business. We also already have no place to park - even if it has underground parking, this will make it worse.

Stop this trash company from setting up shop in Portland.

Thank you,
Jamie Beals
Portland resident
04101

Carter Frank <cfrank@portlandmaine.gov>

Live Nation Venue

1 message

grace bedwell <tarnanstrich@gmail.com> Tue, Mar 25, 2025 at 11:08 AM
To: planning@portlandmaine.gov

Hello,

I am a musician who lives in Portland, and I am writing this email to OPPOSE the Live Nation venue. As developers are always looking for investment opportunities to turn into wealth (which will not trickle down to local and regional performers), the smaller venues and artists are contributing their time, energy, and often their own money to build community, accessibility, and freedom of expression. If Portland wants to be seen as a city which values and builds its reputation as a haven for artists, you need to be on the side of the artists. What you do to show opposition to culture, art, and community, is make resources available to scam corporations that have been sued by the government. The Lawsuit "alleges that Live Nation-Ticketmaster unlawfully exercises its monopoly power in violation of Section 2 of the Sherman Act " as per the Justice Department website.

.
Thank you,
Grace Bedwell

Carter Frank <cfrank@portlandmaine.gov>

Opposition to Proposed LiveNation Concert Venue

1 message

Natalie Bolea <natalie.bolea01@gmail.com> Tue, Mar 25, 2025 at 11:09 AM
Reply-To: natalie.bolea01@gmail.com
To: planningboard@portlandmaine.gov

To whom it may concern,
Hello. I am writing to you today to voice my opposition to the proposed LiveNation concert venue.
Portland's local, independent music scene is one that I, as well as a large number of my friends and colleagues, are extremely proud to be a part of. Independently owned music venues, as well as local arts presenters, enrich and provide for our community in ways that large corporate venues cannot. LiveNation is a multinational corporation that is currently under federal investigation. Across the country, this corporation has contributed to closures of local venues, local performers losing opportunities, and profits being funneled out of local economies. I, and many others, do not want this happening to the Portland music and arts scene. Please, please, hear our concerns for the independent venues, artists, and everyone who would be affected by this unnecessary development. Please put the people of Portland, the talented artists and bands who keep the local scene alive, and the wonderful local venues, before massive corporations who only care about squeezing as much money as they can out of the aforementioned folks. I am adamantly against this development, and I hope that the concerns of this project will speak louder than the dollar signs surrounding it. Thank you for your time.

Natalie Bolea

Carter Frank <cfrank@portlandmaine.gov>

Live Nation Venue march 25 2025

1 message

Meredith Connor <meredithconnor00@gmail.com> Tue, Mar 25, 2025 at 11:24 AM
Reply-To: meredithconnor00@gmail.com
To: planningboard@portlandmaine.gov

I hope this letter finds you well. I am writing to express my strong concerns regarding the proposed development of a new Live Nation venue in our city. While I understand the potential benefits such a venue could bring, I believe it is important to consider the broader and long-term negative impacts of allowing a corporation like Live Nation to establish a presence in our community.

Here are several reasons why I believe this venue is not in the best interest of our city:

1. **Corporate Monopoly and Lack of Local Control**: Live Nation, as a large corporate entity, has a history of dominating the live music and entertainment industry. This stifles local talent, independent promoters, and smaller venues, ultimately leading to a homogenized cultural experience that prioritizes profit over diversity and artistic expression. The city's cultural scene could suffer when corporate interests dictate what events are held and who gets to perform.

2. **Negative Economic Impact**: While a new venue may bring in short-term profits, evidence suggests that large corporations like Live Nation often take the majority of the profits out of the local economy. Local businesses, such as restaurants, shops, and hotels, may see less benefit than expected, as the major revenues generated from these events often go to corporate pockets rather than staying within the community.

3. **Noise and Traffic Disruption**: A large venue operated by Live Nation could significantly disrupt the surrounding area. Live concerts often bring in large crowds, resulting in increased noise levels late into the night, and creating major traffic congestion that could affect local residents, businesses, and public services. This type of disruption can lower the quality of life for nearby residents and pose challenges for law enforcement and emergency services.

4. **Environmental Impact**: The construction and operation of a large entertainment venue can also contribute to environmental degradation. From increased waste generation to the carbon footprint of events, a new Live Nation venue could negatively impact our city’s sustainability goals. The extensive infrastructure required to support the venue may also contribute to overdevelopment, decreasing green spaces and exacerbating urban sprawl.

5. **Prioritizing Profit Over Community Well-being**: Live Nation's track record of prioritizing profits over the needs of the community raises concerns. Issues such as high ticket prices, lack of affordable entry points for local residents, and a general disregard for the long-term cultural impact of their venues point to a focus on corporate interests rather than fostering an authentic, diverse, and accessible entertainment scene for all residents.

I urge the city planning department to carefully reconsider the approval of this venue. Instead, we should be supporting independent and locally owned spaces that can provide a wider range of cultural, musical, and social experiences for our community without the monopolistic influence of large corporations like Live Nation.

Thank you for your time and consideration. I hope you will take these concerns into account when making your decision

8:47 AM (7 minutes ago)

Abby Fuller <fullerwollman@gmail.com>
to planningboard@portlandmaine.gov

Dear Planning Board,

I vehemently oppose approving Live Nation's proposal to build a 3,300 person life venue downtown. The primary reason is that the parking and traffic congestion would be atrocious. It's already difficult to find parking spaces downtown, and this would make it astronomically worse. In addition, local restaurants and hotels are already well supported by tourists. Finally, the existing smaller local venues for musical acts are pleasant places and are sufficient for a city of our size. If people want to see major performers, they can - and do - go to Boston or the summer outdoor festivals.

Thank you,

Abigail A. Fuller

Carter Frank <cfrank@portlandmaine.gov>

Letter of Reference, Don Law, Chairman of Live Nation

1 message

Aleksandra Tugbiyele <ATugbiyele@baafdn.org> Tue, Apr 1, 2025 at 12:10 PM
Reply-To: atugbiyele@baafdn.org
To: "Planningboard@portlandmaine.gov" <Planningboard@portlandmaine.gov>

Good afternoon Members of the Planning Board, City of Portland,

I am reaching out on behalf of Denella J. Clark, President and CEO of the Boston Arts Academy to share a reference for Don Law, Chairman of Live Nation. Attached, please find Ms. Clark's letter of reference, and her direct contact information for any questions.

Thank you for your time and consideration.

With kind regards,

Aleksandra Tugbiyele

Aleksandra Tugbiyele (2-B-L-A), she/hers

Chief of Staff and Board Clerk

Boston Arts Academy Foundation

(617) 943-9209 * atugbiyele@baafdn.org

BOSTON ARTS ACADEMY FOUNDATION

126 Brookline Avenue, 3rd Floor, Boston, MA 02215

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D. Law Reference to Planning Board from Denella J. Clark.pdf
252K

BOSTON ARTS ACADEMY FOUNDATION

Denella J. Clark
President and CEO

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Sandra Gordon
Founding Chair

March 31, 2025

Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

Dear Planning Board Members David Silk, Austin Smith, Marpheen Chann, and Brandon Mazor,

It is with great pleasure that I write on behalf of Don Law, a great neighbor, supporter, and partner of the Boston Arts Academy Foundation (BAAF), and students of the Boston Arts Academy (BAA). Located across the street from the MGM Fenway Music Hall, BAA is the only public high school for the arts in the city of Boston.

I met Don in 2019 when the MGM Fenway was preparing for their grand opening. Don reached out to me, wanting to learn more about our students and to invite them to perform during their opening weekend. I am excited to share that the BAA students made history that weekend as the first performers on the MGM Fenway Music Hall's stage.

Don's support of our students did not stop there- our partnership has brought more performance opportunities for our students, as well as internships. The MGM has even hosted the Graduation exercises for the Class of 2023.

In October of 2024, Don was recognized for his contributions to the arts, specifically in Music, by the Board of Directors and the entire BAAF Community at BAA HONORS, our signature event and largest annual fundraiser recognizing individuals who are leaders in our community and celebrating the talents and hard work of our student performers. This annual celebration of the arts benefits BAA where, as a full-inclusion school, we serve nearly 500 students each year who represent the diversity of Boston's 23 neighborhoods, with approximately 90% identifying as Black, Latinx, Multiracial, or Asian.

Don and the MGM team welcomed the Foundation and more than 550 of our supporters to the MGM last year for HONORS. He also helped us secure a guest appearance by James Taylor, who invited our students to perform with him on the MGM stage. After the event, Don supported the establishment of scholarships for our students interested in pursuing a music and arts education.

Don's commitment to our students and the Boston Arts Academy Foundation is remarkable. I believe that Philanthropy, by definition, is the love of humankind. Here at the Boston Arts Academy Foundation, we know that talent is equally distributed within our community, but opportunity is not. Don's work as a champion for the students of BAA and Boston Arts Academy Foundation embodies philanthropy and love in all forms.

I can unequivocally attest that Don Law and Live Nation would be a great addition to your community. If you have any additional questions, please do not hesitate to contact me directly at (617) 650-3434 (Cell) and dclark@baafdn.org.

With warmest regards,

Denella J. Clark
President and CEO
Boston Arts Academy Foundation

126 Brookline Avenue
3rd Floor
Boston, MA 02215
T 617.650.3434
baafdn.org

From: Andres Llorente <andresfllorente@googlemail.com>
Date: Thursday, March 27, 2025 at 8:38:23 PM UTC-4
Subject: No to Ticketmaster/Live Nation
To: planning@portlandmaine.gov <planning@portlandmaine.gov>

Again, this seems like a no-brainer but I still worry the City of Portland will find a way to make a terrible decision.

Ticketmaster Live Nation is a heartless greedy monopoly that does not embody the values of Portland, Maine. Please do not let them construct a totally unnecessary venue and accompanying parking lot in downtown Portland. That site is better used for a restoration of Lincoln Park to its original glory and badly needed housing. The proposal is a waste of valuable space that would compete directly against the more local State Theater, Civic Center, Aura, and Merrill Auditorium...essentially pitting the city against itself.

It is shameful that you have even let it get this far.

NO to Ticketmaster Live Nation. Now and forever.

Think local. Think community.

Andres Llorente
61 Sherman Street

Carter Frank <cfrank@portlandmaine.gov>

Opposition to Live Nation

1 message

afahraymusic <afahraymusic@gmail.com> Tue, Mar 25, 2025 at 1:42 PM
Reply-To: afahraymusic@gmail.com
To: planningboard@portlandmaine.gov

Hey Planning Board,

The whole thing with Live Nation building a venue here like naahhh. I oppose that.

Thank you,
Angie

Carter Frank <cfrank@portlandmaine.gov>

3,350 seat venue opposition

1 message

'Ashley Beaupre' via Planning Board <planningboard@portlandmaine.gov> Tue, Mar 25, 2025 at 1:50 PM
Reply-To: ashley.beau@icloud.com
To: planningboard@portlandmaine.gov

Dear Planning board,

As a long time Portland resident, I have witnessed firsthand how much gentrification has hurt our community and economy.

I would like to make my concerns about the live nation partnership to open a new large venue known. I do not support this, this would be incredibly detrimental to our small local musicians & venues.

Please remember to support the people who are trying to live and survive here, the ones who are trying to keep Portland great. Do not allow a major company to funnel money out of our already struggling community.

I’m begging you to please support the people of Portland and deny this project from happening.

Ashley Beaupre
Portland resident of over 10 years.

Bessie Sandberg <bessie@rootedentertainment.com> Mar 25, 2025, 5:27:49 PM (15 hours ago)

to Planningboard@portlandmaine.gov

To whom it may concern;
As a concert goer and production company owner, i fully and wholeheartedly oppose the live nation development in Portland Maine.
Please keep venues local and support our local artists!!!
-With all my love and support for healing and connecting through music,

Bessie Sandberg
Rooted entertainment
Vermont

Carter Frank <cfrank@portlandmaine.gov>

Comments on Portland Music Holdings application, PL-003197-2024

1 message

'Brian Rayback' via Planning Board <planningboard@portlandmaine.gov> Thu, May 1, 2025 at 1:23 PM
Reply-To: brayback@pierceatwood.com
To: "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>
Cc: "TGoldenfarb@ramcompaniesusa.com" <TGoldenfarb@ramcompaniesusa.com>, "Anastasia Contos (ancontos@yahoo.com)" <ancontos@yahoo.com>

Dear Chair Mazer and Members of the Planning Board,

Please find attached comments from our client, Top of the Old Port Parking, on the pending application of Portland Music Holdings. We look forward to discussing this further with all parties involved.

Kind regards,

Brian Rayback

Brian M. Rayback
Chair, Environmental & Land Use Practice Group
PIERCE ATWOOD LLP

Merrill's Wharf
254 Commercial Street
Portland, ME 04101

PH 207.791.1188
FAX 207.791.1350
CELL 207.653.0717

brayback@pierceatwood.com

BIO ▸

This e-mail was sent from Pierce Atwood. It may contain information that is privileged and confidential. If you suspect that you were not intended to receive it please delete it and notify us as soon as possible.

Visit our **ENViromation Center**

2025-05-01 Letter to City of Portland PB re Comments on Portland Music Holdings Pending Application(18120052.1).pdf
190K

May 1, 2025

VIA EMAIL
planningboard@portlandmaine.gov

Chair Brandon Mazer & Members of the Planning Board
City of Portland
389 Congress Street
Portland, ME 04101

Re: 385 Congress Street – Live Nation Music Venue
PL-003197-2024

Dear Chair Mazer and Members of the Planning Board:

We write to offer comments on the pending application of Portland Music Holdings, LLC, for the Live Nation music venue at 385 Congress Street. A portion of the project site – where tractor trailer trucks will enter and exit the music venue – is located across from the only entrance and exit to our parking facility on Pearl Street, Top of the Old Port Parking. Although we do not oppose the project, we are concerned about the impact of the project on our operations, which on an average day support the needs of over 700 individuals coming to the city. We respectfully ask that the Planning Board consider what we believe are several reasonable steps to mitigate the potential traffic and safety impacts of the project, both during construction and during regular operations, on our business and the surrounding neighborhood.

I. Ordinance Framework

As an initial matter, we note that the transportation standards in the Land Use Code provide that the applicant must demonstrate that its project does not create safety hazards from vehicular traffic or significantly increase traffic congestion and must also generally ensure that the project provides safe access that does not conflict with existing turning movements or traffic flows.

First, under Section 13.6.1.A:

> The provisions for vehicular loading and unloading, parking, and vehicular and pedestrian circulation on the site and onto adjacent public streets and ways and the incremental volume of vehicular . . . traffic will not:
>
> 1. Create or aggravate any significant hazard to safety on the surrounding street network.
>
> 2. Substantially increase congestion on any street without mitigation proportionate to the level of impact.

Second, under Section 13.6.1.B(1), the following standards also apply:

> a. All development subject to this article shall provide safe and reasonable access . . . .
>
> e. Points of access and egress shall be located to avoid conflicts with turning movements and traffic flows.

In short, the Planning Board has discretion to ensure that new projects do not create undue congestion or safety problems due to vehicular traffic.

II. Comments on Application

The primary impacts of the proposed music venue on the Top of the Old Port will occur during both its construction phase and during the course of its regular operations. The most substantial impacts will be because of traffic on Pearl Street. The venue proposes two off-street parking spaces for tractor-trailer trucks that will be accessed from Pearl Street, almost directly across from the existing entrance and exit to the Top of the Old Port. Further during construction substantial improvements to infrastructure beneath Pearl Street are required that will no doubt cause material street closures. As discussed in greater detail below, we have two basic concerns about these impacts. First, during construction, we ask that traffic flow not be interrupted on Pearl Street. Second, once the facility is operational, we ask that the Planning Board consider ways to ensure that the tractor-trailer parking does not unduly interfere with traffic flow on Pearl Street or otherwise create a safety hazard.

With respect to the construction process, we understand that the applicant's filings require upgrades to certain underground utility infrastructure, such as for water, sewer, and stormwater, on Pearl Street. Given that the only access and egress to Top of the Old Port is via a curb cut on Pearl Street, we recommend that the applicant be required during construction to keep at least one lane of traffic flowing at all times, and to otherwise minimize the disruption to traffic from shutting down or restricting use of the local roadways. As one option, the work might be required to occur at nighttime, when traffic is typically greatly reduced. At a minimum, we would ask that the work not be done during the morning (7:30-9:30 AM) or afternoon (3:30-5:30 PM) rush hours. Otherwise, we are concerned that our customers will be unable to enter or exit our parking lot or otherwise find long delays when they try to do so. That would effectively shut down our operations on such days.

Additionally, the placement of the crane on Cumberland Avenue will restrict traffic flows on a major access road to not only our business but Portland as a city. The project proponents would appear to have access to ample land that allows for off-street placement of the crane. The entirety of the former Press buildings, including the portions of the land retained by Reger Dasco, will be demolished for the purpose of this project's construction, benefiting both landowners, and making available open space to place the crane off-street. It seems appropriate to ask the property owners benefiting from the development to bear the burden of hosting the crane on their own vacant land rather than to have others in the city to bear the nuisance and economic impact of the crane.

With respect to the operation of the venue once it is built, we are particularly concerned with the impacts of tractor-trailer trucks trying to park in a small area at the venue from the relatively narrow Pearl Street. The turn radius analysis provided by Sebago Technics reflects a difficult set of maneuvers that requires the drivers to cross the yellow line into opposing traffic. As depicted in the turn radius analysis these will be difficult maneuvers that will block traffic in both directions, presenting safety issues given the lack of room for the existing traffic to move out of the way. As is the standard safety practice amongst traffic engineers when a maneuver crosses the yellow line into opposing traffic, we think it is appropriate to enforce the typical steps to ensure traffic safety – restricted hours and possibly a setback of the garage entrance.

- We believe that more information is required to evaluate the turning radius for the trucks entering and exiting the venue. Fundamentally, can the trucks consistently turn into the site from Pearl Street without causing safety issues or congestion? The turning plan provided in the application materials seems to show that it will be challenging to make the turn both into and out of the site, and that it will take a significant amount of space on Pearl Street to do so by blocking two lanes at a time nearly to the intersection of both cross streets (Cumberland Avenue and Congress Street). This seems likely to require expert drivers and plenty of patience from other vehicles on the street, if it can be done at all. The site may need to be redesigned to provide more room for these maneuvers. There should also be a plan, akin to what has apparently been presented for the tour buses on Myrtle Street, for temporary traffic control measures and on-site personnel to stop or shift traffic, as needed, while vehicles are entering and exiting the site.

- We recommend that tractor-trailer trucks be limited to entering and exiting the venue during nighttime hours only (9:00 PM to 6:00 AM), as we understand may be done at Merrill Auditorium already. This will ensure that the difficult movements required to enter and exit the facility will have the least disruption to traffic on Pearl Street and the surrounding area, which will necessarily improve safety.

We appreciate your consideration of our perspective and look forward to continuing to work with you on this project. Please do not hesitate to contact me directly at ancontos@yahoo.com or (617) 834-1936 if you have any questions.

Sincerely,



Anastasia Contos
Manager

cc: Todd Goldenfarb, Portland Music Holdings
Brian Rayback, Pierce Atwood

Cam Jones camjones0@gmail.com via portlandmaine.gov 11:56 AM (1 hour ago)
to Planningboard@portlandmaine.gov

Hi there -

My name is Cam Jones, I am a musician, a photographer, and most importantly a born and bred Portlander. I have been an active and contributing member of our arts scene since I could set foot in a bar. I've played just about every venue in this city several times over, I have taken photos of musicians on those stages, I go as a fan, I go because they are owned, operated, and employ my friends and people I care about.

The proposed venue of this size is something that our small city and state cannot sustain, I am not saying this as a member of a team who is opening a mid sized club in the fall of this year, I am saying it as a concerned citizen who has been priced out of the city I grew up in. Since the announcement of this proposal I have seen zero public market research but yet countless comments online of people asking why something this size is needed, and many comments pining for a smaller venue like the now closed Port City Music Hall which held around 5-600 people.
The constant comparison to Boston does not make sense in a city our size as well. The greater Boston area currently has 4 MILLION people which gives way for Live Nation, Bowery, and independent venues to coexist. Even the state of Maine cannot sustain a venue run by a cooperation this size and have an ecosystem where each existing venue can run as is.
This is not "competition". This is Walmart. This is Amazon.

As far as I know there is no plan for true parking solution in this proposal. That is absolutely asinine. While the portland peninsula may be very walkable, that only would account to a small % of the people who would actually attend a show on a regular basis. Ride shares are hardly worth it due to surge pricing, and our public transpiration as it stands is very poor. Most people coming into Portland drive their cars.

In my time as a touring musician I've played shows in towns that used to have an incredible local ecosystem of artists and venues with a dedicated audience that would come out in support no matter what. More recently these towns have been injected with outside money by larger, unchecked monopolies (i.e. Livenation) which in turn gentrifies the community and pushes the people who made these places appealing to begin with. Does that sound familiar?

In recent years, per votes by some people on this planning board and city council, this city has become harder and harder to live in, open, operate, and sustain a business and approving this will make it even harder, property values and taxes will go up. Thus higher rents which are unattainable already for many creative and working class propel.

I know my statements are not necessarily going to be considered by the planning board and
I don't mean to sound condescending but music is not a novelty nor a luxury it is the livelihood for myself, and the lionshare of the people in this room who DO NOT WANT THIS unchecked corporation further taking away everything we have dedicated our lives to.

I implore you to make a wise decision for the people who are still doing the good work in this city. Please acknowledge that they made this city appealing enough for a multi billion dollar corporation to want to build a massive tax write off with no parking. Please vote in the interest of YOUR constituents and not the supposed bottom line that is hardly a promise

Caroline Hadilaksono chadilaksono@gmail.com via portlandmaine.gov May 15, 2025, 7:14 PM (13 hours ago)

to pali, smichniewicz, wpelletier, abullett, planningboard

Clare Hannan & Steve Von Vogt <hannanvonvogt@gma… Mar 25, 2025, 4:43:45 PM (15 hours ago)

to Planningboard@portlandmaine.gov

Dear Planning Board Members:

We want to express our concern about the proposed development directly across from Merrill Auditorium. As residents of Portland and patrons of many local concert venues, we are concerned about a development of this scale directly adjacent to Merrill Auditorium. We are concerned about traffic and parking in an area so dense. We urge the Planning Board to carefully consider this development's effect on the downtown district and existing local venues and the quality of our downtown environment.

Thank you for your consideration.

Clare Hannan & Steve Von Vogt
19 Lennox Street
Portland, ME 04013
Mobile & Text: 207-671-7942

mercier.erica@gmail.com <mercier.erica@gmail.com> Mar 25, 2025, 7:46:27 PM (12 hours ago)
to planningboard@portlandmaine.gov

Good evening,

I write to you as a fourth generation Mainer, born and raised in the greater Portland area and who currently owns a home in Gorham. I am writing to express my concerns over the proposal to build an enormous live nation venue in downtown Portland.

The majority of the people who live in this community do not support this proposal. We do not want a company that has a monopoly to put local venues that have been in this community for decades out of business. We need affordable housing, not an overpriced music venue. There is no plan for parking when parking is already incredibly difficult downtown. If you actually represent the interests of the people in this community, you cannot approve this project and construction of this venue.

I urge you to reconsider approving this project and listen to the needs of the people not the greed of a corporation.

Thank you,
Erica

Hana Zoe Rosenfield <hannah.zoe.rosenfield@gmail.c… Mar 25, 2025, 5:35:18 PM (15 hours ago)

to planningboard@portlandmaine.gov

Hello! I am a Portland resident and I am reaching out to express my strong opposition to the proposal to build a Live Nation venue. This will be detrimental to the local music and events scene, and I believe would bring closures to multiple venues in the city, which would then lead to less opportunity for the many small acts of Portland, and also lead to less profits from these events to be funneled back into the Portland economy. Please consider the significant negative impacts this would bring. Thank you for taking the time to read my plea!

Hannah Rosenfield

Mar 25, 2025, 4:21:23 PM (16 hours ago)

Hannah Watson <hannahwatson114@gmail.com>
to planning@portlandmaine.gov

Hi there,

I attend numerous concerts in Portland every year and am opposed to the Live Nation venue. They have shown in other cities to cripple the local music scene. Do not sell out Portland to them.

Hannah Watson

Carter Frank <cfrank@portlandmaine.gov>

Opposition to Live Nation Venue

1 message

Jackie Schrader <schrader.jackie@gmail.com> Tue, Mar 25, 2025 at 12:47 PM
Reply-To: schrader.jackie@gmail.com
To: planningboard@portlandmaine.gov

To Whom it May Concern,

I am voicing my concern for our local musicians and venues with the proposition of building a Live Nation venue. Live Nation monopolizes the concert industry and often charges fees that are not feeding the local economy but rather the conglomerate itself. It restricts artists from using its venues unless the artist agrees to use its promotion services and is currently being sued by the DOJ for this reason. This threatens artistic autonomy and supports the monopolization of the music industry which already grossly underserves its artists. Live Nation and Ticketmaster demand excessive extra costs for processing fees and ticketing that make music unaffordable and unattainable for many people. While it may draw in tourists (which i understand are important for our economy as well but am wondering how we can support our local musicians to be a draw for them instead) it could seriously impact the ability of locals to access affordable entertainment. And then who are we serving? I vehemently object to the building of this venue. Please don't make the pockets of this immoral company bigger and take money away from artists and music lovers alike.

Best,
Jackie Schrader

4:23 AM (4 hours ago)

saco9@gwi.net <saco9@gwi.net>
to mdion@portlandmaine.gov, rphillips@portlandmaine.gov, planningboard@portlandmaine.gov

Hello Mayor Dion and Councilor Phillips,

Simply put as previously stated, the public's business/access is conducted on Myrtle St and for that matter the parking spaces around City Hall.

My hope is that a developer would not look to burden citizen access and keep activity to their property, no matter who it is.

Take care!

Jamie Willey
186 Caleb St.
(off-peninsula person)
Cell: 207-272-7674

cc: Planning Board

Carter Frank <cfrank@portlandmaine.gov>

Fwd: Portland Music Hall

1 message

Jay York <jay@jayyork.biz> Tue, Apr 1, 2025 at 3:09 PM
Reply-To: jay@jayyork.biz
To: Mark Dion <mdion@portlandmaine.gov>, Sarah Michniewicz <sarahmichniewicz@me.com>, Pious Ali <pali@portlandmaine.gov>
Cc: planningboard@portlandmaine.gov, citymanager@portlandmaine.gov

Begin forwarded message:

From: Jay York <jay@jayyork.biz>
Subject: Portland Music Hall
Date: April 1, 2025 at 12:32:42 PM EDT
To: Todd Goldenfarb <TGoldenfarb@ramcompaniesusa.com>
Cc: Robert Sylvain <robertsylvain@icloud.com>, development@baysideportland.org

Todd,

PSO and Portland Ovations' publicly stated concerns about parking issues in Bayside related to Mile Marker Investment's proposed music venue is so hypocritical of them. Their events have created on-street parking issues in Bayside for decades and they've ignored them. Neither of them have spoken out against Redfern's 325 unit apartment building to be built on the peninsula (Washington Avenue) with only 11 parking spots. Why should your business be held to a different standard than that business. In terms of your partnership in this project with Live Nation and the fierce opposition focused on that by downtown music venues I understand their concerns but think they are unfounded. In other cities (like Austin, TX) where Live Nation has a venue the music scene has flourished. Look forward to seeing this wonderful addition to the neighborhood, city, and southern Maine happen.

Jay York
34 years as a Bayside resident and business owner

Jeannie Doherty <jeandoherty16@gmail.com> Mar 25, 2025, 11:35:39 PM (9 hours ago)

to planning@portlandmaine.gov

Hello!

I've been seeing news about the city of Portland opening a new venue presented by Live Nation in Portland ME. As a citizen of Portland and of Maine for my whole life, this is disappointing to me, and to many others. The local Portland music scene has been something that has set the city apart for decades. With the rise of rent prices and more and more expensive restaurants making things nearly impossible for small local businesses to keep up, it's important to keep some of that locality alive. Respecting the local music scene is important to so many people, please reconsider opening this venue, as it could close down smaller venues for good.

Sincerely,
A concerned Portland citizen

Carter Frank <cfrank@portlandmaine.gov>

Proposed Event Venue - Myrtle Street

1 message

Jennifer Whitley <jenwhitleyjw@gmail.com> Tue, Mar 25, 2025 at 2:35 PM
Reply-To: jenwhitleyjw@gmail.com
To: Planningboard@portlandmaine.gov

Good afternoon,

I'm reaching out to share my concerns of the proposed Live Nation-Ticketmaster event venue. I have lived in Portland for 26 years and over the past five years I have watched the traffic grow in this small city due to rapid and increased development. In the last two years the traffic has caused congestion, not only downtown, but on 295 North and Southbound. The proposed venue would cause problems for our already overwhelmed city's infrastructure, as well as possibly increasing safety risks to pedestrian and bicycle traffic. If shows at Merrill Auditorium, Cross Insurance Arena, and this proposed venue were all held on the same night, it would be gridlock, not to mention cause noise and air quality issues. I live near an incredibly busy intersection and I no longer feel safe crossing the street due to increased traffic in my own neighborhood. Let's hold a better vision for the future of Portland, not just a parking lot full of cars waiting to get into a venue no one wants or needs, which lines the pockets of those who do not have our city's best intentions in mind.

Thank you for your time,
Jen Whitley

Please Reject Live Nation's Venue Proposal

1 message

Jennifer Jackson <theartgoddess@gmail.com> Tue, Mar 25, 2025 at 2:49 PM
To: planning@portlandmaine.gov

Hello, I am writing in as I am not able to attend the meeting this afternoon at Portland City Hall, but I am in opposition of the new music venue. I lived in Portland for many years, and still live locally in Westbrook. There are enough venues in town and in the surrounding area, and that part of the city is already SUPER congested. It will take away much needed parking and we simply don't need a new venue, let alone one that is in partnership with Live Nation. We need to help support and foster the local music community and help bring in bands to the existing venues that we all love and adore.

Thank you for your time, I go to a lot of shows in the area and everyone I know is in opposition of this, so I hope the right thing will be done here.
~Jennifer Jackson
207-615-6333



jesse hoefer <jessehoefer@gmail.com> Mar 25, 2025, 10:01:11 PM (10 hours ago)
to planning@portlandmaine.gov

Hello,

My name is Jesse Hoefer and I am strongly opposed this potential live nation venue. The city of Portland has many great venues run by locals. There is no need to bring a corporate venue run by live nation into our city. This will not only be harmful to the local economy, it will be detrimental to the music and arts scene that is already flourishing. They claim it will create 250 jobs, but it will also take away already existing jobs. Not to mention the negative effects this venue would have on the already atrocious parking conditions.

Instead of building yet another monstrosity, why not invest into the already existing music community? Support local artists and venues.

This proposed live nation venue is, plain and simple, a very bad idea!

As an active member of the Portland music industry, I am vehemently opposed to live nation. They do not belong in our city. We do not need their venue. I urge you to spend some time and come out to an event at Genos, Blue, Space Gallety, Portland House, or the Apohadion. Just to name a few. See for yourself and experience our beautiful community before you disrupt and destroy it.

Live Nation does not belong here. We do.

Concern over large performance venue

1 message

Jessica Hoffmann <jesshoff12@gmail.com>
Reply-To: jesshoff12@gmail.com
To: planningboard@portlandmaine.gov

Thu, Apr 24, 2025 at 10:19 AM

Dear Planning Board members
I write to you as a concerned citizen regarding the proposed plan for a new large performance venue project in Portland.

The plan to build a 3,300-seat venue in partnership with Live Nation, just across the street from Merrill Auditorium, raises serious concerns in Maine, beyond just the greater Portland area. Live Nation is a multinational corporation currently under federal investigation for anti-competitive practices that harm local venues and performers. Its presence in Portland threatens our state's vibrant, independent arts community by introducing a corporate monopoly into a space that has long thrived on local creativity and grassroots support.

I virtually attended the March 25 Planning Board workshop, and it is clear that Portland's current infrastructure, and the infrastructure proposed in this plan, is not equipped to handle the increased strain such a large development would place on the city. From traffic congestion to resource allocation, the consequences could be significant and long-lasting. Like many others, our household regularly commutes into Portland to work music gigs and to attend shows. This proposal fails to account for the reality that a significant portion of concertgoers, artists, and many of those employed in the city, live outside city limits and are not within walking distance or served by reliable public transportation. Furthermore, at the last meeting, the owners of Top of the Old Port parking lot commented they already fill to capacity when Merrill Auditorium has concerts. That doesn't even take into consideration the parking strain the city has when other events are happening at State, Cross and other smaller venues.

Maine's cultural identity is rooted in its independence. The livelihoods of countless local artists, small venue operators, and residents depend on keeping our arts community free from corporate control. I respectfully ask the Planning Board members to seriously consider the impact and harm it will cause to the city and take up the offers to experience the parking struggles Merrill already faces in high traffic times.

Sincerely,
Jessica Hoffmann
Auburn, ME 04210

Jonathan Cohen

Cohen Properties

241 US Route 1

Falmouth, Me 04105

March 25, 2025

RE: Portland Music Hall

Dear Portland Planning Board Members,

I am writing to offer my full support of the proposed Portland Music Hall project. A venue such as this will be a tremendous boost to the region's economy 12 months per year. This is a great continuing addition to the Wex Headquarters, the Roux Institute current and future buildings and campus as well as the strength and growth of Portland. It will provide additional year round business for the hotels, restaurants, art museums and tourist attractions, especially in months that are normally very slow. This venue will complement the others in town as it is a different size attracting different artists. The project is within the Entertainment Overlay District and this type of use was exactly what was envisioned for this area. As I understand this, they are not asking for any waivers and the use is by right, I strongly support passage of this project.

Thank you,

Jonathan Cohen, Cohen Properties LLC





Justin J <justin.jcqs@gmail.com>
to planningboard@portlandmaine.gov

Mar 25, 2025, 9:09:37 PM (11 hours ago)

To the Portland Planning Board,

I am writing to express my strong opposition to the proposed Live Nation venue in Portland.

Live Nation has a well-documented history of monopolistic practices that have adversely affected local arts communities and independent venues. The U.S. Department of Justice has filed an antitrust lawsuit against Live Nation, alleging that the company has illegally monopolized markets across the live concert industry, harming competitors, artists, and consumers alike. Additionally, Live Nation's control over ticketing through its subsidiary, Ticketmaster, has led to inflated ticket prices and limited consumer choice.

Portland's cultural identity thrives on its independent spirit and vibrant local venues. Allowing Live Nation to establish the proposed venue would likely destabilize the existing arts ecosystem, potentially leading to the closure of cherished local spaces such as the State Theatre and SPACE. This would not only homogenize our arts scene but also divert revenue away from local businesses and artists, consolidating it within a corporate monopoly.

I urge you to reject this proposal to protect the integrity and diversity of Portland's arts community.

Sincerely,

Justin Jacques

Carter Frank <cfrank@portlandmaine.gov>

Comment - Livenation venue

1 message

Kate Istomina <kisstomina@gmail.com> Tue, Mar 25, 2025 at 1:31 PM
Reply-To: kisstomina@gmail.com
To: planningboard@portlandmaine.gov

As a local musician and someone who truly values the charm of Portland, Maine, I am absolutely disgusted by this plan. You risk taking Portland's art and music scene, something it is famous for (ever hear of the saying "keep Portland weird"?) and eliminating any unique energy from this city. By building this venue, you risk taking business away from the original small venues that host so many different types of acts, most of which wouldn't flourish or even be invited to play a Live Nation 3,000 seat venue. You are ruining what makes our city great - its creativity, its uniqueness, the art and music that makes our city great. Screw these corporate people coming in and sucking our community dry for an extra buck - we deserve so much more and refuse to allow our community to be destroyed by capitalist, money grubbing corporations who do not invest or care about the communities they plop themselves in. Keep Portland Weird!

Kate Klibansky <kate.klibansky@gmail.com> Mar 25, 2025, 5:12:55 PM (15 hours ago)

to planning@portlandmaine.gov

Good evening,

I am emailing to share that I, like many other music lovers in Maine, are proud of the independent venues we have and the music we are able to support there. With that, I oppose the development by Live Nation Entertainment. They have unfair consumer practices and are currently under investigation. Please consider this as feedback regarding any such proposed development.

Thank you,
Kate Klibansky

Carter Frank <cfrank@portlandmaine.gov>

Concerns about a Live Nation venue

1 message

Lia Horton <liahorton@gmail.com> Tue, Mar 25, 2025 at 2:51 PM
To: planning@portlandmaine.gov

Hi folks, I live on Neal Street in Portland and I'm writing to share my concerns about the proposed Live Nation-controlled music venue. I'm not a musician, I don't own or promote for any local venues, but I am a live music fan. I spend a large chunk of my limited disposable income on concert tickets and one of the major reasons I own a home in Portland is our music scene. We punch above our weight, getting great regional and national acts in venues alongside the local music scene. I'm extremely concerned about the ways a Live Nation venue would squash the smaller locally operated music venues that make Portland special. I think there could be room for a large venue in a different location, not run by a monopoly, but this proposal seems to offer way more down sides than the potential upsides.

I cannot attend tonight's Planning Board meeting so I appreciate you taking my feedback here.

Best,

-Lia Horton

Carter Frank <cfrank@portlandmaine.gov>

Portland Music Hall (PL-003179-2024)

1 message

'Louis Christen' via Planning Board <planningboard@portlandmaine.gov> Fri, May 23, 2025 at 4:52 PM
Reply-To: louischristen@yahoo.com
To: "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>

To whom it may concern:

If the project gets approved, what will be done to reduce the impact on the neighborhood during the construction phase?

What are allowable construction work hours?

Where will construction worked be parking? Will construction workers be allowed to park on the street? The answer to this should be no.

Will the building require driving supports / other into the ground? If so, can that be done after 8am?

Our building, across the street from the project, is 125+ years old. Is it at risk any potential damage / cracks during this project? How do we mitigate any?

Some City workers are given parking hang tags which allows them to park almost anywhere, for any amount of time. Currently most park as close to city hall as possible. During the construction phase, I'm sure a good portion if the parking spots on Myrtle St will be lost. Does this mean that they now can now park all day on surrounding streets? I hope not.

What lighting will be part of this project and how bright will it be? Will it vary during events and days/times that there are not events? I'm envisioning a potential very bright marquee shining at al hours of the night into the widows of the neighbors.

Thoughts on parking:

Good effort on the developer's part securing parking at other locations, but unless people pre-purchase this parking, attendees will still try to find parking closer to the venue first, (it just our human nature) thus not relieving the congestion. A solution to this may be not offering the discounted rate, at the participating lots, the day of the event? Thus to incentives people prepay and head directly to the parking lot, away from the venue?

There is a huge plot of land of vacant land a few blocks away on Somerset Street. Can this be part of the solution?

On nights of shows, has there been any discussing of having venue staff (not city paid police) direct traffic to keep the flow running smoothly / prevent gridlock around the venue?

On a different note:

I learned from the city planner on this project, when asking if the renters in the area received a notification in the mail: The reply was "the building owner receives the mailed notices. For renters that are interested in keeping up with the projects, I would recommend checking in with the Portland Press Herald, as that is where our legal ads run."

I find it interesting that even though it's the official / legal process of notification, there are hundreds of residents who live in a few blocks of this project who may not even know about it, because they don't read legal ads in the paper (who does?) and weren't sent a notification in the mail. Something to think about for all projects in the City and this policy.

Lastly, a question I pose to the city council and decision makers: Is this project the right fit for the vision of this neighborhood and the city? I don't know the answer to this, but parking and congestion in the area, (before, during and after this project), need to be resolved before it's approved.

Thank you,

Louis Christen

239 Cumberland Ave

385 Congress Street / Venue meeting public comment

1 message

'Louis Christen' via Planning Board <planningboard@portlandmaine.gov> Tue, Mar 25, 2025 at 12:48 PM
Reply-To: louischristen@yahoo.com
To: "planningboard@portlandmaine.gov" <planningboard@portlandmaine.gov>

Hello,

I've lived at 239 Cumberland Ave, on the corner of Pearl St, for over 10 years, and in neighborhood for almost 20. I've seen the impact of 100's, if not 1,000's of events that take place at Merrill Auditorium, which we know is across the street from this proposed project.

I know something will eventually be built on this lot and I'm on the fence whether I want to live next to a venue or housing.

I believe housing would bring some life, retail locations and parking to the neighborhood. All which is currently lacking and should be coincided by the board.

Though living next to a venue, I wouldn't have people looking into my residence from across the way and would enjoy the convenience of attending an event just a few steps away. However, unless solutions can derived, I would have to deal with the and listen to the excessive beeping and congestion outside my front door, before and after each of the proposed 100 annual events. Most of which would be later in the evening. Not to mention the neighborhood would have to deal with more street parking issues.

Like others, I have concern over the lack of parking, which is already an issue when there is only one event going on at the Merrill Auditorium. Now add another 2,000 – 3,000 guests across the street.

And let it be noted that I do appreciate the developers design to park the tour busses and tractor trailer trucks inside, which frees up street parking and reduces these vehicles idling potentially all day.

My questions and concerns are below.

If it hasn't already been calculated and disclosed, please answer the following:

How many parking spaces will be lost on Myrtle St, the current parking lot on which the venue will be built, and in the building on the pot that currently accommodates the Press Hotel valet parking?

How many spaces will be gained / lost on Cumberland Ave?

Any other parking spots being added / off site solutions?

Is the sidewalk on Cumberland Ave being narrowed or are the corners being built out?

My main concern has to do with impact on the neighborhood: What will the developers / city do to help mitigate the flow of traffic around the venue before and after each event, which is already an issue, and with a lot less attendees (see attached photos) Some of this congestion is caused by the Top of the Old Port lot and its entry process, plus Pearl Street not being wide enough to let cars

pass those trying to enter the lot. With more people trying to get to the same area / closest parking lot, this will only get worse and grid lock is already happening.

Not to mention the issues traffic cause by loading shows in and out. Loading in is more of an issue than loading out, since they are normally done during the morning / day. (see attached photos)

If this project is approved, I'd request that the city change the parking rules for a few blocks around the venue to help the residents maintain some on street resident parking. I believe this was done and is still the case around Hadlock Field, so it shouldn't be an issue here.

I'll leave my concerns of living though the potential conduction of this project for another day, and hopefully in person.

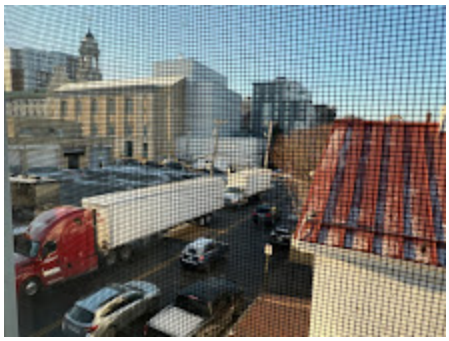
Thank you,

Louis Christen

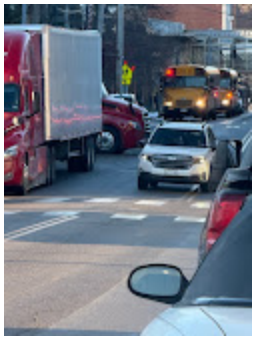
239 Cumberland Ave

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5 attachments



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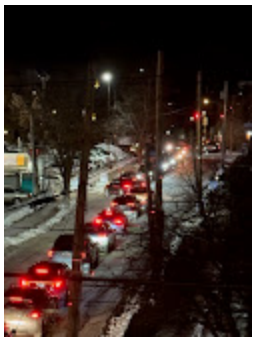
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Máire Lenihan <mclenihan13@gmail.com> Mar 25, 2025, 4:10:53 PM (16 hours ago)
to planning@portlandmaine.gov

Hello,

I'm writing today to voice my opposition to the proposed venue by Live Nation Entertainment. Portland already has many locally owned independent music venues, both small ones that promote local bands as well as large venues that bring in globally famous acts year round. The revenue from these local businesses stays local - local business owners, local commercial landlords, local employees who live and shop in the area, plus the local musicians who benefit hugely from having access to our smaller venues. Meanwhile Live Nation Entertainment is a multinational corporation and every city in which it has opened a venue subsequently experiences a loss of local music venues. This loss of independent venues results in profits being funneled away from local economies and also creates a dearth of opportunities for local performers to make a name for themselves.

Beyond the guaranteed squashing of locally-owned businesses, Live Nation Entertainment has a history of illegal business practices that make one question if it's the kind of business we want to welcome into our community. Live Nation just settled a class-action lawsuit brought by its own investors as a result of its continued violation of anti-trust laws. Meanwhile separately the Department of Justice and dozens of US states have an ongoing case against Live Nation based on the illegal monopoly created by Live Nation and its subsidiary Ticketmaster. This case alleges that Live Nation uses its ownership of Ticketmaster to inflate ticket prices, lock venues into restrictive ticketing agreements, threaten those venues with losing access to Live Nation-controlled tours should they seek to use another ticketing service, and force artists to use Live Nation to promote their tours by leveraging the venues it has locked into these ticketing agreements.

If this venue is built and Live Nation realizes a monopoly over Portland's music scene,
and let's be honest, Portland's music scene makes up the majority of Maine's music scene, I hate to think of the price gouging they will inflict upon us. In the past I have had to pay additional fees equal 30-50% of a ticket's cost for a Live Nation controlled show and have also had to pass on seeing musicians I was very excited about because the fees (which are not part of the stated price of a ticket) made shows unaffordable for me. As a Mainer, and a Portland resident of 8 years, I urge the planning board to truly consider how this multinational corporation will change the landscape of local music and local business in our community.

Sincerely,
Máire Lenihan

To: Kevin Kraft, City of Portland Planning Director

From: Mike Tremblay, PE, Greater Portland Metro Director of Transit Development

Date: May 26, 2025

Subject: **LiveNation proposal and Metro's long-term plans for improved service in downtown Portland**

Dear Kevin,

Thank you for including Metro in discussions with LiveNation in regards to their proposed venue on Cumberland Avenue. Greater Portland Metro supports the City's efforts to encourage development to develop sites consistent with a vibrant urban environment, without excessive on-site parking. While a concert venue poses different challenges than a residential or office building would, Metro believes we can be a key piece of the puzzle to solving such a site's transportation questions, particularly if Metro's evening service can be made more frequent, with more routes running later into the evening.

Metro's understanding of the travel demands for a concert venue on Cumberland Ave at Pearl Street are as follows:

- Shows predominately will be in the evening, with shows ending at or after 10pm
- Shows are likely to occur on any of the 7 days of the week – no specific concentration on specific week days
- Attendees may have a local and regional draw – some attendees may be traveling long distances to the venue

Metro also understands that our system, as currently comprised, lacks the frequency and span of service to be useful for most late-night downtown workers. As such, improvements to Metro service on evenings will be mutually beneficial to existing land uses as well as new ones. In other words, improved transit service would help reduce the traffic and parking strain in downtown Portland for all.

Metro has numerous plans for improved service in the downtown area, summarized here.

Service Span and Frequency Improvements

Metro's current service ends around 11:00pm on weekdays, with some routes ending service earlier. Service frequency, which is typically every 30 minutes on weekdays, drops to 60 minutes on most routes after 7:00pm. On weekends, particularly Sundays, service frequency and span are more limited. This service frequency and span may be acceptable for people who are able to plan their trips around the bus schedule, but this is not workable for many downtown workers, patrons of Old Port restaurants, and attendees of events such as ones at the proposed venue. Metro has a long-term goal of providing 15-minute peak service on all routes, more frequency during evenings, and longer service hours. In the short term, longer

www.gpmetro.org
114 Valley St. • Portland, ME • 04102
Phone: 207-774-0351 Fax: 207-774-6241

service span, extension of peak service headway later into the evenings, and improved weekend service could be implemented without additional fleet needs. **Extension of 30-minute headways to 11pm would make transit a more viable option for concert attendees and downtown workers alike**.

Route 8 Bidirectionality

Metro's Route 8 service is the only route to serve Cumberland Avenue and the heart of the Old Port directly. The Route 8 is a peninsula circulator, running in a counterclockwise loop that includes the Back Cove Hannaford, Maine Medical Center, the Old Port, Casco Bay Lines, and Franklin Towers. The closest bus stops to the proposed venue on Cumberland Avenue are Route 8 stops. However, Route 8 service span is extremely limited, with service ending around 6pm. Additionally, the single-direction operation of the route means that some trips require long travel times to cover relatively short distances.

Metro has been planning a bi-directional operation of Route 8, which was identified as part of the regional Transit Together plan. This plan would create a twin for Route 8 running in the clockwise direction. This would also expand service span later into the evening. **A bi-directional Route 8 alongside service span improvements would provide near-direct transit service to the proposed venue**, and significantly improve mobility within the peninsula throughout the service day. Obstacles to implementation include funding, fleet needs, and the need to construct bus stops.

Bus Rapid Transit

Metro, in partnership with the City of Portland, City of Westbrook, and Town of Gorham, are advancing a design concept that aims to create a Bus Rapid Transit corridor in these communities, including along Congress Street between Deering Avenue and Franklin Street. This BRT corridor would operate every 10-15 minutes, which is around the threshold where passengers no longer need to consult a schedule – a bus will be along in a relatively short amount of time.

The BRT project is expected to be complete in 2030, pending future design phases, funding, and construction. When complete, the level of service between downtown Portland, the Old Portl, the West End, Brighton Avenue, Westbrook, and Gorham will be enhanced significantly, significantly benefiting those living, working, and visiting destinations along this corridor. BRT station locations, one of which will likely be located near on Congress Street near City Hall or Franklin Street, will be prime development locations, attractive to land uses and building programs that are not dependent on private automobiles.

New Bus Facility

Metro is planning to expand our Valley Street facility, which is at capacity, by 2030. The new bus facility will support Metro's expansion plans for the next 40+ years. Until this facility is constructed, Metro's ability to significantly expand our fleet are limited. This means significant improvements to service frequency, new routes, and significant route expansions will require creative solutions for bus maintenance and storage until the new facility is constructed.

Downtown Mobility Hub

As Metro continues to expand, and routes travel through downtown Portland along Congress Street rather than turning around there, our existing customer service office on Elm Street has become less used. Metro now operates 13 bus routes that pass through the Monument Square area, where many passengers transfer to different routes. Looking to the future, Metro desires a downtown transit facility where passengers can get information, take shelter, and transfer routes seamlessly. While no site has been identified, Metro has considered an area near the proposed concert venue – in the vicinity of Congress Street, Franklin Street, and Cumberland Avenue – would be ideal. If constructed, the Mobility Hub would support the proposed concert venue by creating a central location for concertgoers to board buses in a safe, comfortable, and centralized location.

Metro understands that our opportunities for improvement are many, and are not limited to those listed above. Given the demands of the proposed venue, we recommend that the following outcomes result from the development review process, as appropriate:

- To the appropriate extent, utilizing impact fees or other appropriate means, provide operating funding support to Metro to allow us to expand the 30-minute peak service frequency from about 7pm to about 12am (or one hour after the expected end time of concerts) on as many routes serving downtown as possible, in order to improve the viability of transit to everyone in downtown Portland in the evenings, including concertgoers.
- To the appropriate extent, utilizing impact fees or other appropriate means, providing operating funding support to Metro to allow us to operate an additional round trip on the BREEZ express service, to leave Thompson's Point around the end time of concerts, in order to take advantage of the Park and Ride locations located along the route in Yarmouth, Freeport, and Brunswick.
- Require the developer to provide a bus stop along the project frontage, to be used by a possible future Route 8 bidirectional service. This bus stop would include a pad for a shelter, clear zones for buses to load and unload, and 40-80 feet of curb space once bus service is present.
- Require the developer to provide concertgoers with information on how to arrive to the venue using transit.

Please let me know if you have any questions. I am happy to discuss these recommendations or other possible outcomes.

www.gpmetro.org
114 Valley St. • Portland, ME • 04102
Phone: 207-774-0351 Fax: 207-774-6241

Carter Frank <cfrank@portlandmaine.gov>

3.25 workshop comments

1 message

Myles Kelley <myleskelley207@gmail.com> Tue, Mar 25, 2025 at 3:01 PM
Reply-To: myleskelley207@gmail.com
To: planningboard@portlandmaine.gov

Hi there,

My name is Myles. I'm a Portland resident (york st.), and someone who makes their livelihood entirely off of the local music scene here.

I would just like to use this email to enforce a message which I hope is shared by the planning board: Portland does not WANT or NEED a LNE venue in our city. This corporation doesn't support local artists, and don't serve the people of the cities they occupy. We need housing, social services, safer roads, and funding community arts. We don't want to live in disneyland.

Please do the right thing, at a time when it's not the norm, and say no to corporate greed and wild gentrification on behalf of your city.

Myles Kelley
Teacher at Maine Academy of Modern Music
Keyboards for Midnight Breakfast, MKtrio
Bass for Primrose

Myles Smith <mylesgsmith@me.com> Mar 25, 2025, 4:32:02 PM (16 hours ago)

to planningboard@portlandmaine.gov

Hello,
I am a Portland resident and avid music fan and supporter of things like the back Cove music festival and the series of shows at Thompson’s point.

Ticketmaster is an unethical and damaging monopoly that should be broken up by the federal government, according to any reading of our antitrust laws.

This venue would compete directly for events with our city owned Merrill auditorium and our county owned Cross Arena. Will have the pricing power to compel nationally touring ask to only visit their own venue which will destroy the revenue streams of our publicly owned facilities, which pay massive dividends to our people sports and arts communities.

Do not give them an inch of access to our city. Their vertical integration model locally run venues with character and connection to the community. I do not care if they have some local investor partners. This is about a local arts scene that serves our people not the profit margins of a global monopolist corporation.

Nathan Katsiaficas natekphoto@gmail.com via portlandmaine.gov 11:00 AM (2 hours ago)
to planningboard

Hello,

I am writing to express opposition to the proposed new entertainment venue joint venture between Live Nation and Mile Marker Investments. Portland is already difficult to navigate during the Summer tourism season when multiple venues have shows each night. Parking is already difficult.

We do not need to somehow come up with 1500-3,000 more parking spaces for this venue. The congestion that these venues bring on show days is real--I live near the now shuttered Maine Savings Bank Pavillion that was at Rock Row. The traffic impact we felt every show from that venue was awful. I can only imagine how bad it would be on the already congested streets around Congress St.

Please pass the 180-day pause on approving new large venues and look into the traffic issues. they are REAL.



Nicholas Reevy <nickreevy@gmail.com> Mar 25, 2025, 3:53:23 PM (16 hours ago)
to Planningboard@portlandmaine.gov

Writing this quick email to comment on the proposed 3350 seat venue in partnership with Live Nation.

As someone who has worked in the Hospitality and Nightlife industries in Portland for the past decade, and as a born and raised local:

Live Nation should NOT be allowed to open a Venue.

Here's a few quick thoughts as to why.
Portland has always thrived on small businesses, music venues included. LiveNation is a company that is well known to stifle and cripple independent artists as well as bleed local theatres dry in order to kill competition. So much so that the Justice Department currently has them in a lawsuit seeking to break up their monopoly.

The size of the venue doesn't make sense considering already existing infrastructure that fulfills the size they're looking at(State, Merrill, Thompson's Point, Aura, Civics Center etc.). For example, anyone who can sell out the State or Merrill in a way that would be meaningful could easily justify playing at Thompson's Point instead. Not doing so would just be an error in their management, not lack of infrastructure available in the city.

The above starts to point out why this would be a cost investment that the City doesn't need. The only people who this would be for would be Artists who are signed exclusively to live nation, who are in the midst of a lawsuit regarding their practices. This could lead to the development getting extremely murkey if the parent company is forced to change their partnerships and contracts by the Justice Department.

One more point about the cost:, it's a pretty limited appeal for the touring artists that it WOULD service. You have to consider where we are located and why more bands already DON'T come this way. Long story short, it's because Boston is so close, and is a massive travel hub to start or end at. Bands typically only make a stop in Portland if they’re already heading to Quebec, a city in a country with which we’re currently engaged in a trade dispute, a situation that is likely to persist for the duration of this Federal administration.

The costs of this proposal simply don’t justify the potential benefits, particularly given the uncertainty around the legal situation and the general negative sentiment toward Live Nation as a company. The local infrastructure is already well-equipped to handle events of this scale, and a new, larger venue wouldn't significantly alter artist routing or audience demand. Instead of attracting more visitors or concerts, it’s more likely the venue would remain underused, increasing operational costs for the city while potentially diverting attention and resources from the existing local venues that are already serving the community.

-Nick Reevy

Rebecca Turkewitz <rturkewitz@gmail.com> Mar 25, 2025, 3:39:28 PM (16 hours ago)
to planningboard@portlandmaine.gov

Dear planning board members,

I'm a high school teacher in the Portland Public Schools and have been a resident of Portland for nine years.

I am strongly opposed to the development of the new 3,350-seat venue in partnership with Live Nation Entertainment, which is currently under federal investigation and is widely known for its despicable business practices. Live Nation Entertainment venues contribute to local venue closures, exploit artists and performers (especially ones with smaller followings or more local ties to their communities), and funnel profits OUT of local economies.

I'm proud of and frequently enjoy Portland's local, independent arts and music scene. Locally-owned, independent venues enrich our community in ways that large corporate venues have not.

I also worry about the impact of these venues on parking in that area, which is increasingly becoming a challenge. It will change the accessibility of the area and negatively impact the culture of this city, which has so many wonderful independent businesses that I am proud to support.

This new venue and partnership is bad for Mainers, bad for the area, and bad for Portland's art and music scene. I urge you to reconsider the development of this venue, and to do what's right for this city and residents.

Thank you for considering.

Best,

Rebecca Turkewitz



Rhiannon Bill <billrhiannon@gmail.com> Mar 25, 2025, 4:21:05 PM (16 hours ago)
to planningboard@portlandmaine.gov

To whom it may concern:

Over the past few years, I have grown to call Portland home. It perfectly blends elements of city and small town, beach and wildlife. One of my favorite aspects of Portland though is the independent music and arts scene. From first Friday to live music at the breweries to all the DIY venues old and new, I could count on seeing a show almost any night in an intimate, welcoming, and affordable setting. You get to know each other, both the audience members and the band members, and it's become a community to be proud of. This is what Portland needs more of -- not some big venue that's going to crowd the city, drive up prices, and take away from what we do best. Nobody I know that considers themselves a Portlander would be willing or able to go to a show at such a venue as you're proposing. I can appreciate trying to attract more tourists to our city, and I feel the cruise ships already bring us a good boost, but I hope you will consider showcasing Portland itself as a way to draw more people in rather than just following suit of every other major city out there. Portland is special. Besides, we already have larger venues like State Theatre and Cross Arena where I have seen some relatively big names come through and they continue to do so. If you're looking to draw more business and attraction, focus on elevating the unique features Portland has to offer such as it's big city in a small package vibe, Old Port and its historic, down by the water feel, our incredible bakeries like Norimoto and Standard, our own little art museum and all the other arts we house at Mayo Street, The Hill Arts, and Good Theatre, the surprisingly good surf and even better people who will suit you up at Blackpoint, and of course, all of our locals who make this possible and bring their dreams to life every day. Our people are musicians. They're artists. They're puppeteers. They're actors. They're dancers. They're bakers. They're chefs. Building this corporate venue, especially with such a suspect corporation as Live Nation, would be taking away from Portland more than it would give. I hope you will consider not moving forward with this proposal.

Thank you,
A Concerned Portlander

In regards to Live Nation meeting

1 message

Little Oso <littleosoband@gmail.com>
Reply-To: littleosoband@gmail.com
To: Planningboard@portlandmaine.gov

Tue, Mar 25, 2025 at 1:25 PM

Dear Planning Board Members,

I write you a letter in regards to the plans submitted to build a 3,350-seat venue in partnership with Live Nation Entertainment. I was introduced to the city of Portland in 2012, when I came here for a wedding. During that time, I encountered a group of people entering a building on Congress st. I followed them in and entered what seemed to be something unlike I ever seen in a small city, a punk show in someone's tiny apartment. I've attended several shows in NYC, NJ, and Philly, and everything you encounter is expected in those cities. With Portland, it was unexpected and fresh. Through this experience, I learned of the city's rich local musician scene intermixed with touring artists. Ever since then, I thrived to be a part of it. Cut to 2022, my wife and I started a band here and now we're fully enriched in this scene and will do anything to protect the independent artists and venues that keep this city so amazing.

As a local musician and an avid concert-goer in the Portland music scene, I just want to say that inviting Live Nation to take part in this music scene would not only be disastrous to the independent venues and the local and touring musicians, but also to the city. Being a part of the New Jersey music scene for 15 years, I've seen what Live Nation has done to the music business in Asbury Park, NJ. It has held a stronghold on local venues reminiscent of mafia tactics from the 40s. I'm sure you're aware of Asbury Park's rich music history. With Live Nation overtaking that city, venues have had trouble staying afloat, causing most to crumble and bands have been forced to sell tickets to shows for quadruple the price to make up for the company's fees. One example would be a historic rock club called The Saint, where Bruce Springsteen had played many years ago. The Saint was a stepping stone for so many great bands and musicians throughout the years, but the venue had to shut down in 2020 because it couldn't stay afloat, due to Live Nation's imperial tactics.

Live Nation doesn't care for whatever local area they take over, just as long as the company can milk every venue dry. I've seen how venues have had to shut down because they can't afford to operate under Live Nation's grip. Portland's independent venues have attracted so many concert-goers from nearby Maine cities, which bring about business to all of the restaurants as well. With the few independent venues Portland has to offer, under Live Nation's grip, we will see those venues dwindle. And with that, less people coming into the city to support restaurants. It may seem like building a larger venue under their umbrella will be helpful to our economy, but it'll surely make it worse, as it will be the end of the independent venue. We need to put an end to monopolization of the music industry and stopping this before it becomes a catastrophe will make Portland a hero to the independent venue, because those venues are what make this city so great.

- Ricky Lorenzo of Little Oso

Ryan Curless arecurless@gmail.com via portlandmaine.gov
to planningboard

Dear Members of the Planning Board,

Thank you for taking the time to read my concerns about the proposed concert venue in downtown Portland. I was at the meeting on March 25th and I am writing in opposition of the project moving forward.

Parking alone would be a major concern. The developers said that there would be something like seven or eight parking spaces outside of the building if I remember correctly, so even if only half of the venue was filled to capacity, where would the roughly 1,500 parking spaces come from? My household commutes into Portland to work and to attend concerts, shops, etc. and it is already a challenge to find parking to do any of those things, especially on nights where there are events happening at the already existing venues. It just seemed like at the meeting there were several things not completely addressed or fully thought out. At one point in response to this concern someone suggested just parking across town and taking public transit, which would just block parking in front of businesses across town. Not a fix. I think it would help to have more time to take these things into consideration, and was told that there was a proposed moratorium on large venues in Portland (Order 165- 24/25)?. Please at the very least give more time to explore this topic.

Someone in the public comment also had questions about the legality of having a concert venue constructed less than 100 feet from an already existing concert venue of similar size, and also the electrified marquee we saw in the the digital rendering. Have either of those topics been addressed?

Thank you for your time and consideration. Portland needs smart growth.

--
Ryan G. Curless
ryancurless.com

Carter Frank <cfrank@portlandmaine.gov>

Don Law/LiveNation Support Letter

1 message

'Kathleen West' via Planning Board <planningboard@portlandmaine.gov> Thu, Apr 3, 2025 at 1:37 PM
Reply-To: kathleen.west@bostonabcd.org
To: Planningboard@portlandmaine.gov, Publiccomment@portlandmaine.gov, Sharon Scott-Chandler <Sharon.Scottchandler@bostonabcd.org>

This message was sent securely using Zix®

Hello, I have attached the signed support letter from Sharon Scott-Chandler, President and CEO of ABCD. Please feel free to reach out to her directly at the above e-mail address should you have any questions.
Thank You

This message was secured by **Zix®**.

DonLawSupportLetter.pdf
687K

ACTION FOR BOSTON COMMUNITY DEVELOPMENT

April 3, 2025

To Whom It May Concern:

My name is Sharon Scott-Chandler and I am the President and CEO of Action for Boston Community Development. I am sending this letter of recommendation on behalf of LiveNation and Don Law.

Action for Boston Community Development (ABCD) is the largest human services organization in New England. ABCD's outreach is far and wide, and each year impacts 100,000 residents with the tools and resources needed to transition from poverty to stability and from stability to success. ABCD assists and empowers people by providing access to resources and opportunities that foster equity in all its forms. Its initiatives cover everything from Head Start (program that prepares children for pre-school and kindergarten) to Foster Grandparents (program for the elderly that allows them to grow old with dignity) - and everything in between.

ABCD has partnered with many well-known leaders in the corporate and government sectors to develop programs for the underserved and to help us in our fundraising initiatives. It was in this capacity that I first met Don Law, with whom ABCD has had an existing professional relationship for over three decades.

Don Law is a pillar in Boston's business community and well-known as an industry leader. When ABCD first approached him many years ago, not only was he amenable to helping our cause, he was excited for Live Nation to get involved in a meaningful way in the mission of our organization. Don Law worked with ABCD on many different initiatives and programs and, over the years, he became one of our greatest champions.

In fact, Don has been so involved and such a help to our cause that we wanted to recognize his efforts, and he was awarded the Industry Recognition Award by Action for Boston Community Development in 1993. In addition to this tribute, Don agreed to chair the ABCD Friends Committee, a group of top business leaders and thinkers whose goal was to increase support of ABCD from Boston's business community. More recently, he was inducted into the ABCD Hall of Fame, the organization's highest honor.

It may be hard to believe that a man as successful and well-known as Don Law, who has such a high profile, could be so humble and reticent to accept praise and honors, but in our experience and long-standing relationship with him, this has been the case. Initially, when ABCD approached Don about awarding him with recognition of his service to our organization and the community, he was reluctant to be acknowledged, preferring to "stay behind the scenes" and

178 Tremont Street, Boston MA 02111 | **P:** 617.348.6000 | **TTY:** 617.423.9215 | **F:** 617.357.6041 | **bostonabcd.org**

Sean K. Daughtry, Chair; **Candice Caines-Francis**, First Vice Chair; **Marie Greig**, Vice Chair; **James Owens, Jr.**, Vice Chair; **Yvonne Jones**, Vice Chair; **Patricia Washington**, Treasurer; **Julia Hardy Cofield, Esq.**, Clerk; **Jennifer Williams, Esq.**, Assistant Clerk; **Sharon Scott-Chandler, Esq.**, President & CEO

have his good work go unacknowledged. With much prodding, Don eventually agreed to these, but it speaks volumes about his character and his quiet commitment to our work of helping the community, not for the recognition or attention.

I understand that Live Nation is now looking to expand and build a new venue in Portland, Maine. All I can say is that the Portland community would be fortunate, indeed, to have Don Law at the helm of this new development.

Sincerely,

Sharon Scott-Chandler
President and CEO

Carter Frank <cfrank@portlandmaine.gov>

AGAINST Live Nation Entertainment's Venue

1 message

Solie Thorncraft <solierthorncraft@gmail.com> Tue, Mar 25, 2025 at 12:14 PM
To: planning@portlandmaine.gov

To whom it may concern,

I am writing to voice my strong opposition of Live Nation Entertainment's submitted plans that details building a 3,350 seat venue in Portland, Maine. By these plans being accepted and the venue gaining clear passage to be built, it risks crushing the beloved local music and art scene of Portland. Live Nation Entertainment is currently under federal investigation, and has broadly contributed to the closures of many smaller, local venues across the country. I have grown up with the wonderful, locally-owned venues of Portland, and they continue to a crucial place in local culture and communities. By passing these plans, it will not only show support of a widely critiqued and controversial company, but it will also risk the integrity of adored and well-utilized local venues such as Portland House of Music, The Apohadion, Space Gallery, and Geno's Rock Club, to name a few.

Thank you for your time and consideration.

Sincerely,
Solie Thorncraft

Carter Frank <cfrank@portlandmaine.gov>

Proposed Live Nation Venue

1 message

Tara McDonough <improvtara@gmail.com> Tue, Mar 25, 2025 at 2:26 PM
Reply-To: improvtara@gmail.com
To: planningboard@portlandmaine.gov

I am writing to express my opposition to -- and dismay about -- the proposed Live Nation venue in Portland. This, in short, is a terrible idea.

I am a frequent attendee of events at Merrill Auditorium, Portland's 2000-seat venue that hosts the Portland Symphony and OperaMaine, Broadway tours and other world-class artists presented by Portland Ovations, the venerable Kotzschmar (one of a very small number of municipal organs left in the country), and innumerable comedians, speakers, and music acts. Artists from all over the country, and abroad, appreciate the Auditorium's beautiful design, acoustics, and size. Why do we need another venue, of comparable size, when we already have this excellent hall?

In addition, the lack of parking -- already an issue for full houses at Merrill -- will be a complete disaster for the area. Traffic along Congress Street and Cumberland Avenue when a concert lets out is already challenging. Subtracting innumerable parking spaces and adding additional cars (because let's remember, shows at Merrill Auditorium attract attendees from all around the state, the majority of whom could not use a "ride-sharing app" to travel to Portland and home again) would make what is now a small challenge an insurmountable hurdle.

I urge you to reject this Live Nation proposal. Portland doesn't need another large venue, nor does it need the accompanying headaches.

Sincerely,
Tara McDonough



Courtney Jane <cjviolette12@gmail.com> Mar 25, 2025, 5:25:18 PM (15 hours ago)
to planningboard@portlandmaine.gov

Good afternoon, I am writing you today to voice my opposition to the proposed 3500 seat venue in partnership with Live Nation Entertainment.

The opening of such a venue would greatly impact the life of independently owned and operated venues and local arts presenters. These types of venues help to enrich our community in ways that a larger venue would not.

I also would like to point out that Live Nation Entertainment is under federal investigation regarding their abuse of market power to overcharge consumers. This would put an undue burden on our local community by not only pushing out smaller venues and eliminating places for our local music and arts community to grow; but also would effect the community's wallet as well. Art should always be accessible.

I hope you take these points into consideration when discussing the proposed venue. Thank you for your time, Courtney Violette, community member.

Dan Bernard <daniel.t.bernard@gmail.com> Mar 25, 2025, 4:45:50 PM (16 hours ago)

to planning@portlandmaine.gov

Good afternoon,

As someone that spends an incredible amount of time and money on the music industry in our city, I wanted to share my thoughts and feelings on the possible live nation venue.

First of all, live nation is a monopoly and they scam all ticket buyers into ridiculous fees (money that should not be paid at all, or that should be going directly to the musicians). As a city we should not support them in any way.

Secondly, we have a beautiful infrastructure for providing concerts of various sizes. From the smaller bars and galleries, OLS, PHOM, up to the State Theatre and Thompsons Point, we can support a huge range of sizes of bands and performances already. These are locally managed organizations that do an incredible job and would be undercut financially by the live nation venue.

We do not need another even bigger venue! And certainly not one that is owned by the monstrosity that is Live Nation! Everyone that I have spoken with is equally appalled by this possibility. Please protect our local musicians and artists and do not allow Live Nation in!

Thank you for your time and consideration.

Respectfully,
Daniel Bernard
Portland Resident since 2012

Carter Frank <cfrank@portlandmaine.gov>

Public comment: opposition to Live Nation

1 message

Emily Harris <emilydickinsonharris@gmail.com> Tue, Mar 25, 2025 at 2:16 PM
Reply-To: emilydickinsonharris@gmail.com
To: planningboard@portlandmaine.gov

Hello,

I'm writing to express my strong opposition to building an industrial sized music venue in Portland, ME in partnership with Live Nation. Not only does this take business away from the smaller and more intimate local venues, it takes away from the rich sense of community that makes our local music scene something to be so proud of.

I have two big concerns about Live Nation. First, this company takes opportunities away from lesser known, local artists and performers, and this directly impacts the local sense of community. Second, Live Nation is currently under federal investigation. This is not the energy or the vibe I want to bring to our local music scene.

I hope we can make the right choice to preserve our special music community and put our money and energy into the local, independently owned, community-minded venues instead of this large venue.

Thank you,
Emily Harris

Mar 25, 2025, 4:12:50 PM (16 hours ago)

tom stenquist <tstenquist@gmail.com>
to planningboard@portlandmaine.gov

Hello,
My name is Thomas Stenquist of Washington Ave in North Deering. I cannot join you tonight to voice my opposition to a Live Nation owned venture in Portland, but I need to make you aware that I think allowing a multinational company currently in antitrust litigation to choke out Portland's vibrant local scene is terrible terrible idea. This one company is singly responsible for the closure of hundreds of small local venues and for the decline of local music scenes around the country. Their anticompetitive practices are foul and antithetical to the values of Portland Maine.

I cannot find a single positive thing about letting Ticketmaster strangle more local theaters. They are the reason why I cannot enjoy many of my favorite artists in person, charging fees in the hundreds of dollars for tickets the artists have begged them to sell cheaply for all fans.

It would be a disgrace to allow this to move forward.

Thank you for your consideration and have a wonderful week

Thomas Stenquist
Washington Ave
Portland ME

9:35 AM (2 hours ago)

Zach Hurwitz <zlhurwitz@gmail.com>
to planning@portlandmaine.gov

Wants able to make the meeting yesterday, that said, Portland Maine does not need this venue, nor do we want it built by a company under federal investigation from outside of Maine.

-Zach Hurwitz

Carter Frank <cfrank@portlandmaine.gov>

Live Nation Venue Proposal

1 message

Zachary Rohman <zacharyrohman@gmail.com> Tue, Mar 25, 2025 at 1:30 PM
To: planning@portlandmaine.gov

To the members of the Portland Planning Board,
I'm writing to provide comment on the development plans for a venue in partnership with Live Nation. I believe that allowing this venue to go through would be harmful for the city of Portland and the musicians and performers who have contributed to the diversity, creativity, and success of the city. While I no longer live in Portland Maine, I was born there and lived there for most of my life. I've performed both on my own and with many others including Shoestring Theater. I have performed or had friends who performed in venues such as Space Gallery, Mayo Street Arts, Genos, and more.

Live Nation is a monopoly with a history of using their leverage in both the US and abroad to punish locally owned venues, jack up ticket prices, and low-ball venue and event staff. We have seen in recent years the harms and distress caused by extreme concentration of wealth in this country, and Live Nation is a part of that. Allowing a Live Nation venue in Portland will allow them to force out smaller music venues and further deny the workers and artists of Portland the ability to make a living from their art and contribute to the community. As leaders in the Portland community, you have a chance to put your foot down and to end this practice of handing blank checks to developers that has made Portland unaffordable for so many of the residents who made the city what it is today.

In my current neighborhood of Echo Park, Los Angeles, I've learned about the wealth of local venues that they used to enjoy. Those venues have since been bullied out and shut down over time by Live Nation who now owns one of the only venues left. I'm begging you to not allow the same to occur in Portland, Maine.

Thank you for your time,
Zachary Rohman
Former Portland ME Resident

As additional evidence, I'm providing several links to news stories relevant to the harms caused by live nation:
https://www.rollingstone.com/music/music-news/more-states-doj-live-nation-lawsuit-1235082683/
https://www.cnbc.com/2023/01/25/the-live-nation-and-ticketmaster-monopoly-of-live-entertainment.html
https://www.npr.org/2024/05/23/nx-s1-4977330/live-nation-ticketmaster-sued

PC. 1

Comment on Live Nation Venue

External Inbox



Kate Hambley kate@landformlaw.com via portlandmaine.gov
to planningboard@portlandmaine.gov, Kiki, Lauren, Aimee, Carolyn

Tue, May 27, 3:22 PM (19 hours ago)

Dear Planning Board,

Attached please find a comment letter submitted on behalf of our clients (Portland Symphony Orchestra, Portland Ovations, and State Theatre) on the proposed Live Nation concert venue, which is the subject of this afternoon's workshop.

High level bullets:

- The TMP for this project should be reviewed by the State DOT, not the City, because it exceeds the City's 200 trip threshold for delegated review under 10 M.R.S. § 704-A(4).
- At the scoping meeting, staff appear to have treated this application as a "revision" to the TMP approved for the MDP. This is inconsistent with staff's reassurances that this project will be treated as an entirely new application, given that the applicant has elected to shed its MDP status.
- The applicant—Portland Music Holdings, LLC, a holding company created to insulate its partners from project liabilities—still has not submitted evidence of financial capacity for the project
- The project likely violates the 100-foot-between-entertainment entrances rule in Section 6.8.14 of the Land Use Code. Staff's analysis on this point failed to analyzed the Applicants' "VIP entrance" as a "main entrance" under the ordinance. Merrill's Rehearsal Hall, which is separately rentable as an entertainment venue by members of the public (and not, as staff claim, limited to staff and deliveries) also has a "main entrance" within 100 feet of both Live Nation Myrtle Street entrances.
- Parking is a major issue for us, and the parking analysis in these materials is immature. Without getting too much into the weeds in this email, we note that parking needs to be front-and-center in the DOT's TMP review, as parking adequacy is one of the core TMP standards under state law.
- Abandoning the MDP for this project is perfectly fine, but it means all other MDP phases must also be treated as new applications. Because of this, we question whether the Applicant has the "right, title, or interest" to pursue this application, given that its purchase and sale agreement specifically limits its ability to apply for approvals under these circumstances. We encourage the Board to consult with corporation counsel or conflict counsel on this matter.

Looking forward to the discussion tonight.

Thanks,
Kate

Landform Law

63 Federal St., Portland, ME 04101

Kate Hambley, Attorney
kate@landformlaw.com
(207) 536-8861

Kiki Stanton, Attorney
kstanton@landformlaw.com
(207) 536-9162

Eric Larsson, Of Counsel
elarsson@landformlaw.com
(207) 536-8434

May 27, 2025

VIA Email to:

Portland Planning Board
planningboard@portlandmaine.gov

Re: Public Comment on PL-003197-2024, Live Nation Concert Venue at 385 Congress Street

Dear Planning Board:

I am writing as a representative of three established Portland performance venues—the Portland Symphony Orchestra, Portland Ovations, and the State Theatre—to comment on the major site plan application for a Live Nation concert venue on Lot 3 of the 385 Congress Street Block proposed by Portland Music Holdings, LLC ("PMH" or "Applicant").

I will not recite the facts of the application, as those are summarized in Planning staff's report for the project in the Board's agenda packet for this May 27, 2025, meeting. This comment letter is not meant to be a comprehensive summary of all our concerns with the project, but to flag the biggest issues that remain outstanding after the March 25 workshop meeting and the materials provided in the packet for the May 27 meeting (the focus of which is traffic). We are sure there will be additional questions as the applicant and City take up further issues with the project.

I. Project Issues

A. The Project violates the 100-foot rule.



We believe the proposed project violates Section 6.8.14 of the Land Use Code, which provides that an entertainment business "may not be located within 100 feet of another entertainment business, as measured along or across public ways from the main entrance or entrances of each." While the entrance the public uses to access Merrill's prime performance hall is 123 feet from the proposed venue's non-VIP entrance, the entrance to Merrill's Rehearsal Hall is roughly 50 feet from the proposed venue's non-VIP entrance. The VIP entrance is also a "main entrance" of the Live Nation venue, and we ask that staff measure distances from both doors at both locations.

Staff has concluded that the Rehearsal Hall entrance does not qualify as one of the building's "main entrance or entrances." This is because, according to staff, "it is used for staff, backstage access, and deliveries," and only entrances serving the public qualify as "main entrances."



However, Merrill's Rehearsal Hall is open to the public: it is sometimes used for public events in conjunction with events at Merrill Auditorium, and the Rehearsal Hall can be rented as a separate event space. It is also a public polling station for the City of Portland. As a rentable, public space, the Rehearsal Hall can be rented separately for entertainment purposes. Those who rent the Rehearsal Hall must get and distribute any event alcohol under Merrill's alcohol license. In other words, the Rehearsal Hall functions like a separate venue, open to the public, and its entrance is within 100 feet of the proposed venue's proposed entrance.

B. State DOT should handle the TMP process, because the number of trips exceeds the City's delegated authority for TMP processing.

The focus of tonight's meeting is meant to be on traffic issues. On reading the agenda packet, we learned that (a) the City believes it is handling the entire TMP process and (b) a scoping meeting has already been held.

The City of Portland staff may have general delegated authority to review TMPs (which are ordinarily under the State DOT's purview), but this project exceeds the City's delegation threshold.

Under 23 M.R.S. § 704-A(4), "[t]he department may register municipalities for issuing traffic movement permits under this section **for projects generating 100 or 200 passenger car equivalents at peak hours.**" The statute also provides:

> Upon a determination by the department that there will be no adverse traffic impact in a municipality other than the municipality in which the project is located, the department may register any municipality for issuing traffic movement permits under this section for any project generating more than 200 passenger car equivalents at peak hour.

23 M.R.S. § 704-A(4)(B). As far as we are aware, State DOT has made no such finding. Such a finding would be unwarranted anyway; right now, Merrill shows alone are enough to cause 295 congestion in other municipalities, and Live Nation shows will only exacerbate the problem.

The City must transfer review authority to State DOT for this project. Further, as discussed in Part I.B.2, any TMP review must treat this application as an entirely new application, and re-analyze all aspects of the project, especially any required mitigation.

C. Applicability of the MDP

This Project is one of the first projects the Board will review that is electing to "shed" its vested rights under an existing, pre-ReCode Master Development Plan ("MDP"). In our view, this is a permissible decision, and an applicant should be allowed to abandon vested rights under an MDP if it chooses.

However, when an applicant does so, it must adhere to one set of standards and not toggle back and forth between the two as benefits the application. In other words, either

the project is part of the MDP, or it is not; an applicant cannot have it both ways. However, PMH is trying to do so in several ways.

1. Reliance on MDP's Traffic Movement Permit analysis.

At various points in the Applicant's submittals for the March 27, 2025 meeting, the Applicant made clear they still consider themselves as somehow vested to the TMP agreed to in the original MDP process, and that they do not think there should be a fresh conversation regarding traffic mitigation associated with this application (despite the fact that traffic counts are expected to increase from 573 trips **for the entire MDP** to 2770 trips **for Live Nation alone**).

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.

Figure 1: Excerpt from Exhibit A to Agena Packet, December 19, 2024 Sebago Technics Memorandum

But, as we pointed out in our spoken comment at the March 27, 2025 meeting, the applicant cannot rely on the old TMP for its MDP if it is electing to be considered as an entirely new application. Planner Matt Grooms appeared to agree with this position in his comments to the Board, when he clarified that this project would be treated as an entirely new application.

However, in the notes from the TMP scoping meeting attached in the Board packet (see excerpt below), the City's crew of traffic engineers appears to be treating the TMP as an "amendment" to the existing Traffic Movement Permit for the MDP.

1. Dan discussed the project details and the prior TMP for the 385 Congress MDP. Specifically, what triggers implementation of improvements at the Cumberland/Pearl and Congress/Pearl. Tom will investigate with MaineDOT how to amend the old TMP considering this project.
2. Griffin presented the project and TMP Application and the following comments were noted:

Figure 2: Board Packet Excerpt, S3

This is concerning because the TMP process is one of the primary ways the City can make sure that developers pay for their fair share of impacts to public resources like roads and on street parking. If the Applicant and the City's engineering team are

treating this as a mere "revision" to the old TMP, we are concerned that they are not scoping the traffic analysis broadly enough, and will not capture all impacts to City streets, and will therefore not receive adequate mitigation for this project.

2. Future MDP phases cannot be "vested" to the MDP if the Applicant surrenders the MDP for this project.

Moreover, whatever approach the Applicant takes on this site plan should also apply to the other phases under the MDP. To the extent MDP's vested rights live on for subsequent development approvals after ReCode, they do so because of the old Code language. Under that old code language, Applicant did not have a right to choose which standards applied to its phased site plans under an MDP; once the Applicant made the choice to seek an MDP, the project was subject to the standards in place upon MDP approval. *See* December 23, 2023 Portland Land Use Code § 14.3.2.B ("Approval **shall confer** pending proceeding status upon the development **with the effect of maintaining the applicability of regulations in effect at the time of approval for as long as the master development plan approval remains valid**." (emphasis added)). An Applicant could remove this vested status by giving up the MDP entirely (thus making it "not valid"), but as long as the MDP "remains valid," the regulations in effect when the MDP was granted applied. Thus, if the Applicant wants Lot 3 (Live Nation) to be reviewed under ReCode's more relaxed standards, that is fine, but to do so, it must surrender the MDP entirely, even for other project phases, and this should be made clear in any Planning Board approval.

D. Financial Capacity

In its material for the March 25, 2025 Planning Board workshop, the applicant, Portland Music Holdings, LLC, submitted no information about its financial or technical capacity; instead, it submitted information regarding Live Nation's market cap.

In staff comments for this meeting, staff responded to our arguments regarding right, title, or interest, but did not capture or respond to our concerns regarding financial and technical capacity. Those concerns remain unaddressed.

To date, as far as we are aware, Portland Music Holdings, LLC—which is the actual applicant for this project—has submitted no information regarding the LLC's capitalization or other financial and technical capacity information. This information is critical, because an under-capitalized LLC can simply walk away from a project, making the hold in the ground the City's problem. That's why the City requires this information from applicants.

The size and financial resources of Live Nation are irrelevant to this project. Live Nation and Portland Performance Ventures have formed holding company to act as the applicant on this project, and the City needs information regarding that holding company's assets before it can approve this project.

E. Right, Title, or Interest

In the packet before the Board at the last meeting on March 27, the Applicant submitted a purchase and sale agreement for Portland Music Holdings as evidence of its right, title, or interest. While a purchase and sale agreement is generally a perfectly adequate way to demonstrate "right, title, or interest" in a land use application, the Applicant here has redacted the core portion of the purchase and sale agreement. *See* March 27, 2025 Staff Report at 52. The redactions continue for whole pages thereafter.

The redacted terms fall under a section titled "Approvals and Master Development Plan Amendment," and appear to speak directly to what the Buyer (the Applicant) can and cannot seek from the Planning Board. At the March 27, 2025 meeting, we asked the Board to request that the Applicant un-redact this core information so that the Board can assess the applicant's right, title, and interest to apply for the approvals it seeks.

In the May 27, 2025 agenda packet, staff state that Portland Music Holdings submitted "documentation outlining the structure of the LLC." This, however, was never in doubt, and additional information on this score is not particularly helpful.

The core issue is whether the Purchase and Sales Agreement under which the Applicant (Portland Music Holdings, LLC) is purchasing the site (385 Congress) actually gives Portland Music Holdings the right to apply for a major site plan approval. Section 5(c) of the purchase and sale (page 154 of the packet) does appear to give PMH this right **with important caveats**. The language reads:

> Buyer shall have the right to apply for and pursue the approvals on a stand-alone basis, separate from the [redacted] and [redacted] **so long as such Approvals do not materially adversely interfere with the existing Master Development Plan** and [redacted].

See Packet at 455 (emphasis added). The redactions continue for pages thereafter.

As discussed in part I.B.2, above, this master site plan application will indeed "materially adversely interfere with the existing Master Development Plan," making the whole MDP null and void. If this is the case, and there are no other contingencies or

qualifications in the redacted portion of this letter, then we are all just wasting our time, because the Applicant does not have the right to seek the approvals it has applied for.

We encourage the Board to consult with either corporation counsel or conflict counsel, as needed, to determine whether the current site plan application will nullify the MDP for other phases, and if so whether the Application has right, title, or interest to apply for this approval.

F. Parking

Parking is one of the core issues for us as this project proceeds. However, parking analysis appears to be too immature at this point to merit substantial comment, especially because parking is one of the core standards in TMP review, which requires that:

> Sufficient parking facilities must be provided within and/or adjacent to the Development site to meet the parking needs of the Development. Parking facilities include shared parking facilities within or near the site, on-street parking, access to off-street parking lots, parking lots, loading and unloading space, and circulation aisles and corridors

See 17-229 C.M.R. ch. 305 § 7(D)(2)(a). Since the State DOT will presumably be taking over that analysis, we will not go into depth regarding parking.

However, we will note for the record our concerns with City staff performing a parking study in "May of 2025," as noted in the packet. First, we question whether this is the best use of staff resources—generally, it is applicant's burden to submit adequate studies to demonstrate that it complies with applicable criteria. Second, we question staff's qualifications to be performing a parking study. Third, we question the methodology of the study, and whether all of the parking garages noted in the analysis are reasonably accessible and should be considered in the analysis—for example, it is realistic to assume that concert goers of all ages and levels of ability can park at the Custom House Square Garage, which is nearly a half a mile, downhill, from the proposed venue?

II. Conclusion

We thank the Board for its conscientious consideration of all issues associated with this project, and look forward to hearing the Board's and Applicant's responses to the questions raised in this letter.

Sincerely,

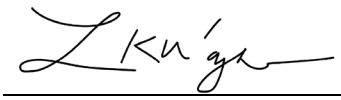


Kate Hambley
kate@landformlaw.com
(207) 536-8861

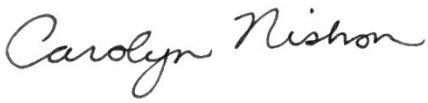
Aimee Petrin
Executive & Artistic Director
Portland Ovations
ampetrin@portlandovations.org



Lauren Wayne
President
State Theatre Presents
lauren@statetheatreportland.com



Carolyn Nishon
Executive Director
Portland Symphony Orchestra
cnishon@portlandsymphony.org



PC. 2

Scott Mohler info@mainemusicalliance.com via portlandmaine.gov
to council, planningboard, planning, citymanager, kkraft, publiccomment

Jun 16, 2025, 9:32 AM (2 days ago)

Dear members of City Council, Planning Board, and City Staff,

Attached is Maine Music Alliance's "Keep Portland Arts Independent" petition. It is co-signed by **20 Portland music venues and arts organizations**, and additionally signed by **614 musicians, arts workers, and audience members** (and counting).

The message is clear. We don't want Live Nation in our town. The City must intervene. We need advocacy for our independent cultural sector and we need civic leadership on behalf of our local art and music community. We're here to help you stand up to this oligarchical corporate monopoly. Let's work on solutions together.

Please read the attached full petition. I encourage you to scroll through some of the many comments included from your constituents, as well.

Sincerely,
Maine Music Alliance
SPACE
The Apohadion Theater
Bayside Bowl
Blue Portland Maine
Empire Comedy Club
Geno's Rock Club
Grime Studios
Live at Madrid's
Mayo St Arts
One Longfellow Square
Opera Maine
Oxbow
Portland House of Music
Portland Ovations
Portland Stage Company
Portland Symphony Orchestra
State Theatre
Sun Tiki Studios
The Thirsty Pig

--
Scott Mohler
Executive Director
Maine Music Alliance

Portland City Council,

614 people have signed a petition on Action Network to Keep Portland Arts Independent. Here is the petition they signed:

We, the undersigned, are musicians, arts workers, audience members, and most importantly, supporters of Portland's proudly independent, local music and arts scene. We know that independent venues are the lifeblood of our local creative economy that cements Portland's identity as the vibrant cultural hub of northern New England.

That's exactly why we are speaking out about the proposed 3,300 capacity Live Nation operated venue at 244 Cumberland Ave and the existential threat it poses to our local music community and downtown Portland as a whole.

Live Nation is the wrong partner, at the wrong time.
• Live Nation, the largest concert promoter in the world and owner of Ticketmaster, are currently being sued for anti-trust violations by the U.S. Department of Justice and 40 states' attorney generals.
•Their business model is one of monopoly domination; they crush competition, drive ticket prices up, and leave audiences, musicians, and arts workers alike with fewer opportunities.

The venue offers nothing new.
• Any band that would play at the Live Nation development can be accommodated in existing venues— the publicly-owned and operated Merrill Auditorium and Cross Insurance Arena, the State Theatre, or Thompson's Point.

The developers have no plan.
• The proposal includes no real plan for dealing with parking and traffic, which is already a monumental challenge in downtown Portland.

We've heard Live Nation's pitch and we're not buying it. We've seen how this multi-billion dollar company has decimated music scenes and local creative economies all over the country. We don't need a Live Nation development in Portland, and we don't want it.

Signed,

Maine Music Alliance
SPACE
The Apohadion Theater
Bayside Bowl
Blue Portland Maine
Empire Comedy Club
Geno's Rock Club
Grime Studios
Live at Madrid's
Mayo St Arts
One Longfellow Square
Opera Maine
Oxbow

Portland House of Music
Portland Ovations
Portland Stage Company
Portland Symphony Orchestra
State Theatre
Sun Tiki Studios
The Thirsty Pig

You can view each petition signer and the comments they left you below.

1. Ryan Curless (ZIP code: 04210)
This is not smart growth for Portland. Please don't turn your back on the local arts scene that gives Portland its identity.

2. Rebecca Barry-Wolff (ZIP code: 02072)

3. Kat wolff (ZIP code: 91601)

4. Jessica Hoffmann (ZIP code: 04210)

5. Scott Mohler (ZIP code: 04108)

6. Peter McLaughlin (ZIP code: 04108)

7. Patty O'Brien (ZIP code: 04096)

8. Sara Holmes (ZIP code: 04101)
No Live Nation! Save Portland's small music venue businesses! Save Portland's charm! Live Nation will ruin what makes Portland great!

9. Bill Darksoft (ZIP code: 04105)
Seems like it has too many downsides for the area, plus I like my parking

10. Alexandra Harris (ZIP code: 04103)

11. Chloe Hoffman (ZIP code: 04102)

12. Casey Oakes (ZIP code: 04106)

13. Tanay Soucie-Porter (ZIP code: 04106)
14. James McLaughlin (ZIP code: 04106)
Keep music local. Keep venues local. We already have more big corporate infiltration than we ever could want or need.

15. Amelia Klos (ZIP code: 04101)
I am proud to support Portland’s LOCAL music scene.

16. Jack Morris (ZIP code: 04106)
The addition of another music venue in Portland is completely unnecessary. The attempt to pass it off as a “win” for the community is patronizing at best and I would offer, borders on flagrant social manipulation for profit. Enough is enough.

17. Eva Tartaglia (ZIP code: 04032)
Maine arts need all the support they can get right now.

18. Heather Milberger (ZIP code: 04103)

19. Madison Lawler (ZIP code: 04103)

20. Aly Spaltro (ZIP code: 04556)

21. Amy Tavano (ZIP code: 04106)
Live Nation'a venue offers the city of Portland nothing that it doesn't already have, and is only a problem looking for a solution.

22. David Lopez (ZIP code: 04102)

23. kelsey Riordan (ZIP code: 04101)

24. Griffin Meara (ZIP code: 04105)

25. Eric Hager (ZIP code: 04102)

26. Nick Avery (ZIP code: 04106)

27. Jenn Conway (ZIP code: 04103)
Live Nation will hurt our infrastructure and community by eliminating the thriving local arts scene and being a traffic and parking disaster.

This is the equivalent of putting a Walmart downtown but for arts and music. Protect our Main Street against big box store entertainment.

28. Em Fitzgerald (ZIP code: 04976)
Portland's thriving art community will only suffer from the installation of a Live Nation venue, and I am directly opposed to it.
29. Isaac LaRose (ZIP code: 04073)

30. Michelle Smith (ZIP code: 04103)

31. John Duncan (ZIP code: 04102)

Myself, and many others are urging a moratorium on the proposed Live Nation Venue, pending further research into how this could affect all the other smaller venues in our city, and our local music scene in general. The Justice Department is sueing Live Nation-Ticketmaster for Monopolizing Markets Across the Live Concert Industry, and this could be devistating for our relatively small city by the sea!! I urge our councilors to dig deep into this issue, before making any hasty decisions that could create a future with less diversity within our beloved community!

Thanks for your time, John Duncan

32. Annemarie Heisler (ZIP code: 04102)
I am so grateful to live in Portland and with its incredible music venues and musicians. We do not want this, please

33. Meghan Quinn (ZIP code: 04101)
The Live Nation project is deeply counter to the independent arts, music, and food culture that makes Portland a desirable place to live, work, and visit.

34. Sara Sissel (ZIP code: 04097)
Our music community does not need live nation to be successful. Please keep live nation out of Portland, ME.

35. Ciara Neidlinger (ZIP code: 04106)

36. Lauren Wayne (ZIP code: 04103)

37. Darryl Collins (ZIP code: 04530)

38. Caleb Taylor (ZIP code: 04103)
No live nation!

39. Preston Haynes (ZIP code: 04103)

40. Andrew Brusa (ZIP code: 04101)
STAY OUT

41. Alexander Winslow (ZIP code: 04106)

42. Emily Carter (ZIP code: 04074)
43. Sean Randall (ZIP code: 04103)

44. Emma Iverson (ZIP code: 04103)

45. Josh McKelvie (ZIP code:)

46. Maknzee Gabler (ZIP code: 04101)

47. Faye Warner (ZIP code: 04102)

48. Tim Duffy (ZIP code: 04101)
We got enough venues!! Maybe build some actually affordable housing

instead!!! **49. Victoria Haynes** (ZIP code: 04088)

50. Benny P (ZIP code: 04101)

51. Jessica Smith (ZIP code: 04330)

52. Sara Handspicker (ZIP code: 04103)

53. K Dowler (ZIP code: 04101)

54. Tyler Gilroy (ZIP code: 04005)

55. Heather Damon (ZIP code: 04270)

56. Brie Dee (ZIP code: 04101)

57. kehben grier (ZIP code: 04101)
With all the concerted efforts underway to address the blight in the Arts District, no greater threat could possibly be on the horizon than this proposed development. My new business, moonbats postershop, having recently received financing from the Portland Development Corporation, would be directly impacted by the blow that this wrongsize project would unleash on our fantastic, but fragile, cultural ecosystem. We cannot expect businesses and non-profits to weather federal funding cuts and this Monopolistic encroachment simultaneously. I hope you can steer us away from this impending disaster. We MUST protect what we love. Thank you for your service.

58. Edward Mitchell (ZIP code: 04101)

59. Nicole Byrne (ZIP code: 04101)

60. Cam Jones (ZIP code: 04240)

61. Jennifer Shevlin-Fernandes Shevlin-Fernandes (ZIP code: 04101)

62. Beth Flood (ZIP code:)

63. Ben Sawyer (ZIP code: 04102)

64. Bre Chamberlain (ZIP code: 04103)

65. Ian Byron (ZIP code: 04092)
Keep Portland music local

66. Jeff Christmas (ZIP code: 04103)

67. Rhiannon Bill (ZIP code: 04103)

68. Kellie Sullivan (ZIP code: 04106)

69. Keegan Whitford (ZIP code: 04101)
I love attending, playing and working at DIY venues. I would not be the person I am today nor have the community I do without them.

70. Nichole Tracy (ZIP code: 04093)
Support LOCAL music and artists!

71. Catherine Sacco (ZIP code: 04101)

72. Alex Stash (ZIP code: 04092)

73. Brian Kane (ZIP code: 04102)

74. Robert Scott Kiefner (ZIP code: 04102)

75. Karina Napier (ZIP code: 04101)

76. Andrei Tutunaru (ZIP code: 04102)

77. David Labbe (ZIP code: 04103)

78. Biz Wing (ZIP code: 04096)

79. chandler sturgeon (ZIP code: 04074)

80. Kendra Kukulski (ZIP code: 04092)
81. Kerri Van Kirk (ZIP code: 04564)

82. Samantha Hoyt (ZIP code: 04102)

83. Rosalie Thomas (ZIP code: 04093)

84. Ethan Collins (ZIP code: 04330)

85. Max Legassie (ZIP code: 04102)
Keep Livenation out!

86. Cameron Lao-Gosney (ZIP code: 04101)

87. David Gutter (ZIP code: 04106)

88. Aaron Lewis (ZIP code: 04009)
I do not want our local music scene sold to live nation and their lousy

practices **89. Scott Mazer** (ZIP code: 04101)

90. Jessica Harvey (ZIP code: 04092)

91. Aleigh Lewis (ZIP code: 04009)

92. Liz Bochicchio (ZIP code: 04106)

93. James DuBourdieu (ZIP code: 04102)

94. Ryan Meier (ZIP code: 04106)

95. Ryan Meier (ZIP code: 04106)

96. Ryan Meier (ZIP code: 04106)

97. Reeve Chace (ZIP code: 04103)

98. Adam Gould (ZIP code: 03909)

99. David Rogers-Berry (ZIP code: 04092)

100. Jenirose Friedkin (ZIP code: 04103)
101. jamie delaney (ZIP code: 04401)

102. Chelsea Fries (ZIP code: 04009)

103. Beth Given-Sorensen (ZIP code: 04102)

104. Ian Marshall (ZIP code: 04260)

105. Mali Welch (ZIP code: 04103)

106. jessie banhazl (ZIP code: 04102)

107. Lisa Naseef (ZIP code: 04074)
Keep our music and arts seen locally owned

108. Vanessa Erickson (ZIP code: 04252)

109. Elizabeth Gosselin (ZIP code: 04274)

110. Leea Moody (ZIP code: 04103)

111. Molly Steinmetz (ZIP code: 04101)

112. Kathryn Jordan (ZIP code: 04074)

113. William Kemp (ZIP code: 04103)

114. Mary Christie (ZIP code: 04101)
I love living in a city that values the arts. But we don’t need or want this. We want and need affordable housing, access to mental health care, and aid for our most vulnerable. This should be the lowest priority for the city. We have amazing music venues already. We don’t need live nation vilturing on us at our most vulnerable.

115. Jennifer Jackson (ZIP code: 04092)

116. Matthew Derrah (ZIP code: 04101)

117. Kara Munro (ZIP code: 04102)
Livenation does not support our local music scene! It will destroy our amazing local small venues

118. Nathan Soule (ZIP code: 05103)
Portland is a small city that needs small venues for our music and entertainment scene to survive. Live Nation's business model is to acquire and drive out any competition. Introducing their influence in The City would put the final nail in the coffin for independent clubs and venues. The very 'culture' for
which so many people travel here would be destroyed.

119. Angela Peck (ZIP code: 04210)
Not good for local musicians.

120. Evelina Forte (ZIP code: 03908)

121. Flora Brown (ZIP code: 04046)

122. Lisa Johnson (ZIP code: 04102)

123. Adara L (ZIP code: 04070)

124. Courtney Riordan (ZIP code: 04101)

125. Thea Champlin (ZIP code: 04093)
Attending concerts is my absolute favorite thing to do, but this is not it! Keep it local. Not live nation. Thank you!

126. Emily Percival (ZIP code: 04102)

127. Mike Chanler (ZIP code: 04102)

128. Seth gass (ZIP code: 04103)

129. Charlotte Nason (ZIP code: 03820)

130. Cas Sala (ZIP code: 04538)
Corporations suck the life & character out of a city. Portland is unique & vibrant. Corporations are not….

131. Sadie Cross (ZIP code: 04102)
As a Mainer that lives and works in Portland, ai do not want Live Nation here. Portland has always been buy local and we need to continue to stay local to support our community.

132. Michael Thomas (ZIP code: 04103)
Portland's locally owned and operated entertainment venues are the beating heart of the arts district.

They are a social and economic driver of what makes Portland the thriving city that it is. Yes, art's good here. Live Nation's proposed venue will intentionally manipulate market conditions and squeeze out existing spaces. Please stand up for Portland's artists, venues, workers, and audiences by opposing the proposed Live Nation venue.

133. Justin Lumière (ZIP code: 04011)
Live Nation is trying to create a solution to a problem that does not exist, and will only create further problems for local musicians/venue/residents, and Portland, Maine has a whole.
Investors seem to think they can come into our state and turn it into a cash cow for them, while their success comes at OUR continued expense through taxes, junk fees, loss of local venues, and squashing the local music & arts scene.
As if that were not enough on its own, they have no plan for the chaos and confusion. They will create by not considering traffic, parking, noise, ordinances, etc. These out-of-state investors and corporations do not care about Portland, Maine other than how they can use us in order to line their pockets!
Keep Portland Maine local!

134. Carrie Dole (ZIP code: 04072)

135. andrew golenski (ZIP code: 04092)
Dear whoever needs to know, NO ONE WANTS A LIVE NATION VENUE IN PORTLAND. you greedy people need to stop approving crap like this and let the city stay the way it is. Where the hell would people park if they put a giant live nation venue in? What a moronic idea.

136. Alex Lawsure (ZIP code: 04101)

137. tom stenquist (ZIP code: 04103)
The Live Nation venue idea would be a huge blow to the city of Portland. Making life harder for hundreds of Portlanders to line the pockets of out of town corporations

138. Sam Seda (ZIP code: 04102)

139. Andrea Francis (ZIP code: 04101)
Small music venues are important in fostering a local music scene. We already have the Cross Arena. Having another giant venue in Portland will only serve to make traffic jams during shows and jack up housing prices even more.

140. Jeremy Smith (ZIP code: 04101)

141. Madeline Weber (ZIP code: 04064)

142. Annie Rich (ZIP code: 04106)

143. Edwin Andersen (ZIP code: 04101)

144. Dev Atwood (ZIP code: 04107)
Host of Music From 207 on 98.9 WCLZ

145. Alexis White (ZIP code: 04102)

146. Eric Cyr (ZIP code: 04092)

147. Katharine Schulz (ZIP code: 04270)
148. Sarah Flynn (ZIP code: 04101)
Please don’t turn Portland into a corporate music city, people everywhere are craving authenticity, keep Portland authentic and accessible for artists and the rest of us who love their music

149. Chelsea Macdonald (ZIP code: 04102)

150. Katherine Giroux (ZIP code: 04092)

151. Siana Emery (ZIP code: 04011)

152. Karlee Wilder (ZIP code: 04002)

153. Michael Leonard (ZIP code: 04101)
A completely unnecessary venue. Live Nation’s sole purpose with this venue is to hurt other venues, particularly the state theater. The State Theater is run by Mainers for Mainers it has been giving back to the community in a myriad of ways for years. We don’t need live nation’s dirty, tricks and strong tactics limiting the opportunities of artists and the public.

154. Mat Holmes (ZIP code: 04102)

155. Brooks Clement (ZIP code: 04055)

156. Robert Ker (ZIP code: 04103)

157. Ross Nehrt (ZIP code: 04102)
No live nation!

158. Sean Cleary (ZIP code: 04364)

159. Ryan Burke (ZIP code: 04105)

160. Nick Fournier (ZIP code: 04005)

161. Sara Kloczko (ZIP code: 04062)

162. Ailish Kress (ZIP code: 04008)
Better parking, public transportation, and safety around existing music venues in Portland would be a better investment!

163. Kyle Kowal (ZIP code: 04101)

164. Summer Leppanen (ZIP code: 04101)

165. Nathaniel Meiklejohn (ZIP code: 04102)
LiveNation is late-capitalism cancer.

166. James Patefield (ZIP code: 04103)
Keep LiveNation OUT OF PORTLAND!!!

167. Zackary Roland (ZIP code: 04101)

168. Mackenzie O'Connor (ZIP code: 04103)
We need to keep Portland music venues independent and keep LiveNation FAR away from this

city! **169. Spencer Stone** (ZIP code: 04102)

170. Corey Levesque (ZIP code: 04101)

171. Skip Suva (ZIP code: 04102)
Portland does not need Live Nation

172. Rachel Nicolay (ZIP code: 04103)

173. Ryan Foote (ZIP code: 04103)

174. Molly Perry (ZIP code: 04101)

175. Nan Pendleton (ZIP code: 04103)
I'm against the proposed Live-Nation backer entertainement venue. Not only would this proposed venue disrupt and negatively impact Portland's vibrant- independent music and entertainment culture. It would cause greater congestion to an already over populated downtown district. And lastly the negative environmental impact a venue of this size would have on the city would be dangerous to our fisheries and clean water ways. Thank you.

176. Trevor Laliberte (ZIP code: 04005)

177. Brian Keller (ZIP code: 04103)

178. Jeff Brochu (ZIP code: 04038)

179. Daina Walko (ZIP code: 04101)
NO LIVE NATION IN PORTLAND.

180. Joseph McGeoghegan (ZIP code: 04087)

181. Collin Johnston (ZIP code: 04086)

182. Dan Sai (ZIP code: 04103)
183. Kyle Weinfurther (ZIP code: 04103)

184. Michael Moran (ZIP code: 04101)
This venue is a net negative, harmful to local arts, limits use of an already congested area with an unnecessary space run by a monopoly that does care for portlanders, mainers, artists or audiences by how they run their business.

185. Mary Macaluso (ZIP code: 04092)

186. Conor O'Brien (ZIP code: 04021)
The venue proposed by live nation will degrade locally established venues. It is completely unnecessary

187. Andrea Stone (ZIP code: 02670)
No to live nation and monopolies.

188. sj crane (ZIP code: 04103)

189. JP Polito (ZIP code: 04102)

190. Marrha Kneeland (ZIP code: 04102)
I have lived in Maine my entire life and in Portland for over a decade. Live Nation harms musicians. I strongly oppose any action that furthers their monopoly over the music industry.

191. Tyler Tholl (ZIP code: 04101)

192. Daniel Grier (ZIP code: 04102)

193. Peter Kellogg (ZIP code: 04103)

194. Laurel Vincent (ZIP code: 04103)

195. Jillian Fisher (ZIP code: 04106)

196. Allegra Kellorgg (ZIP code: 04102)

197. Arsen Scheindel (ZIP code: 04101)

198. Nathaniel Sheedy (ZIP code: 04103)
Keep those dirty, cash grabbing venues out of my city! Please and thank

you. **199. Eric Devenney** (ZIP code: 04101)

200. Liz Currier (ZIP code: 04062)
201. Lucas Schrage (ZIP code: 04092)

202. Houston Woolery (ZIP code: 04530)
Simply no

203. Winter Peach (ZIP code: 04101)
Please for the love of god and all that is holy do not allow this disgusting blight to ruin our little

city **204. Amy Michaels** (ZIP code: 04103)

205. Devan Proctor (ZIP code: 04102)

206. Darren Chaleur (ZIP code: 04102)

207. India Hyde (ZIP code: 04101)

208. Sean Mulvihill (ZIP code: 04101)

209. Deirdre Birbeck (ZIP code: 04330)

210. Marita Kennedy-Castro (ZIP code: 04103)
Art is a response to being alive. It allows us to see ourselves reflected in each other and to see ourselves as part of a larger whole. A corporate monopoly on artistic venues would be suffocating. Protect community artists and art venues. Reject corporate ownership and let artistas thrive.

211. Brian Roy (ZIP code: 02478)

212. Malachi Rosen (ZIP code: 04101)

213. Samantha Cramond (ZIP code: 04102)

214. Mariah Dupuis (ZIP code: 04282)

215. Liz Colannino (ZIP code: 04103)

216. Maria R (ZIP code: 04103)

217. Shyler Lewis (ZIP code: 04101)

218. Emily Austin (ZIP code: 04101)

219. Max Lareau (ZIP code: 04253)
220. Daria Walton (ZIP code: 04330)

221. Joseph Azzarelli (ZIP code: 04107)
The State Theater is fantastic. Portland has Cross Arena. We don't need another venue, especially one whose profits will leave the State. Stop this.

222. Emily Eschner (ZIP code: 04103)

223. Cody Plucker (ZIP code: 04072)

224. Katie Kimball (ZIP code: 04101)

225. Brenden Peters (ZIP code: 04079)
As both a frequent audience member at Portland events and a local musician and community actor, I cannot stress enough how important it is for Portland to have an independent art scene. If we allow greedy conglomerate companies to strong arm their way into our art scene, we stand to lose all of the culture and business that are brought to Portland by concerts and shows at parks, clubs, and larger independent venues.

That is why I urge you to keep Live Nation out of Portland.

226. Kristen Haskell (ZIP code: 04051)
Keep our Portland weird! Music giants like this harm musicians

227. Patrick Hodgkins (ZIP code: 70501)
A venue this size isn't a logical business decision- regardless of who's running it. The music industry has changed dramatically over the last decade or more and their just aren't that many musicians or bands that can sell 3000+ tickets. If it's a band that can sell 5 to 7000 tickets – then we

have Cross Arena. If they can only sell 1000 to 1500 tickets we have the State Theater. The whole value proposition supposedly offered by Live Nation is this 3000 seat venue is going to be filling some sort of void. There isn't a void to begin with. If you want to see what kind of bands Live Nation is booking at their MGM at Fenway venue I guarantee you'd be underwhelmed.

Live Nation's sole motivation is to deliberately bleed business away from the State Theater and other venues.

228. Peter Robbins (ZIP code:)
Live Nation is a vile monopoly that hurts artists and fans alike. They have no place in Portland or anywhere else and should be broken up by antitrust laws.

229. William Dodson (ZIP code: 04103)
Thanks for considering the different sides to this discussion. There's no pride or enjoyment from saying "I helped wound local businesses and artists, so we could get some extra tax revenue and some jobs that we couldn't support."

230. Savannah Henderson (ZIP code: 04101)
231. Jen Whitley (ZIP code: 04103)

232. Karen Suva (ZIP code: 04101)

233. Corey Brown (ZIP code: 04103)
Keep Venues local. There is zero reason to involve a giant, anti-consumer conglomerate involved in the struggling local arts scene.

234. Daniel Boyden (ZIP code: 04103)
I've been a proffestional musician in Portland for 20 years. While this size room could work in Maine, putting it on the peninsula is a terrible idea; the lack of parking, plus the loss of a parking lot, the direct competition with existing venues and on top of that the terrible, monopolistic business practices of Live Nation.

235. John Maloney (ZIP code: 04108)
Don't let LiveNation kill local Maine culture.

236. Scott Howe (ZIP code: 04102)

237. Nicholas Kaufmann (ZIP code: 04005)
The portland peninsula used to use policy to support independent local businesses and its time to do that again to keep our music economy strong

238. Cortland Stiles (ZIP code: 04103)

239. Galen Richmond (ZIP code: 04101)
I've been a participant in Portland's music scene since the end of the 90s both as a performer and

a label head and can say with some authority we will get nothing from live nation for our local scene. This can only hurt the tennous and special thing we have here.

Live nation offers nothing but poison fast food and they have no business

here **240. Leo Coronado** (ZIP code: 04915)

241. Jordan Vanderbeek (ZIP code: 04102)

242. Jakob Battick (ZIP code: 04101)

243. Michaela Batstone (ZIP code: 04011)

244. Sean Carroll (ZIP code: 04102)

245. Kathryn Taylor (ZIP code: 04102)

246. Katlynn Laberge (ZIP code: 04106)
247. Wendy Gockel (ZIP code: 04003)

248. Devan Proctor (ZIP code: 04102)

249. Adam Araujo (ZIP code: 04092)
Everything in my home town has been consumed by big business let’s keep that sleaze out of the music scene if we can

250. Kathryn Powers (ZIP code: 04103)

251. Chelsea Dowd (ZIP code: 04102)

252. Matthew Warner (ZIP code: 04102)

253. Jonathan Morse (ZIP code: 04101)

254. Martin Lodish (ZIP code: 04103)

255. Jeremy Lindemann (ZIP code: 04005)

256. Scott Martin (ZIP code: 04102)

257. Edmondson Cole (ZIP code: 04101)
We don’t want LiveNation in Portland! Out music scene is terrific as is. Support our local independent music venues!

258. Austin Shriner (ZIP code: 04102)

259. Trevor Geiger (ZIP code: 04105)
I am writing to oppose the new LiveNation venue in downtown Portland. LiveNation is a monopolistic company which aims to destroy competition, and is not a good partner for the city of Portland.

Furthermore, I believe that the venue proposal, in such close proximity to Merrill and without additional parking, would surely be a logistical disaster every time the two had events at the same time, and would potentially overwhelm the city’s infrastructure.

260. Steve Gruverman (ZIP code: 04069)

261. Robert Brawders (ZIP code: 01801)
I choose to go to Portland to enjoy music made by locals in local venues many times each year. I bring friends, and family with me. In addition to buying tickets we spend money on food and drinks before the shows at various establishments around the venues. I am not interested in another music scene dominated by Live Nation or other corporate venues, and I would not visit Portland for concerts at such a venue. If the large venue altered the city's music scene so much that the small venues I love were forced to close, or missed out of the shows I want to see, then I would simply opt to not visit
Portland for music rather support the large corporate venues(s). This means I would also not be able to support the breweries, bars, and restaurants before and after shows. Please keep large corporate venues out of Portland. They don't belong. They're not wanted. It's not a win for the city, the bands, or patrons.

262. Jacob Wolff (ZIP code: 04103)
More big business is not good business.

263. Dana Grey (ZIP code: 04101)

264. Kudra MacCaillech (ZIP code: 04103)

265. Kristin Kellas (ZIP code: 04472)

266. Anna Riechmann (ZIP code: 04572)

267. Wes Covey (ZIP code: 04032)

268. Thomas Kovacevic (ZIP code: 04106)

269. Cathy Sherrill (ZIP code: 04544)
PLEASE! Portland is a special town. Live Nation is NOT special in any way - it's a corporate giant not concerned with the communities that it operates in. I support local venues, local jobs that make

Portland shine.

270. Jessica Nolette (ZIP code: 04101)

271. Sean Morin (ZIP code: 04021)

272. Hamilton Belk (ZIP code: 04864)

273. Caroline Koelker (ZIP code: 04101)

274. Jess Blitz (ZIP code:)
Support local arts and music!! __

275. Brianna Pinder (ZIP code: 04101)

276. Danielle Satterfield (ZIP code: 04103)

277. Katherine Moncure (ZIP code: 04102)
We do not need Live Nation in Portland! We have incredible independent venues already and adding a Live Nation venue would create unwanted congestion and take away from the health of the vibrant arts organizations that currently exist. Any unused space on the peninsula should be repurposed for
addressing our housing crisis, not outcompeting our arts scene with a national monopoly.

278. Elizabeth Polk (ZIP code: 04101)
I use the top of the old port parking lot to park my car and get to my apartment. When there is a show at Merrill it's already hard to find a parking spot and get in and out of the parking lot. If we add Live Nation they will most likely want to use the Top of the Old Port parking which will debilitate anyone trying to go to Merrill because more often than not both venues will have shows on the same night. On top of that the general area around where Live Nation would go has very limited parking. In other words, this area does not have the capacity to hold another large music venue.

279. Gabrielle Royal (ZIP code: 04106)

280. April Byron (ZIP code: 04074)

281. Karen Cole (ZIP code: 04412)

282. Crystal Sweeney (ZIP code: 04105)

283. Valerie Todd (ZIP code: 04102)

284. Nick Mercado (ZIP code: 02169)

285. Dustin Delponte (ZIP code: 04092)

286. James Brooking (ZIP code: 04092)

287. Ian Curless (ZIP code: 04038)

288. Meaghan Wickware (ZIP code: 04103)

289. Brian Higgins (ZIP code: 04038)
Livenation sucks and is not wanted in Portland. They already have Bangor Waterfront and that place sucks too!

290. Kimberly Whitten (ZIP code: 04038)

291. Colin Winsor (ZIP code: 04101)
We don’t need or want a corporate venue here, keep Portland local

292. Ahmad Muhammad (ZIP code: 04102)

293. Abigail Szotkowski (ZIP code: 04222)

294. Timothy Haney (ZIP code: 28204)
295. Joseph Ervin (ZIP code: 04330-2867)

296. Sophie Garner (ZIP code: 04102)

297. Michael LeComte (ZIP code: 04103)

298. Travis Cyr (ZIP code: 04762)
Keep live Nation out of Maine.

Maine is for working artists

299. Anne Ball (ZIP code: 04096)
Local independent businesses and venues are at the heart of a community.

300. Joy Folsom (ZIP code: 04401)

301. Syd Cotter (ZIP code: 04102)

302. Allen Ewing-Merrill (ZIP code: 04102)

303. Mike Whitten (ZIP code: 04038)

304. Jody Winant (ZIP code: 04022)
Supporters of local music/venues

305. Bridget VerVaet (ZIP code: 04530)
Respect the Portland scene and everyone that works hard to make it so special and unique!

306. Christopher Dow (ZIP code: 04106)
I've been a musician in Portland for 40 years, and this is definitely a dangerous proposal for the arts. We don't need another venue like that, and the musicians and artists in this beautiful city do not want any out of state grubby hands in Portland's profits. They are not coming here to help. We need to keep the money HERE in Portland, and don't need them to sell our awesome city or people. We sell ourselves, baby?

307. Jacob McCurdy (ZIP code: 04092)

308. Sarah Shepro (ZIP code: 04103)

309. Lindsey Curless (ZIP code:)

310. Matthew Williams (ZIP code: 04605)
As an avid concert goer and music fan, I find Live Nation's proposal very concerning for the City of Portland. While Portland is a growing metropolitan area, it is still quite undersized to support the number of music venues that currently operate, in addition to a new mid-scale venue. There is also concern the Live Nation will not make a good community partner for the arts and will attempt to monopolize acts that currently play at local venues. This idea is likely too early in Portland's growth process.

311. Graeme Kennedy (ZIP code: 04105)

312. Paul Cunningham (ZIP code: 04106)
Keep Portland INDEPENDENT, and COOL!

313. Jennifer Joaquin (ZIP code: 04106)
Keep Portland INDEPENDENT, and COOL!

314. Madigan Porter (ZIP code: 04955)

315. Hanley Ethan (ZIP code: 04092)

316. Carolyn Nishon (ZIP code: 04106)

317. Kelsey Johnson (ZIP code: 0)

318. Steve Strom (ZIP code: 04101)

319. kirsten j nunery (ZIP code: 04364)

320. Tyra Mazzer (ZIP code: 04103)

321. Joy A (ZIP code: 04102)

322. Pam Chamberlain (ZIP code: 04103)

323. Allecia Liberatore (ZIP code: 04102)

324. Annika Johnston (ZIP code: 04101)

325. Adam Danielson (ZIP code: 04101)

326. Kristin McMahan (ZIP code: 04548)

327. MCCRAE HATHAWAY (ZIP code: 04102)

328. Amy Tavano (ZIP code: 04106)
Live Nation offers nothing new or beneficial to our city. We don't need billionaires bulldozing our local independent scene.

329. Kyle Hussey (ZIP code: 04106)

330. Anna Schwarz (ZIP code: 04106)

331. Tess Timoshin (ZIP code: 04092)

332. Adam Jackson (ZIP code: 04103)

333. Marion Earley (ZIP code: 04096)

334. Spencer Albee (ZIP code: 04841)

335. Jan Kearce (ZIP code: 04864)
I travel to Portland frequently for events at local venues. Live Nation is a behemoth competitor for small venues. Plus audience size and parking needs will discourage me from ever visiting the smaller venues I prefer on the nights of their performances.

Do we need another venue?

336. Alex Deely (ZIP code: 04038)
Protect the arts and our local independent music venues.

337. Lucas Deely (ZIP code: 60640)

338. Jessica Merz (ZIP code: 60126)

339. George Deely (ZIP code: 04043)

340. Scott Merz (ZIP code: 60126)
This is so important

341. Hannah Rush (ZIP code: 78721)

342. Abigail Bradford (ZIP code: 04103)

343. Chloe Miles (ZIP code: 04101)

344. Erica Mercier (ZIP code: 04038)

345. Miranda Harrison (ZIP code: 04005)

346. Timothy Sweeton (ZIP code: 04103)
347. Josh Powers (ZIP code: 04005)
Please protect out independent venues!!!!

348. patrick calabro (ZIP code: 04101)

349. Jack Rowland (ZIP code: 04003)

350. Sam Kennedy (ZIP code: 04102)
NO LiveNation, I've lived in a city whose creative economy was destroyed by

LiveNation. **351. Wednesday Merrill** (ZIP code: 04039)

352. Constance Bamber (ZIP code: 04043)

353. Max Robinson (ZIP code: 04103)

354. Thom Courtney (ZIP code: 04038)

355. Emily Stevens (ZIP code: 04038)

356. Kevin Flynn (ZIP code: 04043)

357. Laura England (ZIP code: 04086)

358. Rosie Bruce (ZIP code: 04009)

359. Celeste Carpenter (ZIP code: 04101)

360. Andy Kelley (ZIP code: 04345)
Stop ruining Portland

361. Jannika Coons (ZIP code: 04101)

362. Christina Yen (ZIP code: 04101)

363. Emily Hull (ZIP code: 04005)

364. Erin Coughlin (ZIP code: 04011)

365. Melody Cropley (ZIP code: 04062)

366. Riley Webster (ZIP code: 04039)
367. Austin Leach (ZIP code: 04062)

368. Amanda Whitegiver (ZIP code: 04222)
Portland's local music scene of Independent venues is one of my biggest reasons for coming into the city. Dinner and a show with friends or a special night with my kids won't be the same without the variety, care, and love that goes into each event.

369. Kat Abel (ZIP code: 04103)

370. Elizabeth Sevigny (ZIP code: 04102)
I hate everything live nation has done to the concert going experience

371. Shalaka Konjalwar (ZIP code: 02465)

372. Cam Goller (ZIP code: 04101)

373. Miles Green (ZIP code: 04103)

374. Evan Grisley (ZIP code: 04102)

375. Molly Horton (ZIP code: 04097)

376. Megan Dalton (ZIP code: 04102)

377. Kristine Corey (ZIP code: 04101)

378. sarah murphy (ZIP code: 04103)
I go an event at Space Gallery almost every week. I feel safe there. It's small enough to be intimate and large enough to host incredible musical acts, show important films and continue conversations amongst Portlanders who need a place. This would devastate our community, please do not allow our good things to be swallowed up by greed.

379. Andrea Lavoie (ZIP code:)

380. Evan Eckstrom (ZIP code: 04252)
Keep this venue OUT of Portland!!!

381. Tess Grossi (ZIP code: 04101)
Keep Portland arts independent!

382. Emily Leonard (ZIP code: 04252)

383. Tessa Quattrucci (ZIP code: 04103)
384. Cameron Garfield (ZIP code: 04101)

385. Anders Hanson (ZIP code: 04101)

386. Amy Abel (ZIP code: 04021)

387. Brian Breeden Jr (ZIP code: 01532)

388. Hannah Hartnett (ZIP code: 04102)

389. Brenna Sellars (ZIP code: 04660)
While I do not live in Portland, as a Mainer I consider Portland to be my primary live music hub. Please keep Live Nation out of Portland, and protect the amazing small community music venues there.

390. Gwendolyn Baizley (ZIP code: 04074)
Please PLEASE keep the live nation venue away from our amazing community. We don’t need it. We have the State, the Merell, PHOME, Thompson’s Point.

391. Dominic Malia (ZIP code: 04102)

392. Cheyenne cleaves (ZIP code: 04105)

393. cassandra pateneaude (ZIP code: 04101)

394. Camden Garnett (ZIP code: 04101)

395. Mckaylee Honkonen (ZIP code: 04358)

396. Jennifer Kole (ZIP code: 04102)
protect our local scene!

397. Autumn Forsing (ZIP code: 04093)

398. Aidan McCleary (ZIP code: 04093)

399. Gwen Moran (ZIP code:)

400. Hannah Stritch (ZIP code: 04250)

401. Riley Migneault (ZIP code: 04102)

402. Kristen Kresge (ZIP code: 04103)
403. Brittney Sieg (ZIP code: 04101)
Support local venues!

404. Josephine Tollaksen (ZIP code: 04101)
As someone who lives downtown I do not want this! Keep music venues local and keep money in the community!

405. Sara Junkin (ZIP code: 04106)

406. Emmett Burns (ZIP code: 04101)

407. Andrew Malia (ZIP code: 04019)

408. Maritza feost (ZIP code: 05101)
PROTECT OUR VENUES

409. Ernest Braun (ZIP code: 04101)

410. Valen Doe (ZIP code: 04101)
We have state theater, Thompson's point, and cross insurance arena. Fuck ticket master and live nation, disgusting to try and take profits from small important businesseses that are the heart of this TINY community.

411. Emma Adler (ZIP code: 04281)

412. Amanda Eaton (ZIP code: 04102)
We already have fabulous venues in our city. Let’s support the ones we already have!
If something is going to be built WE NEED AFFORDABLE HOUSING!

413. Bly Lauritano-Werner (ZIP code: 04102)

414. Candace Lee (ZIP code: 04076)

415. Richard Theriault (ZIP code: 04358)
No place for Live Nation in Maine in general! Support your local community

416. Sigrid Harmon (ZIP code: 04102)

417. Oldriska Wyman (ZIP code: 04005)

418. Daniel Popp (ZIP code: 25746)

419. Nell Simons (ZIP code:)
420. Louisiana Scherman (ZIP code: 04101)

421. Ian Bannon (ZIP code: 04102)

422. Jane Rooks (ZIP code: 04101)

423. Molly Prouty (ZIP code: 04101)

424. Lindsay Dodge (ZIP code: 04074)

425. The apohadion theater The apohadion theater (ZIP code: 04101)

426. Ana Adlerstein (ZIP code: 04101)

427. Margaret Zangle (ZIP code: 04103)
Strongly in favor of independent music venues, Portland already has a great music scene and the existing venues will be hurt by competing with live nation. Live nation does not know or care about our community.

428. Andrew Roseman (ZIP code: 04102)

429. Jessie Hutchinson (ZIP code: 04103)

430. James Downey (ZIP code: 04101)

431. Emily Read (ZIP code: 04101-3889)

432. Mariah Bergeron (ZIP code: 04005)

433. Grace Willcox (ZIP code: 04106)

434. Don Swanson (ZIP code:)
Keep these capitalist pigs out of our community

435. Lucas Salisbury (ZIP code: 04101)
Representing Empire Comedy Club in Portland, Maine

436. Daniel Smith (ZIP code: 04084)

437. Amy Parker (ZIP code: 04101)

438. Connor McGrath (ZIP code: 04005)
439. Sarah Wison (ZIP code: 04062)

440. Danielle Perry (ZIP code: 04103)
We can’t afford to lose another amazing local venue - keep live nation out of portland!!!

441. Ian Smith (ZIP code: 04103)
Live Nation is an aggressive, monopolistic, predatory enterprise that pushes independent venues aside. The Portland music scene would be damaged by a Live Nation venue.

442. John Ater (ZIP code: 04530)

443. Connor Libby (ZIP code: 04101)

444. Justin Curtsinger (ZIP code: 04112)
On behalf of Grime Studios and all who rehearse there, in solidarity with all who oppose live nation setting up shop here in Portland. Thanks

445. Ruger Pearson (ZIP code: 04274)
As a musician, and avid concert goer in Portland it would be tragic to see this venue approved. We already have fantastic local venues. No ticket master, no live nation!!

446. Sarah Taubner (ZIP code: 04103)

447. Mariia Sobey (ZIP code: 04106)

448. Nancy Hoffman (ZIP code: 04108)
Portland needs to stay a "user friendly" city. This would be a mistake.

449. Shay Wilcox (ZIP code: 04102)

450. Paul Arnott (ZIP code: 04102)

451. Tristan Cuthbert (ZIP code: 04015)

452. Lauren Smith (ZIP code: 04101)

453. Elijah Tobey (ZIP code: 04330)

454. Lauri mulcunry (ZIP code: 04101)

455. Carlo Rojas (ZIP code: 04066)
Thank you and good luck

456. Megh Rounds (ZIP code: 04101)
Portland thrives with small, local music venues. We do not need to be beholden to Live Nation. No amount of money is worth it…and we ALL KNOW BETTER.

457. Stephen Barton (ZIP code: 04572)
Portland does not need another venue run by multi nationally running

corporations **458. Jay Gruber** (ZIP code: 04102)

459. Vanessa Bryson (ZIP code: 04101)

460. Hannah Perry (ZIP code: 04102)

461. Emma Dunham (ZIP code: 04101)
I go to dozens of live shows a year. I do not want and will NEVER attend a LiveNation venue here in Portland. We are an INDEPENDENT CITY and do not have the parking or PUBLIC TRANSIT infrastructure to accommodate the crowds that come with a project this size. NO LIVENATION.

462. Abby Dunham (ZIP code: 04103)
Pls

463. Shirley Dunham (ZIP code: 04103)

464. Brandon Dunham (ZIP code: 04103)

465. Julian Lathrop (ZIP code: 04103)
The already struggling Maine music scene does not need a monopoly entering the chat.

466. maisy davis (ZIP code: 04102)
Keep the Portland music scene local!!!!

467. Elizabeth Delmonico (ZIP code: 04037)

468. Lara Butera (ZIP code: 04101)

469. Kateri Nahabedian (ZIP code: 03904)

470. Izzy Clark (ZIP code: 04103)

471. Maxwell Sweeney (ZIP code: 04084)

472. Norbert Annie (ZIP code: 04472)

473. Marissa Richardson (ZIP code: 04274)
NO LIVE NATION!
474. Megan Shorette (ZIP code: 04103)
Please listen to the community. This venue is going to be a disaster on so many levels, parking and traffic congestion, neighborhood frustrations and the death to our creative scene as we know it being at the top.

475. Roxanne McGowen (ZIP code: 04103)

476. Kristina Kentigian (ZIP code: 04092)

Say no to this Livenation venue. It does not bring any value to the great city of Portland and our shaving music scene, only problems.

477. Sophie Kastelic (ZIP code: 04103)

478. Emily Holtzclaw (ZIP code: 04101)
I have worked in local radio across the country and with musicians for over 25 years, and Live Nation has been so detrimental to indie music venues in every market they arrive in. Please help Maine's venues continue to be an important part of our community.

479. Aidia Sandlin (ZIP code: 04101)
Portland has no need for a larger venue when we already have plenty of revenue from the ones that already exist here.

480. Jasmine Haines (ZIP code: 04631)
Try to keep the things that make Portland Portland.

481. Cassandra Lerch (ZIP code: 04102)

482. Julia Breul (ZIP code: 04101)
This would ruin the city.

483. Amanda Reynolds-Gregg (ZIP code: 04103)
Part of what I love about Maine is our community of performers, artists, musicians, and comedians working together. Live Nation is not part of that community and should not be.

484. Liza Miller (ZIP code: 04284)

485. Benjamin Millett (ZIP code: 04551)

486. Nikki Martin (ZIP code: 04103)

487. Chelsea Bartlett (ZIP code: 04106)

488. Andrew Roseman (ZIP code: 04101)
Blue Portland Maine (BPM) is happy to join alongside many others in our community in opposition to Live Nation.

489. Celeste Parke (ZIP code: 04102)

490. Sam Shandorf (ZIP code: 04103)

491. Kristin Lewis (ZIP code: 02324)

492. Chris Neuguth (ZIP code:

04102)

493. John Mucciarone (ZIP code:
04103) Save local music for our
community.

494. Cindi Brown (ZIP code:
04039) No live nation

495. Katy Moon (ZIP code: 04106)

496. Rachel Conly (ZIP code: 04108)

497. Leah Arsenault (ZIP code:

04108)

498. Ben Katz (ZIP code: 04092)
This would be awful! Go away, Livenation!

499. Reed Allen (ZIP code: 04102) **500.**

lucy stafford (ZIP code: 04103) **501.**

Jack Meahl (ZIP code: 04101) **502.**

Charles Rickarby (ZIP code: 04101)

503. Elizabeth Meahl (ZIP code:
04103-3050) We need the arts!!!!

504. Michael Winter (ZIP code: 04101)

505. Emily ORourke (ZIP code:

04101) **506. Joshua Dweh** (ZIP code:

19050)

507. Becca May (ZIP code: 04011)

508. Daniel Kruglak (ZIP code:

04101)

Keep Live Nation out of Maine!

509. James Ledue (ZIP code: 04106)
I have been playing and/or working in the local Portland music scene for most of my life and can not find anything positive about this proposed venue. Even the potential economic benefits seem questionable at best and there is no real demand for a venue of this size and the only benefit I can see is in direct support of the largest live entertainment company IN THE WORLD, which has contributed, through negligence, to the deaths of multiple people. Live Nation is not welcome by Portland people.

510. Gregory Jasgur (ZIP code: 04103)

511. Caleb Sherman (ZIP code: 04102)

512. Robert Nichols (ZIP code: 04106)

513. Thai Singer (ZIP code: 04103)

514. Emily Tan (ZIP code: 04105)

515. Nat Baldwin (ZIP code: 01301)

516. Jacob Goodness (ZIP code: 04330)

517. Mark Fede (ZIP code: 04106)

518. Timm Donohue (ZIP code: 04864)

519. Hayley Cummings (ZIP code: 04005)
Live nation is bad for local music!!!!! It’s bad for portland!

520. Mallory Casavola (ZIP code: 04022)

521. Emily Battl (ZIP code: 04013)
keep music independent, it’s what makes portland special

522. Mary A Tracy (ZIP code: 04103)

LiveNation does not belong in Portland. It will change the character of our arts scene and take away jobs. What we have, rooted in Portland, is better than a national group.

523. Stephen Quirk (ZIP code: 04021)

524. Sophia Morin (ZIP code: 04102)
525. Emilie Roop (ZIP code: 04101)

526. chloe isis (ZIP code: 04106)

527. Andrew Scripter (ZIP code: 04086)
Live nation is an anti trust and does not have a place in Portland's community. They cannot be

trusted **528. Chris Wheaton** (ZIP code: 04103)

529. Katie Devlin (ZIP code: 04101)

530. Claire Chanis (ZIP code: 04101)

531. Kaitlyn McAllister (ZIP code: 04005)

532. Sue Blankenship (ZIP code: 04106)

533. Kate Mckellick (ZIP code: 04101)

534. Elwen Bernard (ZIP code: 04103)

535. Ian Hundt (ZIP code: 04106)

536. Jessy Ostara (ZIP code: 04101)
Live Nation and Ticketmaster are thieves who exploit artists and steal from concert goers with arbitrary fees and made up surcharges. They allow scalpers first dibs on tickets to drive up the prices of events and essentially lock people out of attending. They should be boycotted and dismantled but they run a monopoly with no oversight and no one to stop their unethical practices. Keep these criminals out of Portland Maine.

537. jules ginn (ZIP code: 04107)

538. Jesse Lambert (ZIP code: 04101)

539. Constantinos Gonye (ZIP code: 04097)

540. Amanda Barnett (ZIP code: 04101)

541. Helen Harman (ZIP code: 04102)

542. Margo Moyer (ZIP code: 04103)
Do not make this new venue!!
543. Erin Wheaton (ZIP code: 04103)

544. Edward McColgan (ZIP code: 04102)

545. Dominic Grosso (ZIP code: 04106)

546. Hannah Barrett (ZIP code: 04011)
Say No to a Live Nation venue in Portland!

547. Stephen Bennett (ZIP code: 04107)
Working with LiveNation is unethical and will ultimately hurt the City of Portland.

548. Amanda Brill (ZIP code: 04579)

549. Larissa Holland (ZIP code: 04530)

550. Kristina Buckley (ZIP code: 04101)

551. Meghan Del Nero Moore (ZIP code: 04106)
Large corporations have no place in Portland. The people want local

552. Elena Costa-Smith (ZIP code: 04101)

553. Whitney Pelletier (ZIP code: 04240)

554. Kage Johnson (ZIP code: 04101)

555. Jess Hovey (ZIP code: 04102)

556. Sarah Holmes (ZIP code:)

557. Sol Kissell-Astacio (ZIP code: 04101)

558. Basil DiBenedetto (ZIP code: 04102)

559. Brie Van Kleef (ZIP code: 04101)

560. jaden dougher (ZIP code: 04101)
as someone who's grown up in Portland, i have simultaneously had my life's trajectory altered by the music and arts community in this city, and have also seen Portland outgrow that very community which makes this place so special. I pray that the trajectory of this place i am so proud to call home alters in favor of those who have made it what it is

561. Jade Bucha (ZIP code: 04102)

562. Kathryn Violette (ZIP code:04101)

563. King Carnegie (ZIP code: 04102)
Please don't let our downtown become a complete logistical cluster for transit and parking, never mind during the entire construction phase. We need to be prioritizing housing projects, not luxury accommodations for a monopoly.

Also we need to be supporting a sustainable and healthy locally sourced arts community. It's bad enough already pricing out the traditionally median-to-sub-median-income-earning artists in this town, with exhortant taxes and a choked housing supply. To then funnel in a monopolistic scam company under active investigation from the DOJ, wgo bypasses local acts in favor of whichever ones they have promotional contracts with on the national level, is just irresponsible. Please don't just think twice about this approval, just shut it down before you make the mistake that cannot be undone.

Respectfully,
King

564. Christina Dalessio (ZIP code: 04103)
Protect our local arts venues and the citizens who love and support them. No Live Nation in Portland!

565. Zachary Hefferen (ZIP code: 04105)
Do not do business with the thieves! Save live music in Portland!

566. Nicole Fogg (ZIP code: 04106)

567. Beatrice Roseland (ZIP code: 04259)
Do not destroy the vibrant and beutiful art community in portland by siphoning into a corporation they does not care about us, our community, or our people

568. Trixie Betz (ZIP code: 04011)
Support local venues and keep live nation from completely ruining and cannibalizing Portland's music scene! The people do NOT want this!

569. Darcie Drew (ZIP code: 04102)

570. Lillian Tessier-Hill (ZIP code: 04103)

571. Maverick Keegan (ZIP code: 04102)

572. Spenser Marley (ZIP code: 04106)
573. Kerry Anderson (ZIP code: 04259)

574. Katherine Kirk (ZIP code: 04106)

575. Candace Reeve (ZIP code: 04101)

576. Eliza Jacobs (ZIP code: 04011)

577. Sarah Buhlman (ZIP code: 04103)

578. Jake Adams (ZIP code: 04101)

579. Elizabeth Leibiger (ZIP code: 04101)
Please let Portland’s music and art communities continue to thrive and NOT get forced out by Live Nation!

580. Elizabeth Chenard (ZIP code: 04239)
Protect our vibrant local scene and stand up to corporate monopolies!

581. Emily Clark (ZIP code: 04530)

582. Jeffrey Servetas (ZIP code: 04093)
Keep our arts local and independent!

583. M P Landis (ZIP code: 04103)
Don't let corporate money destroy one of the best parts about Portland, our vibrant, unique, completely independent music scene.

584. kyle ross (ZIP code: 04092)

585. Paul Jacobs (ZIP code: 04106)
There is no need of this venue in Portland. There are plenty of places for performances.

PC. 3

Live Nation Ticketscalper

Inbox

'Andres Llorente' via Planning and Urban Development <planning@portlandmaine.gov> Mon, Aug 4, 11:02 AM (21 hou

to planning

Hello Planning Board,

I'm just writing to remind you that Live Nation Ticketmaster is a grossly self-interested mega conglomerate that no one likes, unless you are part of our planning board. "No, thank yo correct answer.

Inviting them into Portland is inviting a fox into a henhouse; they will force smaller venues out of business including and especially their potential neighbor Merrill Auditorium which is Portland and the people of Portland which the Planning Board allegedly represents. Please put an end to this terrible idea; we need collaborative entities and not corporate raiders f Portland is no match. I understand we are often awestruck by big developers and outsiders interested in taking advantage of our naivete while dramatically altering our landscape w value, but they offer nothing inspirational and nothing that we don't already have, in return.

Another reminder: we need affordable housing and not luxury condos made by developers who pay off the city to exclude anything affordable. The housing plan is clearly not workin number one priority. An event venue from a greedy, lawless (have you seen how many lawsuits LiveNation is involved in?) megacorporation provides no relief, just more problems.

End this proposal now; if we want a unique, sustainable, and equitable city, our planning board should know Live Nation and its own citizens much better.

Andres Llorente
61 Sherman Street
Portland, ME

PORTLAND MUSIC HALL

244 CUMBERLAND AVE
LOT 3 385 CONGRESS STREET SUBDIVISION
PORTLAND, MAINE

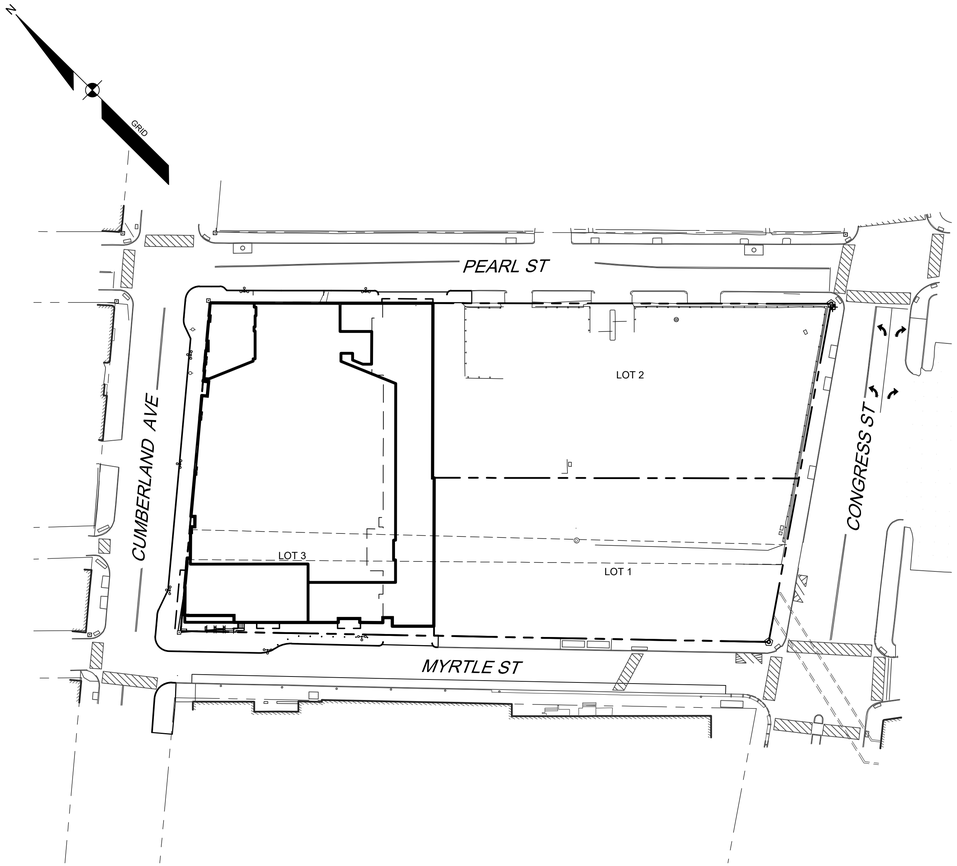
APPLICANT:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

ENGINEER/SURVEYOR/
LANDSCAPE ARCHITECT:

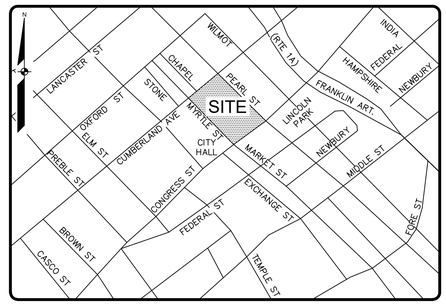
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

PROJECT ARCHITECT:

D'AGOSTINO IZZO QUIRK ARCHITECTS, INC.
1310 BROADWAY
SOMERVILLE, MA 02144



GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 INCH = 50 FT.



LOCATION MAP NTS

SHEET INDEX

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

TAX MAP 27 LOT D003

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16877
STATE OF MAINE · 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 TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

COVER SHEET
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 I, L.C.
2270 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

\\sd-fs01\data\Projects\19000\19371-05\DWG\Design\19371-05 C.dwg - 12/20/2024 8:23 AM - CHRIS TAYLOR

19371-05 C.dwg - TAB:G-001 COVER SHEET SIZE D

LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	DEED LINE/R.O.W.	
	TIE LINE	
	SETBACK	
	EASEMENT	
	BUFFER	
	FLOODPLAIN	
	FLOODWAY	
	CENTERLINE	
	MONUMENT	
	IRON PIPE/ROD	
	DRILL HOLE	
C1/L1	DEED CALL	
C1/L1	CURVE/LINE NO.	C1/L1
	SOILS	
	ZONE LINE	
	ZONE LINE ON PL	
BENCHMARK DESCRIPTION WITH ELEVATION	BENCHMARK	
	SURVEY CONTROL	
TP-1	TEST PIT	
MW-1	MONITORING WELL	
B-1	BORING	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE WETLAND	
	WETLANDS	
	UPLANDS	
	STREAM	
	LEDGE	
	EDGE PAVEMENT	
	PAVEMENT SAWCUT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	EDGE GRAVEL	
	CURB LINE	
	EDGE OF WATER	
	TREELINE	
120 118	CONTOURS	120
×120.00	SPOT GRADE	+120.00
	CHAIN LINK FENCE	
X	BARB WIRE FENCE	X
	STOCKADE FENCE	
	GUARD RAIL	
	STONE WALL	
	RETAINING WALL	
	DECIDUOUS TREE	
	CONIFEROUS TREE	
	BOLLARD	
	SIGN	
	RAILROAD	
G	GAS	G
	GAS GATE VALVE	
	GAS METER	
	GAS MANHOLE	
W	WATER	W
	WATER GATE VALVE	
	WATER SHUT OFF	
	HYDRANT	
W	WATER MANHOLE	
W	WELL	W
S	SANITARY SEWER	S
FM	FORCE MAIN	FM
S	SANITARY MANHOLE	
SD	STORM DRAIN	SD
UD	UNDER DRAIN	UD
D	DRAINAGE MANHOLE	
	CATCH BASIN	
OHU	OVERHEAD UTILITY	OHU
UGU	UNDERGROUND UTILITY	UGU
T	TRANSFORMER PAD	T
E	ELECTRICAL MANHOLE	E
EM	ELECTRIC METER	
H	HVAC UNIT	
T	TELEPHONE MANHOLE	
	LIGHT POLE	
	UTILITY POLE	
	GUY WIRE	
	DRAINAGE DITCH	
	EROSION CONTROL BLANKET	
	FILTER BARRIER	FB
	RIPRAP	
	CHECK DAM	
	INLET PROTECTION	
	BOULDER	
	STREAM	

LANDSCAPE LEGEND

- MULCH LINE
- STREET TREES
- SHRUBS
- LANDSCAPE PLANTING BEDS
- CITY SIDEWALK BRICK
- DRIVEWAY BRICK
- BENCHES

STRIPING LEGEND

- SINGLE WHITE LANE LINE
- DOUBLE YELLOW CENTERLINE
- WHITE CROSSWALK STRIPING
- WHITE STOP BAR STRIPING
- WHITE NO PARKING STRIPING

GENERAL NOTES

1. 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.
2. THE PROPERTY IS SHOWN AS A PORTION OF LOT D003 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. SPACE AND BULK CRITERIA FOR THE B3 DISTRICT ARE AS FOLLOWS:

BUILD-TO ZONE:	0-5 FEET
BUILD-TO PERCENTAGE:	100%
BUILDING LENGTH AS A PERCENTAGE OF STREET FRONTAGE (MIN):	
LOTS UP TO 50 FT IN FRONTAGE:	80%
LOTS GREATER THAN 50 FT IN FRONTAGE:	60%
BLANK WALK AREA (MAX):	25%
STRUCTURE HEIGHT	SEE CITY OF PORTLAND HEIGHT MAP
LOT AREA (MIN):	N/A
STREET FRONTAGE (MIN):	N/A
GROSS FLOOR AREA (MAX):	N/A
REAR SETBACK (MIN):	N/A
INTERIOR SIDE SETBACK (MIN):	N/A
LANDSCAPED OPEN SPACE RATIO (MIN)	N/A

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION, INCLUDING BUILDING STEP-BACK REQUIREMENTS.

4. TOTAL AREA OF PARCEL IS APPROXIMATELY 0.45 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 6F. TOPOGRAPHIC INFORMATION SHOWN HEREON. SEBAGO TECHNICS INC, UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. OCTOBER , 2019.
7. PLAN REFERENCES:
8. 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.
   A. 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.
   B. 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.
   C. 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.
   D. 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.
   E. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
   F. F. ALTA/NSPS LAND TITLE SURVEY OF CONGRESS/PEARL BLOCK CONGRESS STREET AND PEARL STREET , PORTLAND, ME DATED FEBRUARY 11, 2022 BY SEBAGO TECHNICS, INC. FOR FATHOM COMPANIES PROJECT NUMBER 19371-02
   G. SUBDIVISION PLAN OF 385 CONGRESS STREET MADE FOR 385 CONGRESS STREE, LLC DATED JANUARY 11, 2023 BY SEBAGO TECHNICS, INC. PROJECT NUMBER 19371 AND RECORDED IN THE CUMBERLAND COUNTY REGISTREY OF DEEDS IN PLAN BOOK 223 PAGE 32.
9. 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' (NAVD88 68.95')
10. THE CITY OF PORTLAND DISCONTINUED THAT PORTION OF CHAPEL STREET ''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. PUBLIC AND PRIVATE RIGHTS MAY EXIST FOR PUBLIC HIGHWAY AND UTILITIES THAT STILL LIE WITHIN THE LIMITS OF CHAPEL STREET. SEBAGO TECHNICS, INC. SUGGEST LEGAL COUNSEL BE SOUGHT TO CLARIFY THE INTEREST OF OTHERS IN THESE RIGHTS.
11. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
12. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
13. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
14. BENCHMARK: BM-1EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)
15. PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR ANY PHASE OF THE SUBDIVISION A PERFORMANCE GUARANTEE MUST BE SUBMITTED TO AND APPROVED BY THE CITY OF PORTLAND.
16. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
17. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.
18. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.
19. PROVIDE ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
20. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.
21. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
22. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.
23. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
24. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
25. CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USG PUBLIC WORKS SYSTEMS.
26. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.
27. ALL PAVEMENT MARKINGS AND DIRECTIONAL SIGNAGE SHOWN ON THE PLAN SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
28. ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
29. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
30. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.
31. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIAL AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.
32. ALL WORK PERFORMED BY THE GENERAL CONTRACTOR AND/OR TRADE SUBCONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF LOCAL, STATE OR FEDERAL LAWS, AS WELL AS ANY OTHER GOVERNING REQUIREMENTS, WHETHER OR NOT SPECIFIED ON THE DRAWINGS.
33. WHERE THE TERMS "APPROVED EQUAL", "OTHER APPROVED", "EQUAL TO", "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGEMENT OF SEBAGO TECHNICS, INC.
34. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.
35. THE CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.
36. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
37. DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.
38. BEFORE THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS, REPAIR OR REPLACE PRIVATE OR PUBLIC PROPERTY WHICH MAY HAVE BEEN DAMAGED OR DESTROYED DURING CONSTRUCTION. CLEAN THE AREAS WITHIN AND ADJACENT TO THE PROJECT WHICH HAVE BEEN OBSTRUCTED BY HIS/HER OPERATIONS, AND LEAVE THE PROJECT AREA NEAT AND PRESENTABLE.
39. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING FLOW THROUGH THE EXISTING CLOSED STORM DRAINAGE SYSTEM DURING CONSTRUCTION AND SHALL SUBMIT A WORK PLAN FOR APPROVAL BY THE DESIGN ENGINEER.

GRADING & EROSION NOTES

1. SIDESLOPES SHALL NOT BE STEEPER THAN 3:1 (H:V) EXCEPT AS OTHERWISE IDENTIFIED ON THIS PLAN. ALL SIDESLOPES STEEPER THAN 3:1 (H: V) SHALL BE LINED WITH EROSION CONTROL BLANKET, OR ADDITIONAL MEASURES AS INDICATED.
2. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BMPS" MANUAL PUBLISHED BY BUREAU OF LAND AND WATER QUALITY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
3. ALL AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENTS, WALKS, ETC.) SHALL RECEIVE LOAM AND SEED PER DETAIL.
4. SEE UTILITY DRAWINGS FOR PIPE AND STRUCTURE DATA TABLES.

CONSTRUCTION PLAN

1. PROVIDE EROSION CONTROL MEASURES PRIOR TO SITE DISTURBANCE.
2. GRADING AND CLEARING LIMITS SHALL NOT ENCROACH ON ADJACENT PROPERTIES UNLESS NOTED OTHERWISE ON THE PLANS.
3. OPEN AREAS SHALL BE LIMITED TO AREAS BEING WORKED IN. THE AREA STRIPPED OF EXISTING VEGETATION AT ANY GIVEN TIME SHALL BE MINIMIZED AND BE PHASED WHERE PRACTICAL SO THAT AREAS ARE REVEGETATED AND PERMANENTLY STABILIZED BEFORE ADDITIONAL AREAS ARE STRIPPED OF EXISTING VEGETATION. STABILIZE CONSTRUCTION AREAS BY USE OF RIPRAP, SEED, MULCH, OR OTHER GROUND COVER WITHIN ONE WEEK FROM THE TIME IT WAS ACTIVELY WORKED. SURFACES SHALL BE STABILIZED PRIOR TO DIRECTING STORMWATER RUNOFF TOWARD STORMWATER BMPS. PLEASE REFER TO DRAINAGE PLANS FOR WATERSHED AREAS.

LANDSCAPE NOTES

1. PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS.
2. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
3. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER.
5. PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BY THE CONTRACTOR AND A PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEE PERIOD, DEAD PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
6. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
7. EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
8. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING ANY DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES, PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
9. ALL SHRUB BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDDED DARK BROWN BARK MULCH.
10. THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEEDED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
11. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
12. WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.
13. DURING CLEANING OF SITE AND PRIOR TO TREE AND SHRUB INSTALLATION, CONTRACTOR SHALL REMOVE INVASIVE PLANTS. AREAS WHERE INVASIVE PLANTS ARE REMOVED AND NO OTHER PLANTING IS PROPOSED, AREA SHALL BE LOAM AND SEEDED.

UTILITY NOTES

1. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. 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 PRIOR TO CONSTRUCTION AND/OR EXCAVATION. PROTECT EXISTING ONSITE SEWER PIPE AND ADJUST MANHOLE RIMS TO GRADE WHERE APPLICABLE.
2. ALL GRAVITY CONDUIT PIPES SHALL BE INSTALLED USING A PIPE LASER AND TARGET SYSTEM THROUGH THE PIPE. ON PIPE RUNS 50 FEET OR LESS, THE CONTRACTOR SHALL REQUEST ENGINEER'S APPROVAL TO USE OR NOT USE A GROUND LASER.
3. MAINTAIN MINIMUM 5'-6" OF COVER ABOVE TOP OF WATER SERVICE PIPE.
4. MAINTAIN MINIMUM 10 FEET HORIZONTAL SEPARATION BETWEEN WATER SERVICES AND OTHER UTILITIES. MAINTAIN MINIMUM 18 INCHES VERTICAL SEPARATION BETWEEN WATER SERVICES AND OTHER UTILITIES.
5. LOWER OR RAISE WATER SERVICES AS REQUIRED TO MAINTAIN MINIMUM 12 INCH VERTICAL SEPARATION FROM OTHER UTILITIES. WATER SERVICES CROSSING SEWERS SHALL MAINTAIN 12 INCH MINIMUM SEPARATION BETWEEN THE BOTTOM OF WATER LINE AND TOP OF SEWER UNLESS NOTED OTHERWISE ON THE PLANS.
6. PIPE:
   - SEWER PIPE SHALL BE SDR 35 PVC OR APPROVED EQUAL.
   - FORCEMAIN PIPE SHALL BE DR-11 HDPE OR APPROVED EQUAL.
   - STORMDRAIN SHALL BE ADS N-12 DUAL WALL HDPE PIPE WITH SMOOTH-WALLED INTERIOR OR APPROVED EQUAL UNLESS NOTED OTHERWISE ON THE UTILITY PLANS.
   - WATER PIPE AND FITTINGS SHALL CONFORM TO PORTLAND WATER DISTRICT WATER PIPING SPECIFICATIONS. MAIN WATER SERVICE PIPE SHALL BE DUCTILE IRON, CLASS 52 PUSH-ON PIPE MEETING THE REQUIREMENTS OF AWWA/ANSI C-111/A21.11 (LATEST REVISION). PIPE SHALL BE CEMENT-LINED AWWA/ANSI C104/A21.4 WITH LINING TWICE THE THICKNESS SPECIFIED, AND COATED TWICE WITH A BITUMINOUS SEAL COATING. PROVIDE THRUST BLOCKS AT ALL WATER SERVICE BENDS.
7. COORDINATE FOUNDATION UNDERDRAIN LOCATIONS WITH ARCHITECTURAL AND STRUCTURAL DRAWINGS.
8. COORDINATE GREASE INTERCEPTOR LOCATIONS WITH ARCHITECTURAL & PLUMBING DRAWINGS.
9. COORDINATE UTILITY INVERTS AT BUILDING WITH ARCHITECTURAL, STRUCTURAL AND PLUMBING DRAWINGS.
10. COORDINATE LOCATION OF SEWER, WATER, GAS, FOUNDATION DRAINS AND ROOF DRAIN INVERTS AT THE BUILDING WITH ARCHITECTURAL DRAWINGS.
11. WATER SERVICE ENTRANCE DESIGNS TO INCLUDE METERS AND BACKFLOW PREVENTERS TO MEET ALL STANDARDS AND REQUIREMENTS OF THE PORTLAND WATER DISTRICT.
12. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY GRADE CHANGES THAT WILL IMPACT STORM DRAINAGE INFRASTRUCTURE OR OTHER UTILITIES.
13. UTILITIES WITHIN 5 FEET FROM FACE OF BUILDING ARE COORDINATED ON RELEVANT M.E.P. DRAWINGS. CONTRACTOR SHALL COORDINATE INVERTS, CONNECTIONS AND MATERIALS WITH ALL DRAWINGS.
14. CONTRACTOR SHALL FURNISH AND INSTALL TRENCHING, MATERIALS AND BACKFILL FOR ALL UTILITIES. ELECTRICAL AND TELECOMDATA PROVIDERS WILL PULL PRIMARY SERVICE TO TRANSFORMER AND PANEL. CONTRACTOR RESPONSIBLE FOR TIMING AND COORDINATION WITH UTILITIES AND DRAWINGS. COORDINATE WITH ELECTRICAL DRAWINGS FOR CONDUIT SCHEDULE, TYPE AND SIZES.
15. COORDINATE ALL WATER RELATED WORK WITH PORTLAND WATER DISTRICT.
16. UTILITY CONTACTS:
    ELECTRIC:
    CENTRAL MAINE POWER (CMP)
    JAMIE COUGH, ENERGY SERVICES ADVISOR
    (207) 629-1489
    ACCOUNT#

    WATER:
    PORTLAND WATER DISTRICT
    ROBERT BARTELS, ENGINEER
    (207) 774-5961
    TELECOMMUNICATIONS
    FAIRPOINT
    PATRICK MORRISON
    (207) 535-4271
    NATURAL GAS
    UNITL
    TBD

UTILITY DEMOLITION NOTES

1. PROTECT EXISTING BOUNDARY LINE MONUMENTATION. IF DISTURBED, EXISTING MONUMENTATION TO BE RESET BY A PROFESSIONAL LAND SURVEYOR.
2. DEMOLITION OF UTILITIES REQUIRING TREE REMOVAL SHALL BE COORDINATED WITH THE OWNER AND IN ACCORDANCE WITH PROJECT PLANS.
3. UTILITY DEMOLITION SHALL BE COMPLETED IN COORDINATION WITH NEW INFRASTRUCTURE. CONTRACTOR SHALL ENSURE EXISTING SURFACE DRAINAGE IS MAINTAINED DURING CONSTRUCTION.
4. EXISTING SEWER AND STORM DRAINAGE INFRASTRUCTURE TO REMAIN ACTIVE DURING CONSTRUCTION AND UPON COMPLETION OF PROJECT. DEMOLITION/CONSTRUCTION ACTIVITIES SHALL NOT INTERFERE OR IMPEDE EXISTING FLOWS. CONTRACTOR SHALL PROVIDE BYPASS PUMPING AS REQUIRED DURING SEWER AND STORM DEMOLITION AND NEW CONSTRUCTION. DAMAGE TO EXISTING SEWER INFRASTRUCTURE SHALL BE REPAIRED BY CONTRACTOR AT THEIR EXPENSE.
5. PROTECT EXISTING UTILITIES NOT CALLED OUT TO BE REMOVED DURING CONSTRUCTION.
6. DEMOLITION SHOWN IS FOR MAJOR SITE ELEMENTS TO BE DEMOLISHED. OTHER MINOR DEMOLITION MAY BE REQUIRED AS PART OF CONSTRUCTION AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF CONSTRUCTION. COORDINATE ALL DEMOLITION WORK WITH SITE AND BUILDING DRAWINGS.
7. PRIOR TO ANY DEMOLITION, THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF DEMOLITION PLANS TO THE OWNER. THIS PLAN SHALL DEPICT LOCATIONS OF PROPOSED TERMINATIONS AND ANY TEMPORARY SERVICES THAT WILL BE NEEDED.
8. CONTRACTOR REQUIRED TO CONFIRM/MAINTAIN BENCHMARKS. IF IMPACTED CONTRACTOR IS RESPONSIBLE FOR NOTIFICATION/RELOCATION AND COORDINATION WITH PROJECT TEAM.

TYPICAL ABBREVIATIONS

AC	ACRE
AFG	ABOVE FINISH GRADE
APPROX.	APPROXIMATELY
BC	BOTTOM OF CURB
BCC	BITUMINOUS CONCRETE CURB
BIT	BITUMINOUS
BLDG	BUILDING
BW	BOTTOM OF WALL
CB	CATCH BASIN
CONC	CONCRETE
CONT	CONTINUOUS
DI	DUCTILE IRON
DIA	DIAMETER
DMH	DRAIN MANHOLE
E.W.	EACH WAY
ELEV	ELEVATION
FFE	FINISH FLOOR ELEVATION
FIN. GR.	FINISH GRADE
FTG	FOOTING
HDPE	HIGH DENSITY POLYETHYLENE
HGT	HEIGHT
HMA	HOT MIX ASPHALT
INV	INVERT
L/A	LANDSCAPE AREA
LF	LINEAR FEET
OC	ON CENTER
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
R.O.W.	RIGHT OF WAY
S.F.	SQUARE FEET
SCH	SCHEDULE
SCSC	SLIPFORM CONCRETE SLOPED CURB
SCVC	SLIPFORM CONCRETE VERTICAL CURB
SD	STORM DRAIN
SGC	SLOPED GRANITE CURB
SMH	SEWER MANHOLE SPECS SPECIFICATIONS
SS	SANITARY SEWER
SSGC	SALAVAGED SLOPED GRANITE CURB
SVGC	SALAVAGED VERTICAL GRANITE CURB
TC	TOP OF CURB
TW	TOP OF WALL
TYP	TYPICAL
VGC	VERTICAL GRANITE CURB
VIF	VERIFY IN FIELD

BICYCLE PARKING SUMMARY

THEATERS AND PERFORMANCE HALLS:
26 REQUIRED BICYCLE PARKING
1 PER 2,500 SF OF FLOOR AREA
26 ACTUAL BICYCLE PARKING SPACES PROVIDED

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — LICENSED PROFESSIONAL ENGINEER — 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 TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS INC

SEBAGO T

DEMOLITION KEY

S1. SAWCUT PAVEMENT
S2. REMOVE ASPHALT PAVEMENT
S3. REMOVE BRICK PAVERS / SALVAGE FOR RE-USE
S4. REMOVE CONCRETE PAVEMENT
S5. REMOVE STREET TREE
S6. REMOVE EXISTING GUARDRAIL
S7. EXISTING GRANITE CURBING TO REMAIN
S8. REMOVE GRANITE CURB / SALVAGE FOR RE-USE
S9. REMOVE STREET SIGN
S10. REMOVE CONCRETE RETAINING WALL
S11. VEHICLE GUARDRAIL AND FENCING TO REMAIN
S12. CONCRETE PAVEMENT TO REMAIN
S13. ASPHALT PAVEMENT TO REMAIN
S14. REMOVE TACTILE WARNING PANEL
S15. ADA TACTILE WARNING PANEL TO REMAIN
S16. SEAL COAT OVER EXISTING PAINT STRIPING
S17. BRICK PAVERS TO REMAIN
S18. REMOVE EXISTING BUILDING
S19. REMOVE EXISTING CHAIN LINK FENCE
S20. REMOVE EXISTING BOLLARD
S21. EXISTING BOLLARD TO REMAIN
S22. EXISTING STREET TREE TO REMAIN
SS1. EXISTING SANITARY MANHOLE TO REMAIN
SS2. REMOVE EXISTING SANITARY SEWER, CAP AND ABANDON AT MANHOLE
SS3. SANITARY SEWER TO REMAIN
SS4. REMOVE EXISTING SANITARY MANHOLE
SS5. REMOVE EXISTING SANITARY SEWER

D1. EXISTING CATCH BASIN TO REMAIN
D2. REMOVE EXISTING STORM DRAIN
D3. EXISTING STORM DRAIN TO REMAIN
D4. REMOVE EXISTING CATCH BASIN
D5. REMOVE EXISTING DRAIN MANHOLE
D6. EXISTING DRAIN MANHOLE TO REMAIN
D7. REMAINING EXISTING STORM DRAIN. CAP AND ABANDON AT CATCH BASIN.
E1. ELECTRICAL MANHOLE TO REMAIN
E2. REMOVE UTILITY POLE
E3. REMOVE OVERHEAD UTILITY
E4. ELECTRICAL VAULT TO REMAIN
E5. REMOVE EXISTING ELECTRICAL VAULT
E6. REMOVE ELECTRICAL/TELECOM SERVICES
E7. RELOCATE EXISTING OVERHEAD UTILITIES AND REMOVE POLE
E8. NOT USED
E9. NOT USED
G1. REMOVE EXISTING GAS MAIN, COORDINATE WITH GAS COMPANY
G2. REMOVE GAS SERVICE, COORDINATE WITH GAS COMPANY
L1. EXISTING STREET LIGHTING TO REMAIN
L2. REMOVE STREET LIGHT AND BASE
L3. UNDERGROUND LIGHTING CONDUIT TO REMAIN
W1. FIRE HYDRANT TO REMAIN
W2. REMOVE EXISTING HYDRANT
W3. REMOVE WATER SERVICE
W4. REMOVE EXISTING VALVE

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.

PEARL STREET
(A 49.50' WIDE PUBLIC STREET)

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

CONGRESS STREET
(A PUBLIC RIGHT OF WAY OF VARIED WIDTH)

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

CHAPEL ST.

BLUE LEADERS TO PINK ENDS HERE

CIRCLE WITH QUESTION MARK

GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE
CHRISTOPHER P. TAYLOR
No. 16677
LICENSED PROFESSIONAL ENGINEER
06/25/2025

REV.	BY:	DATE:	STATUS:
C.	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B.	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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SEBAGO TECHNICS
75 John Roberts Rd.
Suite A
South Portland, ME 04106
Tel. 207-200-2100
WWW.SEBAGOTECHNICS.COM

DEMOLITION 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
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-002

I:\Projects\19000\19371-05\DWG\Design\19371-05 DEMO.dwg - 6/26/2025 8:10 AM - CHRIS TAYLOR

19371-05 DEMO.dwg, TAB:C-002 DEMOLITION PLAN

ON STREET PARKING SCHEDULE

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. SEE ON STREET PARKING NARRATIVE AND EXHIBIT FOR ADDITIONAL DESCRIPTION OF ON STREET PARKING.

   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, EXCEPT FOR THE TWO SPACES CLOSEST TO MYRTLE STREET WHICH SHALL BE 30 MINUTE LOADING ZONE SPACES.

   C. SPACES ON PEARL STREET BETWEEN CUMBERLAND AVENUE AND CONGRESS STREET SHALL BE 2 HOUR TIME LIMIT PARKING

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

B — CITY OF PORTLAND STANDARD STREET LIGHT- TECHNICAL STANDARDS FIGURE X-5B SEE DETAILS, COLOR GREEN
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 8 MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS

SITE PLAN KEY NOTES

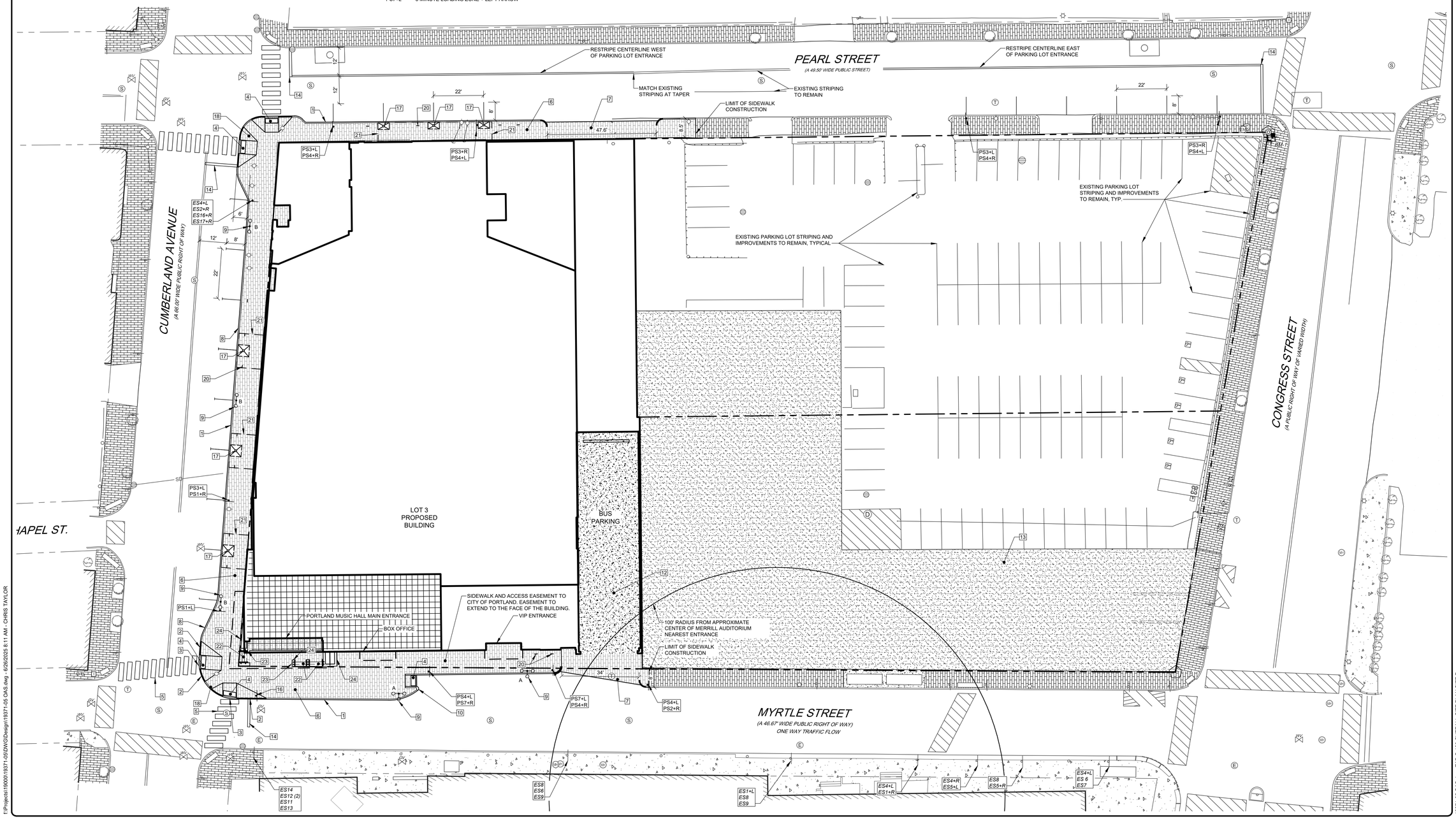
1 RESET SALVAGED GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
4 2' X 6' TRUNCATED DOME PLATES
5 2' X 2' SOLID WHITE PAINT BARS, 2' APART, 8 ' WIDE
6 BRICK PAVERS
7 BRICK DRIVEWAY APRON
8 NEW TYPE 1 VERTICAL GRANITE CURB
9 LIGHT FIXTURE - REFER TO LIGHTING FIXTURES LEGEND
10 GRANITE RADIUS CORNER "BUG"
11 ASPHALT PAVING
12 CAST IN PLACE CONCRETE PAVING
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 AND SIDEWALK GRATE
18 CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19 ALUMINUM BRICK EDGE RESTRAINT (TYP)
20 BIKE RACK
21 LIMIT OF STRUCTURAL SOIL
22 GRANITE STEP
23 HANDRAIL
24 CHEEK WALL
25 NOT USED
26 NOT USED
27 NOT USED
28 NOT USED

STREET PARKING SIGN KEY NOTES

PS1+R	30 MINUTE LOADING ZONE + RIGHT ARROW
PS1+L	30 MINUTE LOADING ZONE + LEFT ARROW
PS2	30 MINUTE PARKING
PS2+R	30 MINUTE PARKING + RIGHT ARROW
PS2+L	30 MINUTE PARKING + LEFT ARROW
PS3	2 HOUR PARKING
PS3+R	2 HOUR PARKING + RIGHT ARROW
PS3+L	2 HOUR PARKING + LEFT ARROW
PS4	NO PARKING ANY TIME
PS4+R	NO PARKING ANY TIME + RIGHT ARROW
PS4+L	NO PARKING ANY TIME+ LEFT ARROW
PS6	METERED PARKING
PS7+R	5 MINUTE LOADING ZONE + RIGHT ARROW
PS7+L	5 MINUTE LOADING ZONE + LEFT ARROW

EXISTING PARKING SIGN KEY NOTES

ES1+R	*30 MINUTE COMMERCIAL LOADING ZONE (6AM-6PM) + RIGHT ARROW*
ES1+L	*30 MINUTE COMMERCIAL LOADING ZONE + LEFT ARROW*
ES2	*30 MINUTE PARKING*
ES2+R	*30 MINUTE PARKING + RIGHT ARROW*
ES2+L	*30 MINUTE PARKING + LEFT ARROW*
ES3	*NOT USED*
ES4	*NO PARKING ANY TIME*
ES4+R	*NO PARKING ANY TIME + RIGHT ARROW*
ES4+L	*NO PARKING ANY TIME + LEFT ARROW*
ES5	*HANDICAP RESERVED PARKING*
ES5+R	*HANDICAP RESERVED PARKING + RIGHT ARROW*
ES5+L	*HANDICAP RESERVED PARKING + RIGHT ARROW*
ES6	*PASSPORT PARKING ZONE 7103*
ES7	*SNOW HAULING YELLOW ZONE*
ES8	*NO PARKING THIS SIDE OF STREET*
ES9	*TURN OFF ENGINE*
ES10	*30 MINUTE PARKING*
ES11	*STOP*
ES 12	*ONE WAY*
ES13	*DO NOT ENTER*
ES 14	*STREET NAME (MYRTLE STREET)*
ES 15	*2 HOUR PARKING + LEFT ARROW*
ES 16	*2 HOUR PARKING + RIGHT ARROW*
ES 17	*BLUE PARKING SIGN + RIGHT ARROW*



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CHRISTOPHER P. TAYLOR PE 16677

NOT FOR CONSTRUCTION

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — LICENSED PROFESSIONAL ENGINEER — 06/25/2025

REV.	BY:	DATE:	STATUS
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 1A
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE PLAN
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC

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

19371-05 OAS.dwg, TAB:C-100 OVERALL SITE PLAN SIZE:D

LIGHTING FIXTURES LEGEND

SEE SHEET C-100 FOR LIGHTING FIXTURE LEGEND

SITE PLAN KEY NOTES

1 RESET SALVAGED GRANITE CURB
2 GRANITE CURB TIP DOWN
3 FLUSH GRANITE CURB
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
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10 GRANITE RADIUS CORNER "BUG"
11 ASPHALT PAVING
12 CAST IN PLACE CONCRETE PAVING
13 REGRADE WITH GRAVEL IN DEMOLISHED BUILDING AREAS
14 12" SOLID WHITE PAINTED STOP BAR
15 TREE PLANTING PIT WITH STRUCTURAL SOIL AND 5' X 5' TREE GRATE
16 MYRTLE STREET + ONE WAY SIGN
17 TREE PLANTING PIT WITH STRUCTURAL SOIL AND 5' X 3' TREE GRATE
18 CITY OF PORTLAND TYP. ADA RAMP - SEE DETAIL I-6B
19 NOT USED
20 BIKE RACK
21 LIMIT OF STRUCTURAL SOIL
22 GRANITE STEP
23 HANDRAIL
24 CHEEK WALL
25 STRUCTURAL SOIL AREA
26 NOT USED
27 NOT USED
28 NOT USED

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

8' EXISTING PARKING

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — LICENSED PROFESSIONAL ENGINEER — No. 16677 — 06/25/2025

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

SITE PLAN - STREET LEVEL
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC

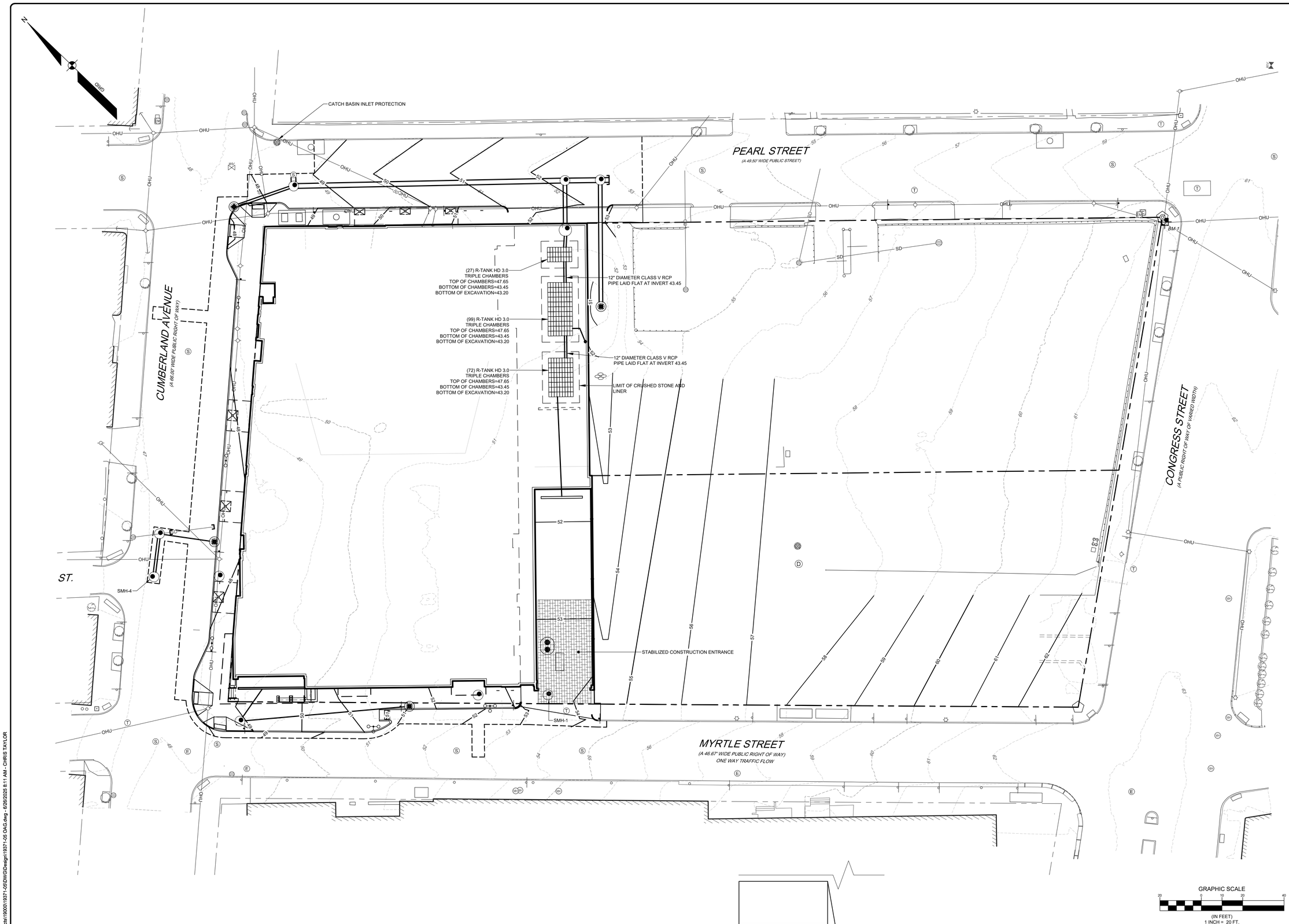
RECORD OWNER:
365 CONGRESS LLC
270 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

SHEET C-101

f:\Projects\19000\19371-05\DWG\Design\19371-05 S.dwg, 6/26/2025 8:11 AM, CHRIS TAYLOR

19371-05 S.dwg, TAB:C-101 SITE PLAN - STREET LEVEL



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16677

STATE OF MAINE
CHRISTOPHER P. TAYLOR
No. 16677
LICENSED PROFESSIONAL ENGINEER
06/25/2025

REV.	BY:	DATE:	STATUS:
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS IMPOSED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS

WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

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:
365 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-200

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19371-05 OAG.dwg, TAB:C-200 OVERALL GRADING PLAN

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

FIRST FLOOR
FFE = 49.33

STAGE
FFE = 53.33

SLOT DRAIN

TRENCH DRAIN

TIP DOWN - TYP.

SCREEN WALL
A = 6'-8"

SLOPE @ +/- 2.57%

BELOW STAGE CMU DUCT ENCLOSURE

BELOW STAGE CMU STRUCTURE & SPEAKER ENCLOSURE

LEVEL 2 ABOVE

GRAPHIC SCALE
10 0 5 10 20
(IN FEET)
1 INCH = 10 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16677

STATE OF MAINE
CHRISTOPHER P. TAYLOR
No. 16677
LICENSED PROFESSIONAL ENGINEER
06/25/2025

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GRADING PLAN - STREET LEVEL
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
235 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
385 CONGRESS LLC
2270 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

SHEET C-201

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19371-05 OAG.dwg, TAB:C-201 GRADING PLAN - STREET LEVEL

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE CHRISTOPHER P. TAYLOR No. 16677 LICENSED PROFESSIONAL ENGINEER

06/25/2025

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Suite A
South Portland, ME 04106
Tel. 207-200-2100

EROSION AND SEDIMENT CONTROL PLAN - INITIAL

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
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-202

19371-05 DEMO.dwg, TAB:C-202 ESC PLAN - INITIAL

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N

OHU

INSTALL CATCH BASIN INLET PROTECTION

INSTALL EROSION CONTROL FILTER BARRIER DOWNGRADIENT OF SITE DISTURBANCE. LOCATION OF FILTER BARRIER TO CHANGE WITH DEMOLITION OPERATIONS.

STABILIZED CONSTRUCTION ENTRANCE

BLUE CHANGES TO PINK ENDS HERE

PARCLINE WITH QUESTION MARK

PEARL STREET
(A 49.50' WIDE PUBLIC STREET)

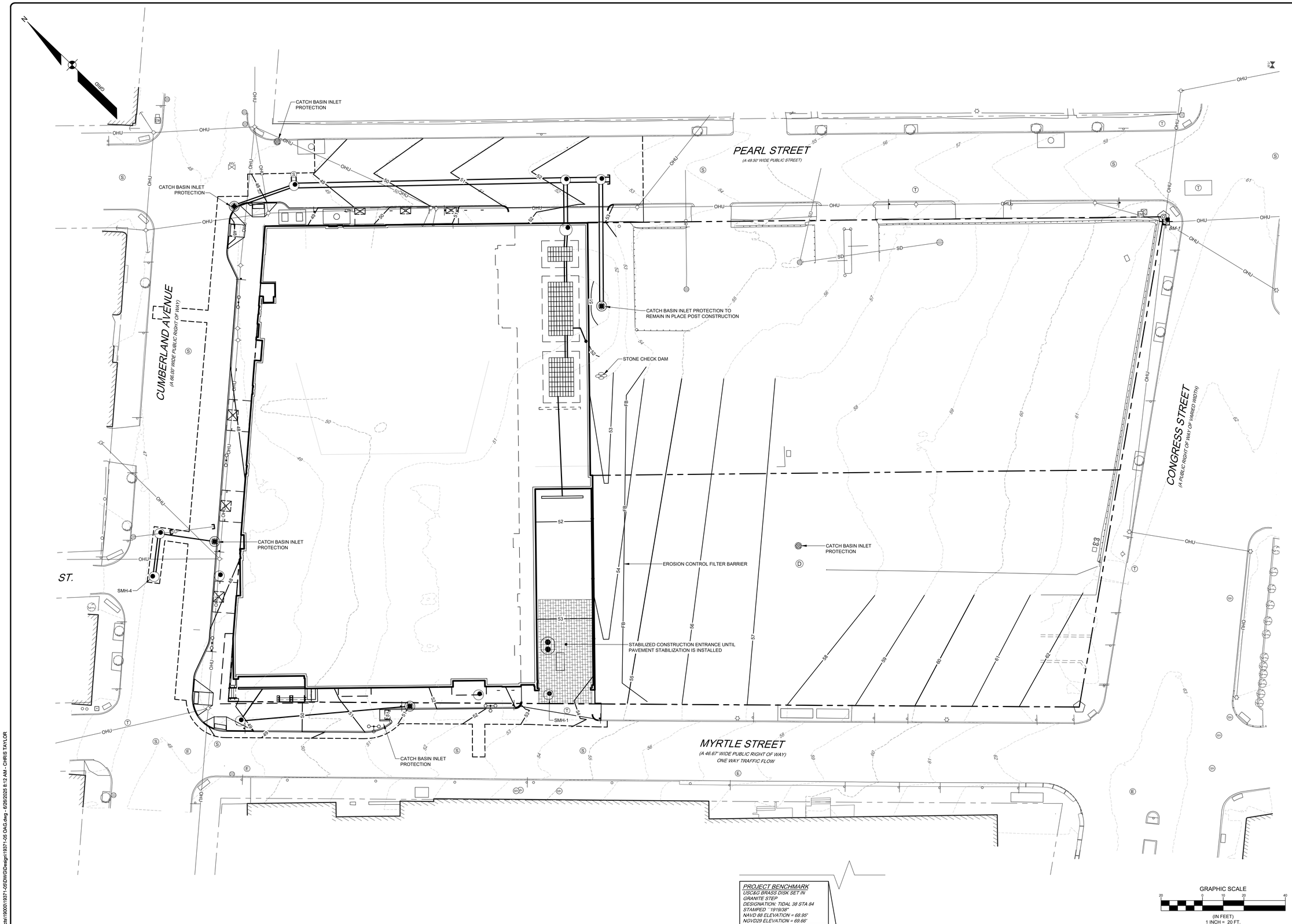
CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

CONGRESS STREET
(A PUBLIC RIGHT OF WAY OF VARIED WIDTH)

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

CHAPEL ST.

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

STATE OF MAINE
CHRISTOPHER P. TAYLOR
No. 16877
LICENSED PROFESSIONAL ENGINEER
06/25/2025

REV.	BY:	DATE:	STATUS:
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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

EROSION AND SEDIMENT CONTROL PLAN - POST BUILDING ERECTION

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS LLC
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

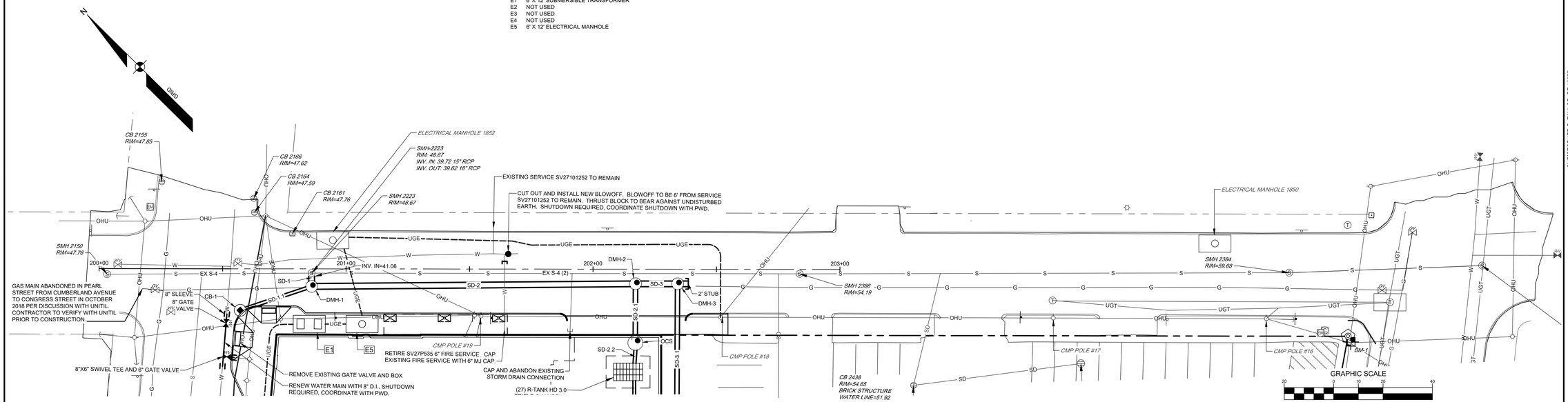
SHEET C-203

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19371-05 OAG.dwg, TAB:C-203 ESC POST-CONSTRUCTION

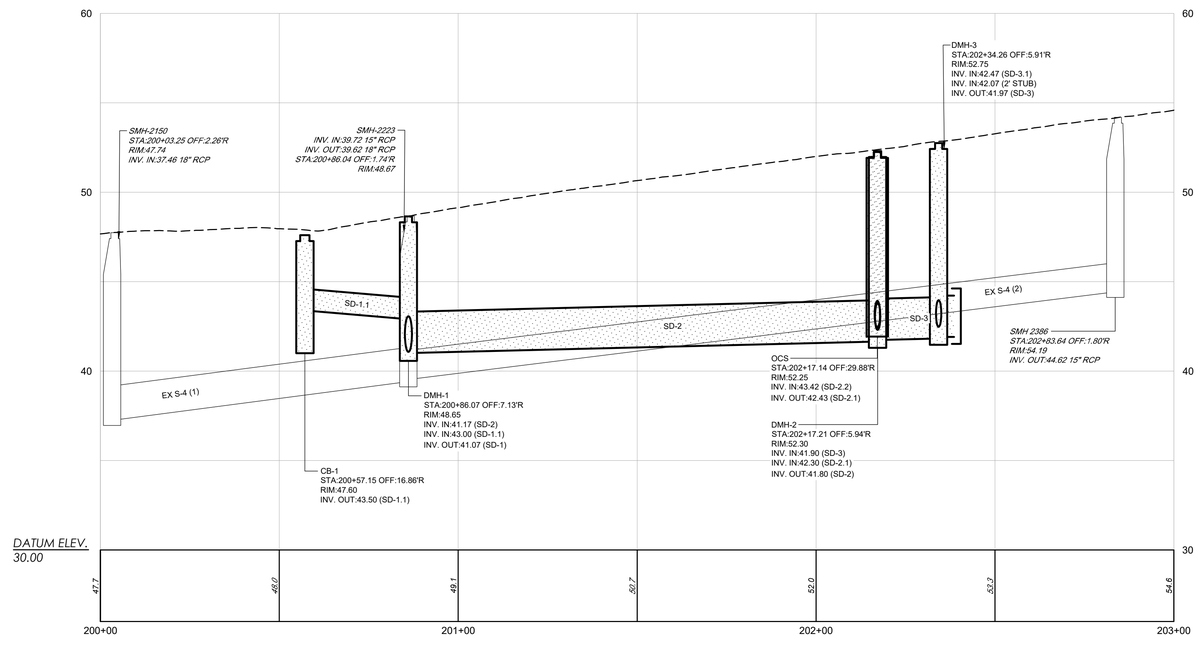
UTILITY PLAN KEY NOTES

ELECTRICAL:
E1 6' X 12' SUBMERSIBLE TRANSFORMER
E2 NOT USED
E3 NOT USED
E4 NOT USED
E5 6' X 12' ELECTRICAL MANHOLE



PEARL STREET PLAN:

SCALE:
1"=20' H



PEARL ST UTILITY PROFILE

SCALE:
1" = 20' H
1" = 4' 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

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE CHRISTOPHER P. TAYLOR No. 16677 LICENSED PROFESSIONAL ENGINEER 06/25/2025

REV.	BY	DATE	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
C.	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT

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Tel. 207-200-2100

PEARL STREET PLAN AND PROFILE
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
375 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS I, C
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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19371-05 U.dwg, TAB:C-301 PEARL STREET PLAN AND PROFILE

LIGHTING FIXTURES LEGEND

A
B

CITY OF PORTLAND STANDARD STREET LIGHT- TECHNICAL STANDARDS FIGURES X-5B AND FIGURE X-5F SEE DETAILS, COLOR GREEN

X-5F:
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
X-5B:
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 8 MUNICIPAL STREET LIGHTING STANDARDS FOR SPECIFICATIONS

UTILITY PLAN KEY NOTES

ELECTRICAL:
E1 6' X 12' SUBMERSIBLE TRANSFORMER
E2 NOT USED
E3 NOT USED
E4 EXISTING OVERHEAD ELECTRIC LINE TO REMAIN WITH ALLEY ARMS
E5 6' X 12' ELECTRICAL MANHOLE

GAS:
G1 TAP EXISTING NATURAL GAS MAIN
G2 NEW NATURAL GAS SERVICE
G3 NATURAL GAS METER

GRID

CB 2155
RIM=47.85

CB 2166
RIM=47.62

CB 2164
RIM=47.59

CB 2161
RIM=47.76

ELECTRICAL MANHOLE 1852

SMH-2223
RIM: 48.67
INV. IN: 39.72 15" RCP
INV. OUT: 39.62 18" RCP

EXISTING SERVICE SV27101252 TO REMAIN

CUT OUT AND INSTALL NEW BLOWOFF. BLOWOFF TO BE 6' FROM SERVICE SV27101252 TO REMAIN. THRUST BLOCK TO BEAR AGAINST UNDISTURBED EARTH. SHUTDOWN REQUIRED, COORDINATE SHUTDOWN WITH PWD.

INV. IN=41.06

DMH-2

EX S-4 (2)

SD-1

SD-2

SD-3

2" STUB

DMH-3

GAS MAIN ABANDONED IN PEARL STREET FROM CUMBERLAND AVENUE TO CONGRESS STREET IN OCTOBER 2018 PER DISCUSSION WITH UNITIL. CONTRACTOR TO VERIFY WITH UNITIL PRIOR TO CONSTRUCTION.

8" SLEEVE
8" GATE VALVE

CB-1

DMH-1

SD-1.1

SD-3.1

CMP POLE #19

CMP POLE #18

CMP POLE #17

CMP POLE #16

BM-1

RETIRE SV27P535 6" FIRE SERVICE. CAP EXISTING FIRE SERVICE WITH 6" MJ CAP.

CAP AND ABANDON EXISTING STORM DRAIN CONNECTION

8"X6" SWIVEL TEE AND 6" GATE VALVE

REMOVE EXISTING GATE VALVE AND BOX

RENEW WATER MAIN WITH 8" D.I., SHUTDOWN REQUIRED, COORDINATE WITH PWD.

(27) R-TANK HD 3.0
TRIPLE CHAMBERS
TOP OF CHAMBERS=47.65
BOTTOM OF CHAMBERS=43.45
BOTTOM OF EXCAVATION=43.20

12" DIAMETER CLASS V RCP PIPE LAID FLAT AT INVERT 43.45

CB-3

CB 2438
RIM=54.65
BRICK STRUCTURE
WATER LINE=51.92
CASCO TRAP COVERING
PIPE 4 O'CLOCK
SUMP=51.73

CB 2564
RIM=56.92

CB 2330
RIM=53.95
BRICK STRUCTURE
4" VIT CLAY INV. OUT 2 O'CLOCK=50.24
SUMP=48.15

(99) R-TANK HD 3.0
TRIPLE CHAMBERS
TOP OF CHAMBERS=47.65
BOTTOM OF CHAMBERS=43.45
BOTTOM OF EXCAVATION=43.20

12" ROOF DRAIN RISER WITH CLEANOUT, DOWN FROM ABOVE

12" DIAMETER CLASS V RCP PIPE LAID FLAT AT INVERT 43.45

(72) R-TANK HD 3.0
TRIPLE CHAMBERS
TOP OF CHAMBERS=47.65
BOTTOM OF CHAMBERS=43.45
BOTTOM OF EXCAVATION=43.20

LIMIT OF CRUSHED STONE AND LINER

FLOOR TRENCH DRAIN. SEE PLUMBING DRAWINGS

INV. IN=45.45

10" SD
L=39'
S=12.0%

INV. OUT = 50.33

TRENCH DRAIN

4" DOMESTIC SERVICE
8" FIRE PROTECTION SERVICE

8"X8" TAPPING SLEEVE WITH 8" GATE VALVE AND 8"X4" TAPING SLEEVE WITH 4" GATE VALVE. OUTSIDE DIAMETER OF EXISTING CAST IRON MAIN TO BE OBTAINED TO ENSURE CORRECT TAPPING SLEEVES.

OVERHEAD ELECTRIC TO REMAIN WITH ALLEY ARMS

DMH-5

INSTALL INSERTION VALVE, MUELLER OR TEAM

CONNECT EXISTING STORM DRAIN LATERAL FROM CB 2393 TO DMH-5

CB 2393
RIM=48.40

CB-5

SD-5

CAP AND ABANDON EXISTING STORM DRAIN

SMH-4

SMH-3

4" CI 1885

OPTION 2: STREET LIGHTING CONNECTION TO NEW UTILITY POLE WITH NEW RISER, METER, AND JUNCTION BOX. CONNECTION TO UTILITY POLE TO BE COORDINATED WITH CMP.

8" CI 1885

8" SLEEVE
8"X6" SWIVEL TEE AND VALVE

INSTALL NEW HYDRANT

SLOT DRAIN

RENEW WATER MAIN WITH 8" D.I., SHUTDOWN REQUIRED, COORDINATE WITH PWD.

REMOVE VALVE AND HYDRANT

1,000 GREASE TRAP. INV. OUT=44.00.

6" PVC GREASE TRAP SERVICE

500 GALLON GAS & OIL SEPARATOR, INV. OUT=45.33.

6" PVC DOMESTIC SERVICE, INV. OUT=44.50

SMH-1

CB-4

SMH-2

S-1

S-2

SD-4.1

DMH-4

SD-4

OPTION 1: STREET LIGHTING CONNECTION TO FUTURE HOTEL STREET LIGHTING ON MYRTLE STREET.

CB 2065
RIM=48.21

CB 2087
RIM=47.32

CONNECT 6" PVC SEWER SERVICE AT INV. ELEVATION 43.35

INSTALL SPECIAL CURB FACE INLET (EAST JORDAN IRON WORKS MODEL 7500Z CURB INLET FRAME). ALIGN FRAME INLET WITH THE CURB LINE.

CB 2448
RIM=57.06

DMH 2566
RIM=57.14

PINK LINE WITH QUESTION MARK

8" CI 1965

ELECTRICAL MANHOLE 1841

ELECTRICAL MANHOLE 184

EXISTING 4-500 CONDUITS

NETWORK TRANSFORMER 184T VAULT

CUMBERLAND AVENUE

CONGRESS STREET

MYRTLE STREET

100+00
101+00
102+00
103+00
103+14

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16677

STATE OF MAINE
CHRISTOPHER P. TAYLOR
No. 16677
LICENSED PROFESSIONAL ENGINEER
06/25/2025

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South Portland, ME 04106
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UTILITY 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, L.L.C.
2230 J TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET C-300

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19371-05 U.dwg - TAB:C-300 UTILITY PLAN

STRUCTURE TABLE

POINT #	STRUCTURE TYPE	RIM EL.	INV.	INV. EL.	SIZE	TYPE	LOCATION (N=12)	COMMENTS
2041	SMH	54.78	IN	49.43	12	VIT CLAY	3	
			IN	49.49	4	VIT CLAY	6	
			IN	46.39	10	VIT CLAY	4	
			IN	45.56	UNK	UNK	5	FULL OF SEDIMENT
			OUT	45.34	UNK	UNK	11	FULL OF SEDIMENT
			SHELF	45.81				
2048	SMH	52.54	IN	42.99	18	VIT CLAY	4	
			IN	35.70	UNK	UNK	4	
			IN	36.23	8	VIT CLAY	3	
			IN	26.54	UNK	UNK	7	TOP OF PIPE
			IN	25.79	UNK	UNK	4	
			OUT	25.69	UNK	UNK	4	
2061	CBR	48.09	OUT	44.12	8	PVC	7	HOOD
			SUMP	42.12				
2065	CBR	48.25	IN	44.81	8	VIT CLAY	8	
			OUT	44.71	8	UNK	2	
			SUMP	40.71				
2076	SMH	48.19	IN	41.34	12	VIT CLAY	3	
			IN	25.03	UNK	UNK	4	
			OUT	24.99	UNK	UNK	10	
2081	SMH	47.90	IN	38.77	18	VIT CLAY	4	
			IN	24.67	18	VIT CLAY	4	
			OUT	24.67	18	VIT CLAY	10	
			SHELF	25.77				
2106	CBR	47.27	OUT	43.46	UNK	UNK	10	HOOD
			SUMP	40.26				
2124	CBR	47.00	IN	44.75	12	VIT CLAY	6	
			OUT	47.05	0	NONE	NONE	NO OUT VISIBLE
			SUMP	40.05				
2126	SMH	47.80	IN	39.41	12	VIT CLAY	8	
			OUT	39.32	12	VIT CLAY	2	
			SHELF	40.03				
2143	CBR	47.40	OUT	45.27	10	VIT CLAY	3	
			SUMP	45.17				
2145	CBR	47.95	IN	44.48	8	VIT CLAY	9	
			OUT	43.78	12	VIT CLAY	12	
			SUMP	42.98				
2150	MH	47.77	IN	37.46	18	VIT CLAY	4	
			OUT	37.21	18	VIT CLAY	10	
			SHELF	38.11				
2161	CBR	47.77	OUT	43.36	12	UNK	8	
			SUMP	40.76				
2164	CBR	47.54	IN	44.26	8	VIT CLAY	4	
			IN	44.19	8	VIT CLAY	2	
			OUT	43.49	12	UNK	9	
			SUMP	40.09				
2166	CBR	47.59	OUT	44.42	8	VIT CLAY	8	
			SUMP	44.02				
2223	SMH	48.67	IN	39.72	15	VIT CLAY	4	
			OUT	39.62	15	VIT CLAY	10	
			SHELF	40.77				
2386	SMH	54.12	IN	44.67	15	VIT CLAY	4	
			OUT	44.62	15	VIT CLAY	10	
			SHELF	45.69				

STORM DRAIN STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
CB-1	47.60		43.50 (SD-1.1)	48"
CB-3	51.90		42.80 (SD-3.1)	48"
CB-4	51.55		47.00 (SD-4)	48"
CB-5	47.03		43.50 (SD-5)	48"
DMH-1	48.65	41.17 (SD-2) 43.00 (SD-1.1)	41.07 (SD-1)	48"
DMH-2	52.30	41.90 (SD-3) 42.30 (SD-2.1)	41.80 (SD-2)	48"
DMH-3	52.75	42.47 (SD-3.1) 42.07 (2" STUB)	41.97 (SD-3)	48"
DMH-4	48.90	44.20 (SD-4) 45.50 (SD-4.1)	44.12 (RECONNECT EXISTING)	48"
DMH-5	47.10	43.00 (SD-5)	43.00 (SD-5.1)	48"
OCS	52.25	43.42 (SD-2.2)	42.43 (SD-2.1)	60"

SANITARY SEWER STRUCTURE DATA

STRUCTURE	RIM	INV. IN	INV. OUT:	DIAM.
SMH-1	53.45	44.80 (6" GAS/OIL) 43.85 (6" GREASE TRAP)	43.75 (S-1)	48"
SMH-2	47.80	44.45 (6" DOMESTIC) 43.60 (S-1)	43.50 (S-2)	48"
SMH-3	47.85	TBD BY TEST PIT	TBD BY TEST PIT	48"
SMH-4	50.58	42.90 (SD-5.1)	TBD BY TEST PIT	48"

STORM DRAIN PIPE DATA

NAME	SIZE	LENGTH	SLOPE
SD-1	24"	2'	0.49%
SD-1.1	12"	27'	1.88%
SD-2	24"	127'	0.50%
SD-2.1	18"	19'	0.67%
SD-2.2	12"	6'	0.52%
SD-3	24"	13'	0.54%
SD-3.1	18"	57'	0.58%
SD-4	8"	78'	3.58%
SD-4.1	8"	17'	2.95%
SD-5	8"	23'	2.19%

SANITARY SEWER PIPE DATA

NAME	SIZE	LENGTH	SLOPE
S-1	6"	30'	0.50%
S-2	6"	25'	0.60%

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — LICENSED PROFESSIONAL ENGINEER — 06/25/2025

REV.	BY:	DATE:	STATUS
C.	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B.	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS APPROVED BY OTHERS, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

UTILITY SCHEDULES

OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
375 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS I, C
2730 TRANSIT ROAD
WEST SENECA, NY 14224

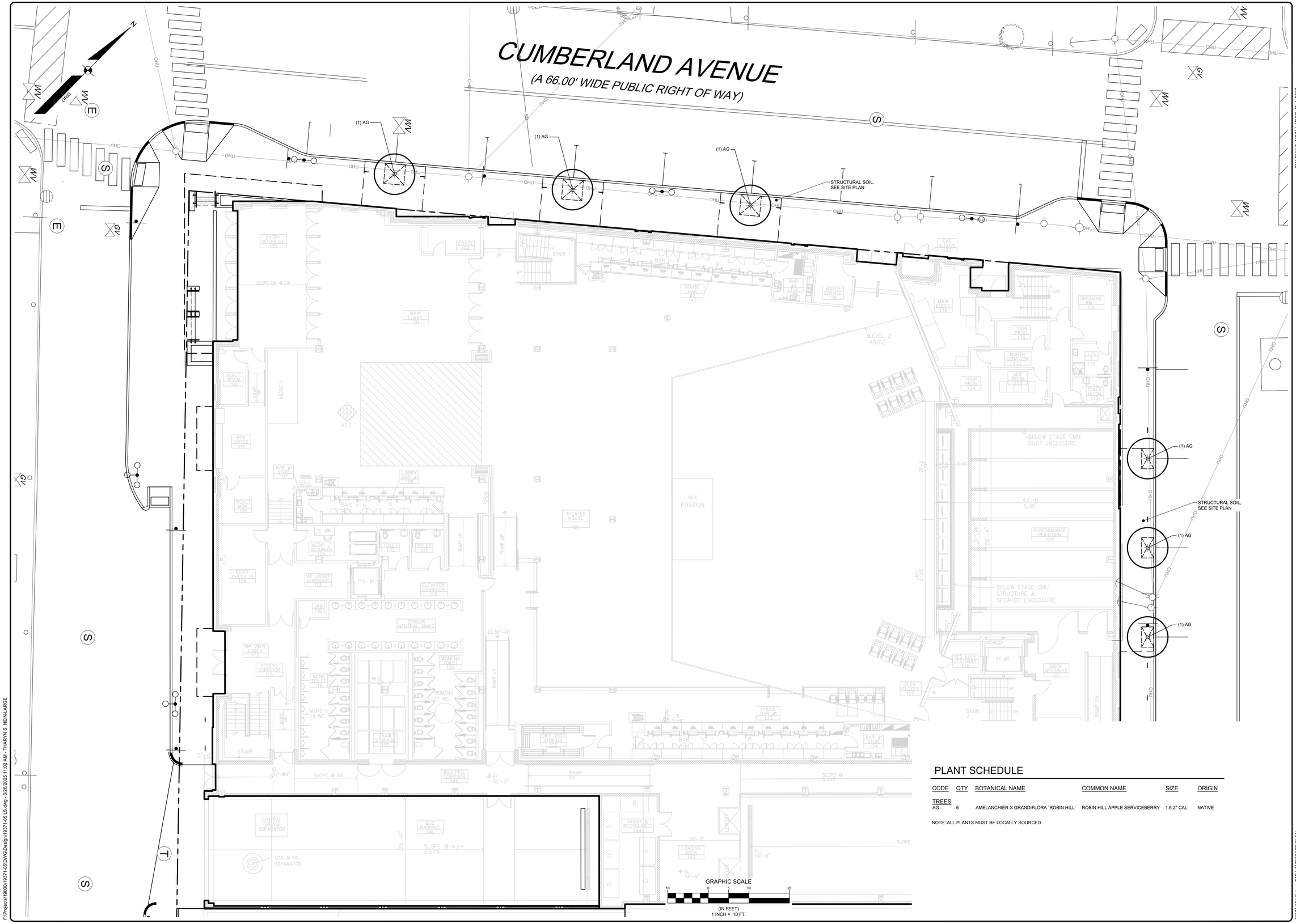
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-04

SHEET C-302

19371-05 U.dwg, TAB:C-302 UTILITY SCHEDULES

f:\Projects\19000\19371-05\DWG\Design\19371-05 U.dwg - 6/26/2025 8:13 AM - CHRIS TAYLOR



PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ORIGIN
TREES					
AG	6	AMELANCHIER X GRANDIFLORA `ROBIN HILL`	ROBIN HILL APPLE SERVICEBERRY	1.5-2" CAL.	NATIVE

NOTE: ALL PLANTS MUST BE LOCALLY SOURCED

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
THARYN S. NEIN-LARGE
No. 5267
STATE OF MAINE

THARYN S. NEIN-LARGE, RLA 5267

REV.	BY:	DATE:	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
C.	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT

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LANDSCAPE 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
270 PRESIDENTS ROAD
WEST SENECA, NY 14224

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 10'
PROJECT	19371-05

SHEET C-401

F:\Projects\19000\19371-05\DWG\Design\19371-05 LS.dwg, 6/26/2025 11:02 AM, THARYN S. NEIN-LARGE

19371-05 LS.dwg, TABLANDSCAPE PLAN

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 EROSION CONTROL 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 GRASSED 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 3:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THE THICKNESS 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 DOWNGRADIENT 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 DETERIORATION 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 WITHIN 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 SHALL BE 2 FEET HIGH. TEMPORARY 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 THAT 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 THAT 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 THE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICIALLY SWEPT 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 SWEPT 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)
BIRDS 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% (6.67H: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.

A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- 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.
B. 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).
C. 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.
D. 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.

A. 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.
B. 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.
C. 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 ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE CONTRACTOR WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

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 REPORT AND NO LATER THAN THE END OF THE NEXT WORKDAY, TO ALLOW CONTINUED PROPER FUNCTIONING 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.

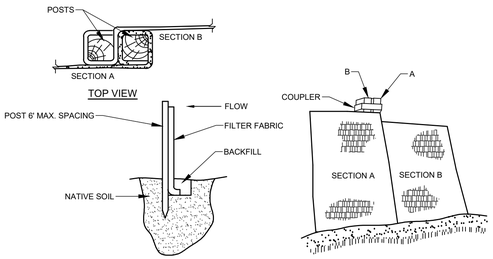
2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS 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. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST 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 (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEPT 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.

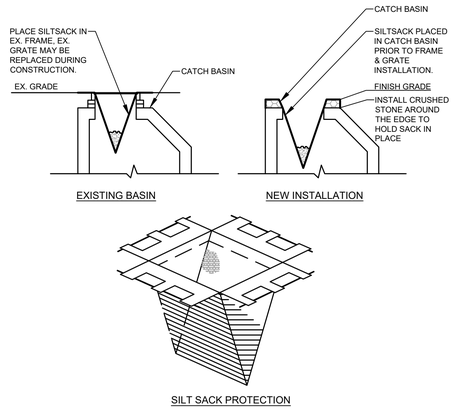
6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:
A. DISCHARGES FROM FIREFIGHTING ACTIVITY;
B. FIRE HYDRANT FLUSHINGS;
C. VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (EN



INSTALLATION:

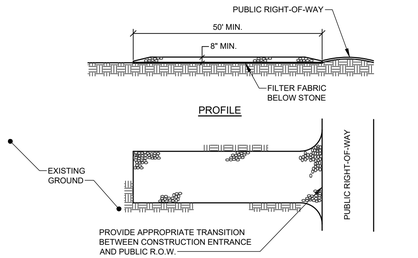
1. EXCAVATE A 6"x 6" TRENCH ALONG THE LINE OF PLACEMENT FOR THE FILTER BARRIER.
2. UNROLL A SECTION AT A TIME AND POSITION THE POSTS AGAINST THE BACK (DOWNSTREAM) WALL OF THE TRENCH.
3. DRIVE POSTS INTO THE GROUND UNTIL APPROXIMATELY 2" OF FABRIC IS LYING ON THE TRENCH BOTTOM.
4. LAY THE TOE-IN FLAP 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



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.

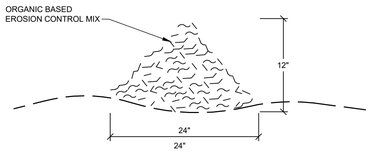
CATCH BASIN PROTECTION DETAIL (FOR PAVED AREAS)
NOT TO SCALE



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



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:

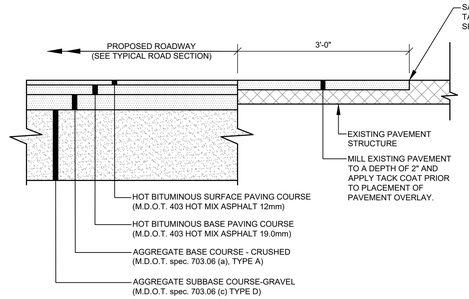
1. THE BARRIER MUST BE PLACED ACROSS THE SLOPE, ALONG THE CONTOUR.

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

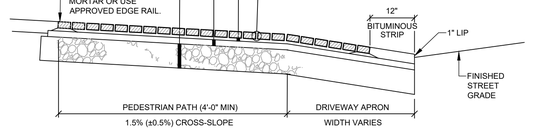
3. THE BARRIER SHALL BE A MINIMUM OF 1 FOOT HIGH (AS MEASURED ON THE UPHILL SIDE) AND 2 FEET WIDE FOR SLOPES LESS THAN 5% IN GRADE AND SHALL BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF.

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



PAVEMENT JOINT
NOT TO SCALE

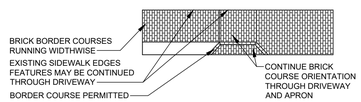


BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER: "VERMONT BACKER BRICK",
ITEM NUMBER # VBBB

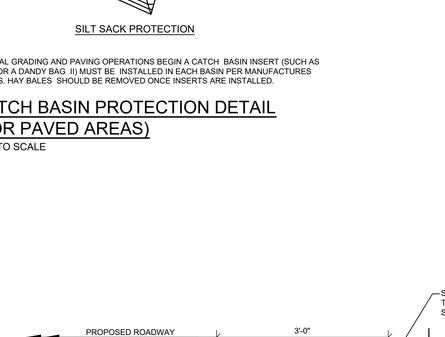
BRICK DRIVEWAY APRON WITH BITUMINOUS BASE
NOT TO SCALE



BRICK ORIENTATION DETAIL

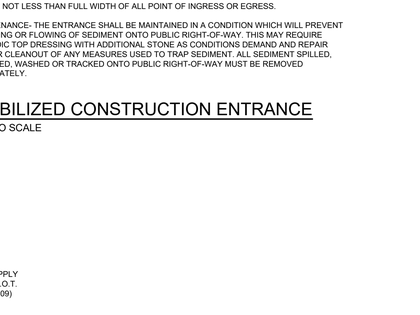
NOTES:
1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 95% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.

TYPICAL PAVED PARKING SECTION
NOT TO SCALE



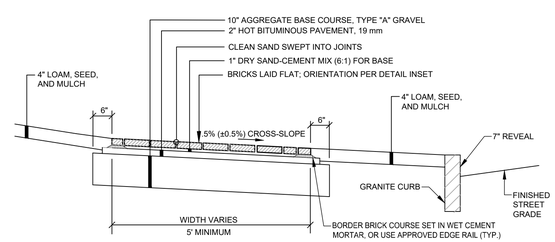
NOTES:
1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 95% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.

TYPICAL ROADWAY SECTION - MYRTLE & PEARL STREET
NOT TO SCALE



NOTES:
1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 95% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.

TYPICAL ROADWAY SECTION - CONGRESS STREET & CUMBERLAND AVENUE
NOT TO SCALE



BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA, OR APPROVED EQUAL.. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR APPROVED EQUAL..

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER; SUPPLIED BY GAGNE AND SONS.
SPECIFICATION NUMBER:
"VERMONT BACKER BRICK",
ITEM NUMBER # VBBB,
OR APPROVED EQUAL

BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — REGISTERED PROFESSIONAL ENGINEER — 04/08/2025

REV.	BY	DATE:	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT

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.

SEBAGO TECHNICS
75 John Roberts Rd.
Suite A
South Portland, ME 04106
Tel: 207-200-2100
WWW.SEBAGOTECHNICS.COM

DETAILS
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

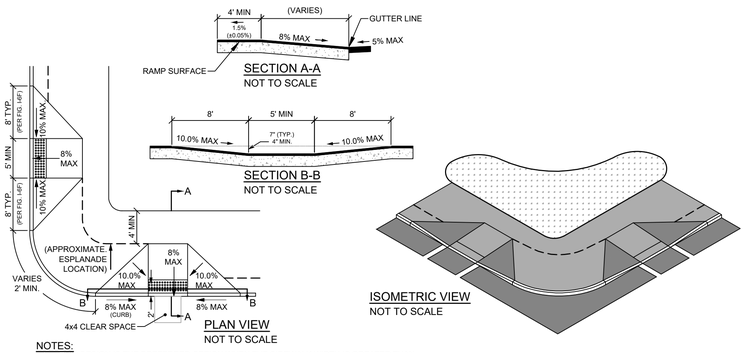
RECORD OWNER:
3S CONGRESS LLC
2270 ORANIST ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-501

\\st-fs01\data\Projects\19000\19371-05\DWG\Design\19371-05 D.dwg 4/9/2025 10:06 AM CHRIS TAYLOR

19371-05 D.dwg TAB:C-501 DETAILS

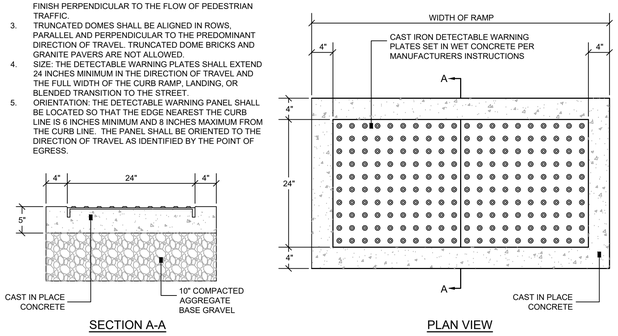


NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4 FEET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR ADA RAMP - SIDEWALK WIDTH GREATER THAN 6.5' WIDE WITH OR WITHOUT ESPLANADE

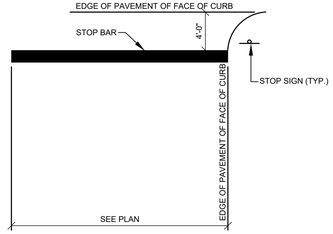
NOT TO SCALE

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.



SIDEWALK RAMP DETECTABLE WARNING PANEL

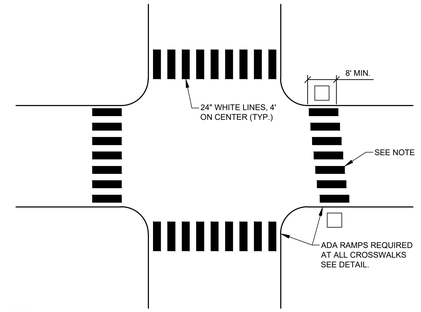
NOT TO SCALE



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

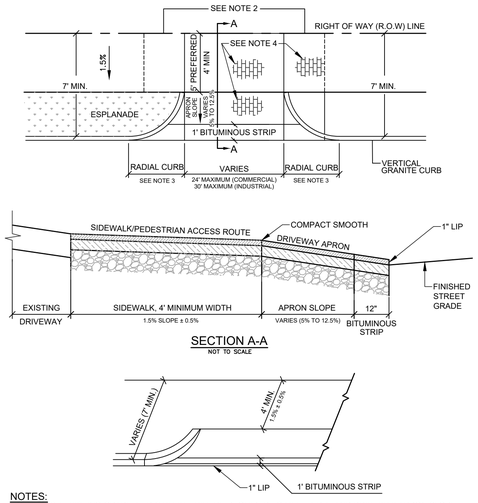
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NOTES:
1. CROSSWALK BLOCKS SHALL BE STAGGERED AND REMAIN PARALLEL TO THE ROADWAY CENTERLINE AT SKEWED CROSSING LOCATIONS.
2. CROSSWALK MARKINGS LOCATED ON ARTERIAL STREETS SHALL BE APPLIED WITH A THERMOPLASTIC MATERIAL (OR APPROVED EQUAL) MEETING ALL 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

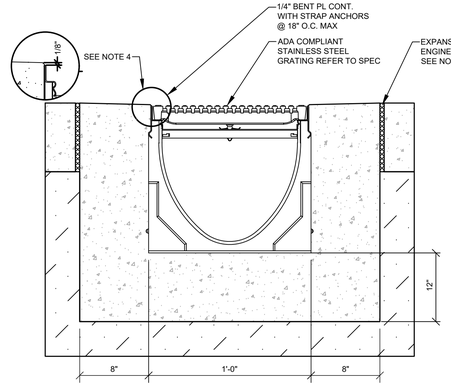
NOT TO SCALE



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..

COMMERCIAL DRIVEWAY CURB RETURN

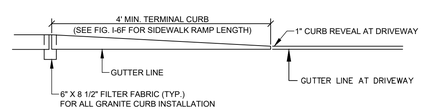
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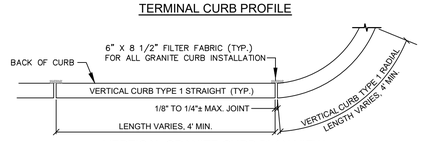
NOTES:
1. IT IS NECESSARY TO ENSURE MINIMUM DIMENSIONS SHOWN ARE SUITABLE FOR EXISTING GROUND CONDITIONS.
2. MINIMUM CONCRETE STRENGTH OF 4,000 PSI IS RECOMMENDED. CONCRETE SHOULD BE VIBRATED TO ELIMINATE AIR POCKETS.
3. EXPANSION AND CONTRACTION CONTROL JOINTS AND REINFORCEMENT ARE RECOMMENDED TO PROTECT CHANNEL AND CONCRETE SURROUND.
4. THE FINISHED LEVEL OF THE CONCRETE SURROUND MUST BE APPROX. 1/8" [3mm] ABOVE THE TOP OF THE CHANNEL EDGE.
5. REFER TO ACO'S LATEST INSTALLATION INSTRUCTIONS FOR FURTHER DETAILS.

TRENCH DRAIN - K300 KLASSIKDRAIN

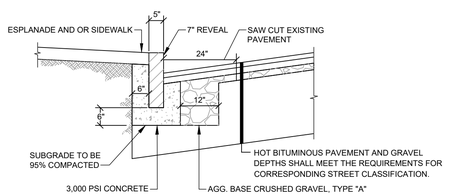
NOT TO SCALE



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW

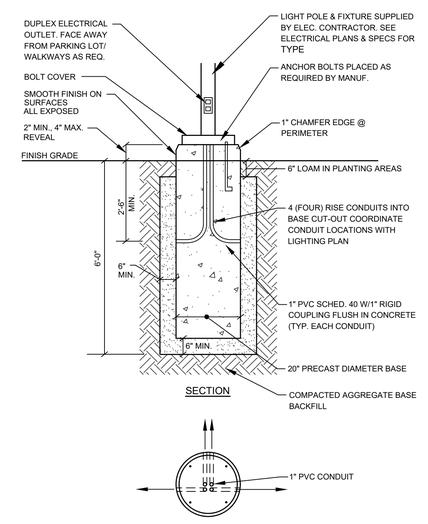


VERTICAL GRANITE CURB CROSS SECTION

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 CONSTRACTOR.
3. PROVIDE 2 COATS BITUMINOUS DAMPROOFING FOR ALL CONCRETE BELOW GRADE.

STANDARD LIGHT POLE BASE

NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — LICENSED PROFESSIONAL ENGINEER — 06/25/2025

REV.	BY:	DATE:	STATUS:
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

DETAILS
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
326 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS, LLC
2270 CRANBERRY ROAD
WEST SENECA, NY 14224

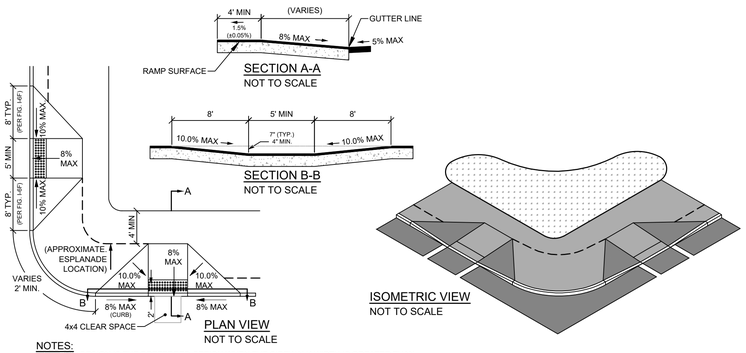
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite A
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-502

I:\Projects\19000\19371-05\DWG\Design\19371-05 D.dwg - 6/26/2025 8:13 AM - CHRIS TAYLOR

19371-05 D.dwg, TAB:C-502 DETAILS

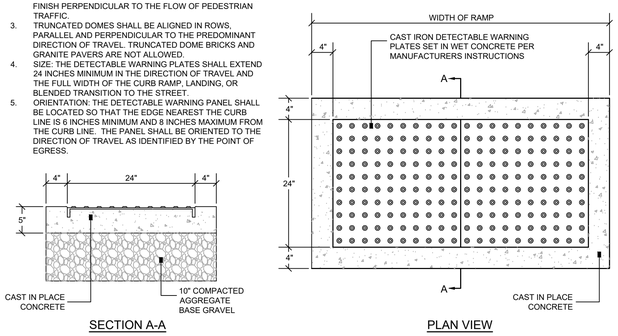


NOTES:
1. THIS DESIGN IS THE PREFERRED OPTION WHEN THE SIDEWALK WIDTH IS GREATER THAN 6.5'. USE OTHER OPTIONS ONLY WHEN REQUIRED BY DESIGN CONSTRAINTS.
2. A MINIMUM CURB REVEAL OF 4" IS REQUIRED AT THE APEX OF THE CURB RADIUS.
3. MINIMUM TERMINAL CURB LENGTH SHALL BE 4 FEET.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

PERPENDICULAR ADA RAMP - SIDEWALK WIDTH GREATER THAN 6.5' WIDE WITH OR WITHOUT ESPLANADE

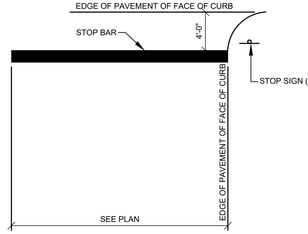
NOT TO SCALE

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.



SIDEWALK RAMP DETECTABLE WARNING PANEL

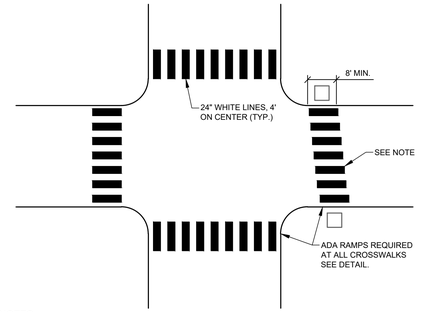
NOT TO SCALE



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

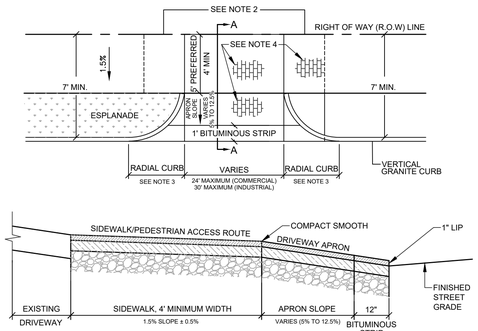
NOT TO SCALE



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.

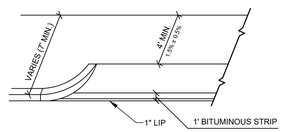
CROSSWALK MARKINGS

NOT TO SCALE



SECTION A-A

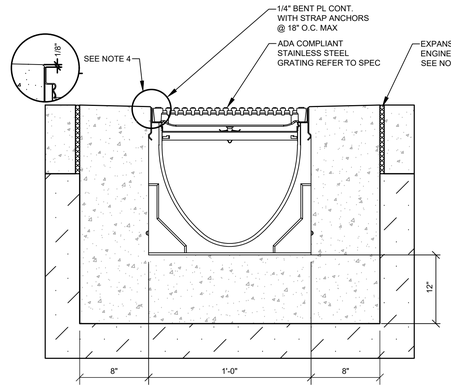
NOT TO SCALE



NOTES:
1. MATCH EXISTING GRADE AT R.O.W LINE. WHERE REQUIRED TO MEET A.D.A. AND DRIVEWAY APRON SLOPE REQUIREMENTS, A CONSTRUCTION EASEMENT MAY BE REQUIRED.
2. IF MATCHING THE EXISTING GRADE AT ROW CAUSES APRON SLOPE TO EXCEED RECOMMENDED %, SIDEWALK TRANSITION AREAS MAY BE ADDED, BUT SHALL NOT EXCEED 8.33%.
3. DRIVEWAY CURB RADIUS SHALL NOT BE LARGER THAN REQUIRED BY THE SITE'S DESIGN VEHICLE.
4. ALL MATERIALS IN ROW TO COMPLY WITH CITY'S SIDEWALK & DRIVEWAY MATERIAL POLICY. BRICK IN DRIVEWAY APRONS, WHERE APPLICABLE, SHALL BE ORIENTED IN THE SAME WAY AS THE ADJACENT BRICK SIDEWALK..

COMMERCIAL DRIVEWAY CURB RETURN

NOT TO SCALE

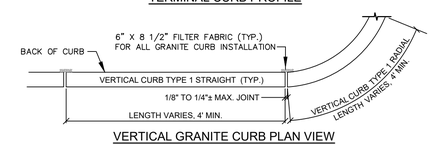


NOTES:
1. IT IS NECESSARY TO ENSURE MINIMUM DIMENSIONS SHOWN ARE SUITABLE FOR EXISTING GROUND CONDITIONS.
2. MINIMUM CONCRETE STRENGTH OF 4,000 PSI IS RECOMMENDED. CONCRETE SHOULD BE VIBRATED TO ELIMINATE AIR POCKETS.
3. EXPANSION AND CONTRACTION CONTROL JOINTS AND REINFORCEMENT ARE RECOMMENDED TO PROTECT CHANNEL AND CONCRETE SURROUND.
4. THE FINISHED LEVEL OF THE CONCRETE SURROUND MUST BE APPROX. 1/8" [3mm] ABOVE THE TOP OF THE CHANNEL EDGE.
5. REFER TO ACO'S LATEST INSTALLATION INSTRUCTIONS FOR FURTHER DETAILS.

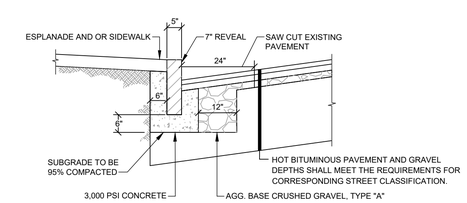
TRENCH DRAIN - K300 KLASSIKDRAIN

NOT TO SCALE

TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW

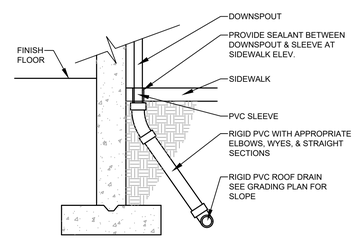


VERTICAL GRANITE CURB CROSS SECTION

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

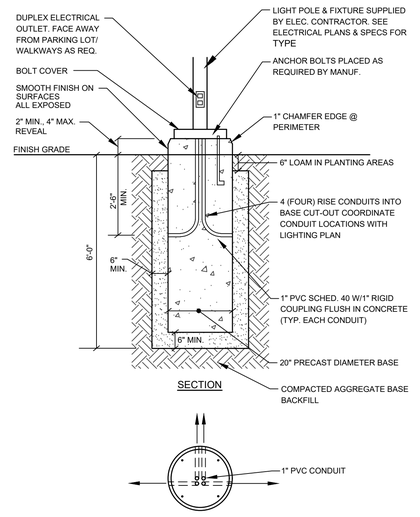
NOT TO SCALE



NOTE:
1. SEE PLANS FOR DOWNSPOUT AND ROOF DRAIN LEADER SIZES..

ROOF DRAIN CONNECTOR

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 CONSTRACTOR.
3. PROVIDE 2 COATS BITUMINOUS DAMPROOFING FOR ALL CONCRETE BELOW GRADE.

STANDARD LIGHT POLE BASE

NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — REGISTERED PROFESSIONAL ENGINEER — 04/08/2025

REV.	BY	DATE:	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT

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DETAILS
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
365 CONGRESS, LLC
2270 CRANBERRY ROAD
WEST SENECA, NY 14224

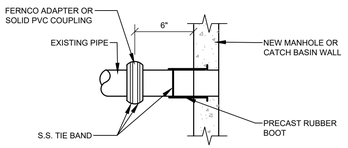
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

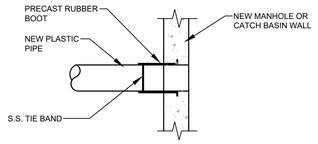
SHEET C-502

19371-05 D.dwg, TAB:C-502 DETAILS

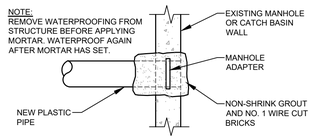
\\st-fs01\data\Projects\19000\19371-05\DWG\Design\19371-05 D.dwg - 4/9/2025 10:06 AM - CHRIS TAYLOR



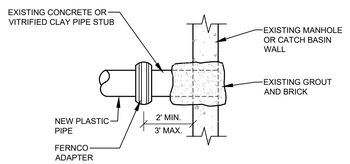
METHOD 1- EXISTING PIPE INTO NEW STRUCTURE



METHOD 2- NEW CONSTRUCTION



METHOD 3- NEW PIPE INTO EXISTING STRUCTURE

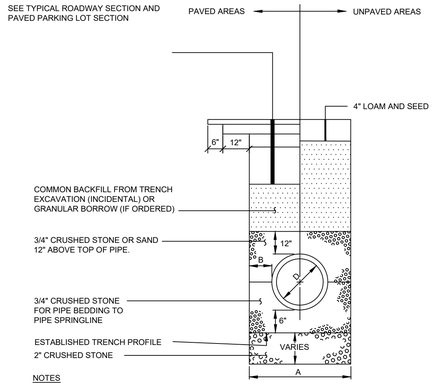


METHOD 4- NEW PIPE INTO EXISTING STRUCTURE STUB

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

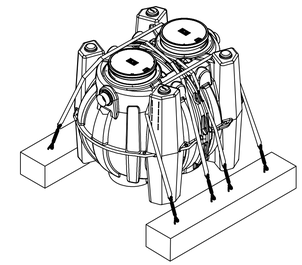
1. ALTERNATIVE CONSTRUCTION METHODS OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY.
2. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
3. DIMENSION "B" SHALL BE SUFFICIENT 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.

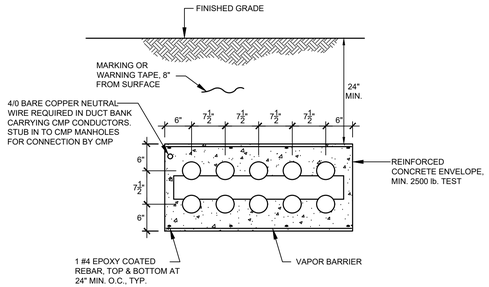
ANY ALTERNATE TRENCHING OR PAYMENT METHODS SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.

TYPICAL PIPE TRENCH INSTALLATION
NOT TO SCALE

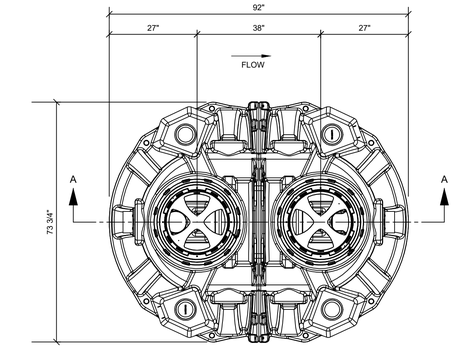


NOTES:
1. IF THE INSTALLATION IS IN A HIGH WATER TABLE OR AT RISK AREA, THE GB-1000 MUST BE INSTALLED WITH SCHIER MODEL AK3 ANCHOR KIT (WITH DEADMAN ANCHORS BY OTHERS).

ANTI-FLOTATION ANCHOR KIT
NOT TO SCALE



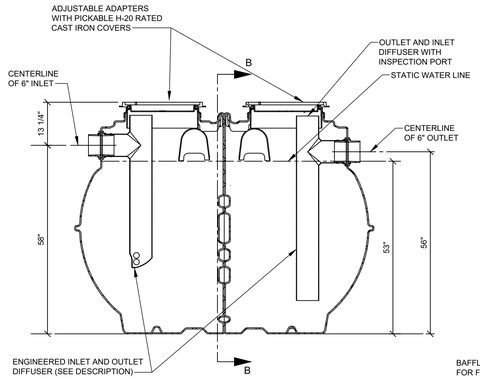
TYPICAL DUCT BANK CROSS-SECTION
NOT TO SCALE



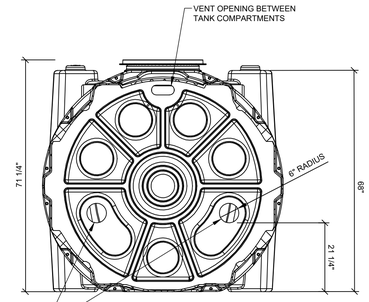
TOP VIEW
(COVERS REMOVED FOR CLARITY)



ISOMETRIC VIEW



SECTION A-A



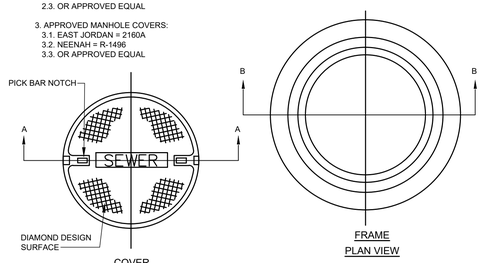
SECTION B-B

NOTES:
1. EXCAVATE HOLE AT LEAST 18" LARGER THAN INTERCEPTOR ON ALL SIDES AND 12" DEEPER THAN TANK BOTTOM. LAY A LEVEL OF WELL-PACKED, CRUSHED AGGREGATE (APPROXIMATELY 3/4" SIZE ROCK OR SAND, WITH NO FINES) IN THE BASE OF HOLE.

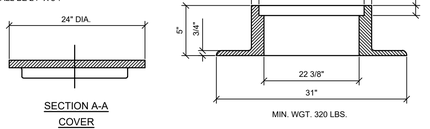
GB-1000 GREASE INTERCEPTOR
NOT TO SCALE

NOTE:
1. MANHOLE CHANNELS REQUIRING CHANGE OF ALIGNMENT, TO BE BUILT ON SMOOTH RADIUS. IF SIDE PIPES ENTER, CHANNEL TO BE SHAPED TO RECEIVE ADDED SIDE FLOW.

2. STORMWATER MANHOLE COVERS ARE TO BE MARKED "DRAIN". SANITARY MANHOLE COVERS ARE TO BE MARKED "SEWER".



NOTE:
ALL SANITARY AND STORMWATER/DRAIN MANHOLE COVERS SHALL BE 24" X 5".

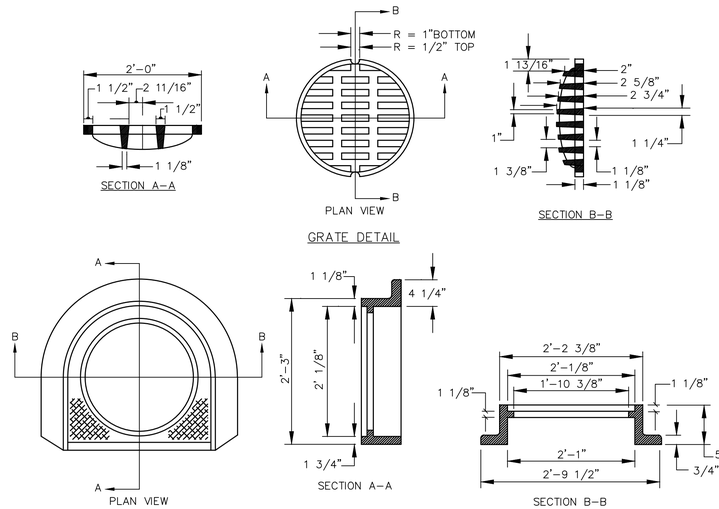


CAST IRON MANHOLE FRAME AND COVER
NOT TO SCALE

NOTE:
1. ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.

2. APPROVED MANHOLE FRAMES:
2.1. EAST JORDAN = 1690Z
2.2. NEENAH = R-1496
2.3. OR APPROVED EQUAL

3. APPROVED MANHOLE COVERS:
3.1. EAST JORDAN = 2160A
3.2. NEENAH = R-1496
3.3. OR APPROVED EQUAL

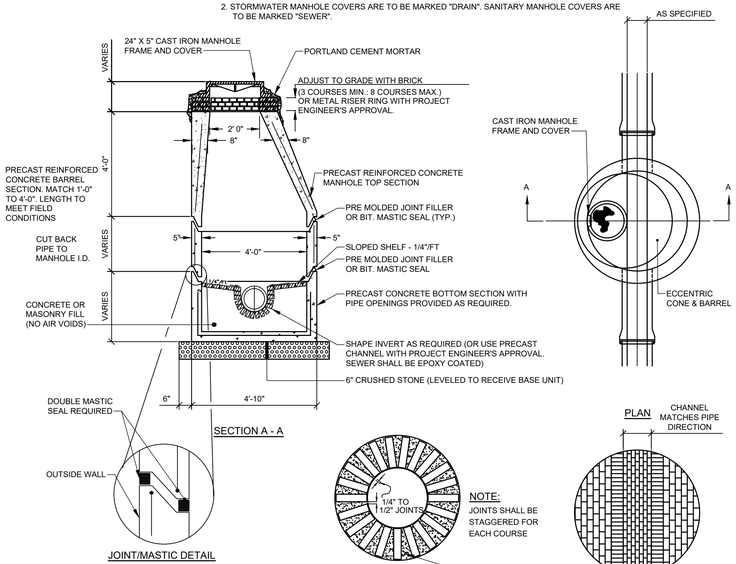


FRAME DETAIL

1. APPROVED CATCH BASIN FRAMES:
1.1. EAST JORDAN = 7375Z
1.2. NEENAH = R-3248
1.3. OR APPROVED EQUAL

2. APPROVED CATCH BASIN GRATES
2.1. EAST JORDAN = 2440M
2.2. NEENAH = R-3248
2.3. OR APPROVED EQUAL

CATCH BASIN FRAME & GRATE
NOT TO SCALE



NOTE:
JOINTS SHALL BE STAGGERED FOR EACH COURSE

PRECAST CONCRETE MANHOLE
NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE
CHRISTOPHER P. TAYLOR
No. 16677
REGISTERED PROFESSIONAL ENGINEER
04/08/2025

REV.	BY	DATE:	STATUS
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT

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.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DETAILS
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

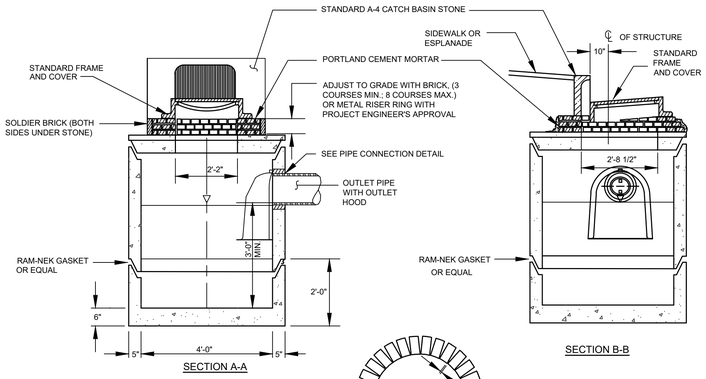
RECORD OWNER:
385 CONGRESS, L.L.C.
2500 CHANNEL PLAZA
WEST SENECA, NY 14224

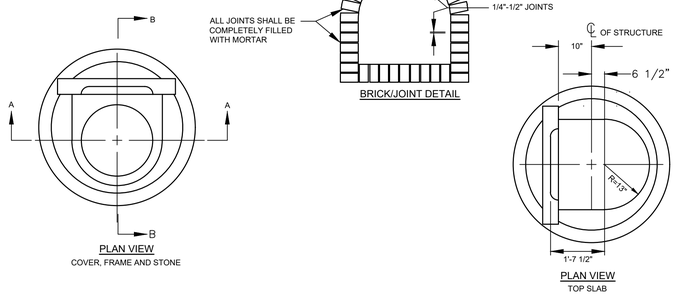
DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-503

19371-05 D-dwg, TAB C-503 DETAILS

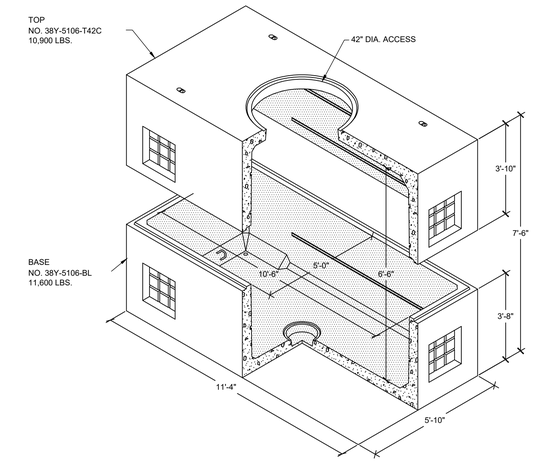
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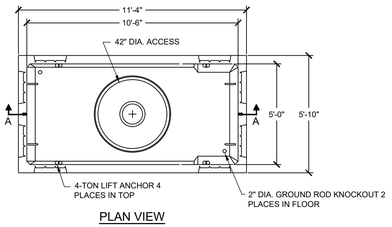




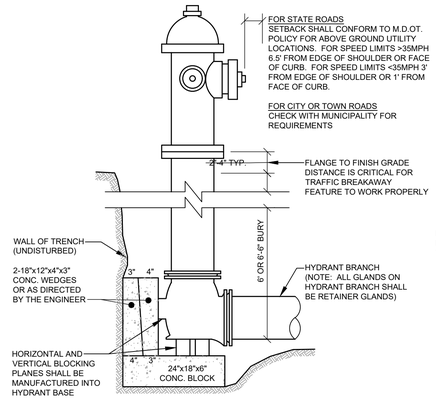
PRECAST CONCRETE CATCH BASIN - TYPE "E"

NOT TO SCALE



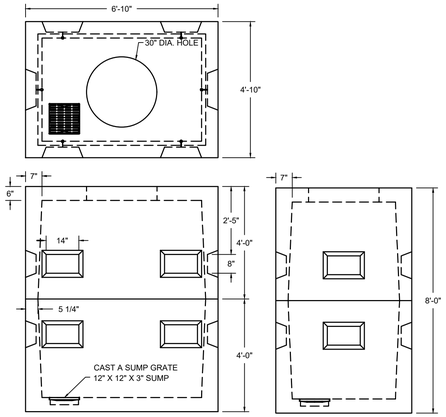


PLAN VIEW



HYDRANT INSTALLATION

NOT TO SCALE

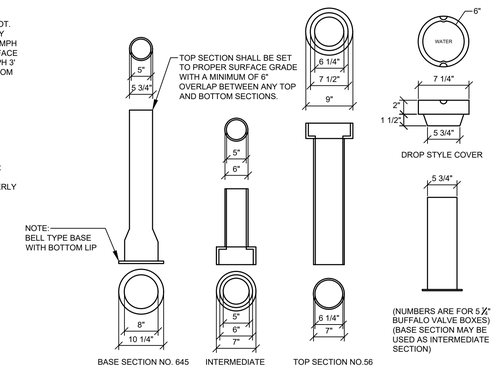


NOTES:

1. FURNISH AND INSTALL 32" DIA X 6" H-20 RATED FRAME AND MANHOLE COVER LETTERED "COMMUNICATIONS".
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.

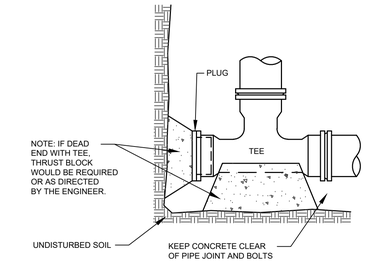
TELECOMMUNICATION MANHOLE

NOT TO SCALE



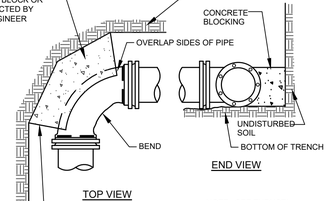
VALVE BOX & COVER

NOT TO SCALE



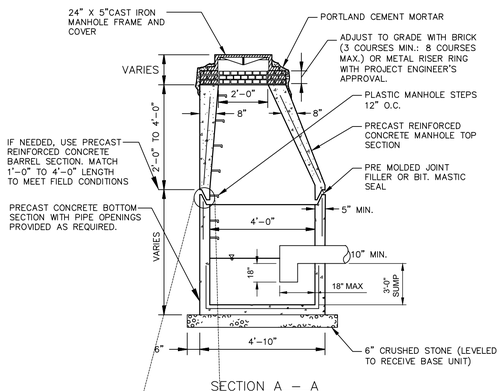
STANDARD TEE BLOCKING

NOT TO SCALE



STANDARD BEND BLOCKING

NOT TO SCALE

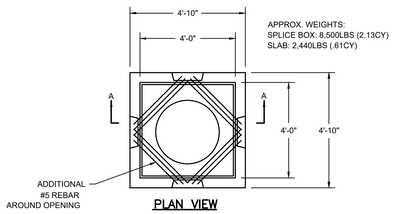


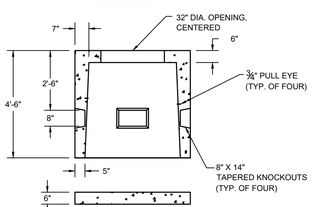
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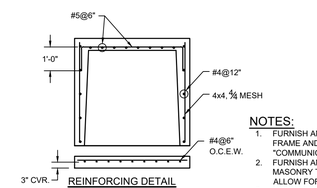
1. FOR USE IN PARTIALLY OR TOTALLY ENCLOSED PARKING GARAGES, AUTOMOTIVE REPAIR FACILITIES OR ANY OTHER PROPOSED STRUCTURE WHERE DEEMED APPROPRIATE BY THE CITY ENGINEER.
2. DISCHARGE SHALL BE TO SANITARY SEWER.
3. A VENT PIPE MAY BE REQUIRED THAT HAS A VERTICAL OUTLET OFF TO THE SIDE OF THE STRUCTURE.
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





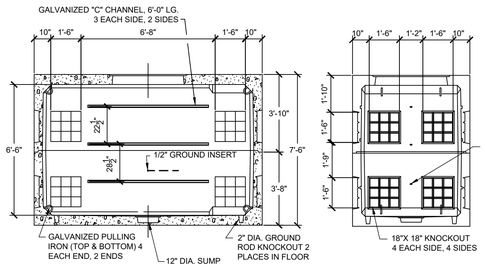


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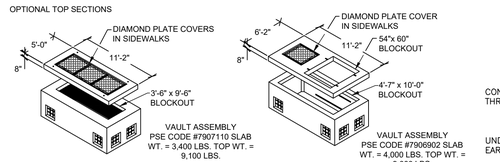
1. FURNISH AND INSTALL 32" DIA X 6" H-20 RATED FRAME AND MANHOLE COVER LETTERED "COMMUNICATIONS".
2. FURNISH AND INSTALL RISER RINGS AND MASONRY TO ACHIEVE REQUIRED DEPTH AND ALLOW FOR FUTURE ADJUSTMENT TO GRADE.
3. CONCRETE TO BE 5,000 PSI AT 28 DAYS.
4. VAULT TO BE RATED FOR H-20 LOADING.
5. REINFORCING STEEL TO BE GRADE 60, BLACK.

4x4 UTILITY SPLICE BOX

NOT TO SCALE



OPTIONAL TOP SECTIONS

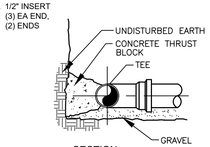


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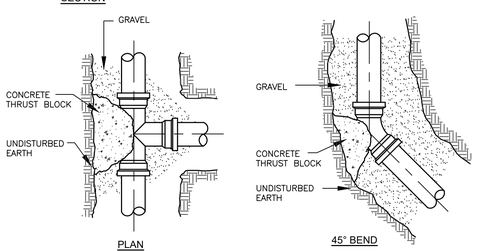
1. FURNISH AND INSTALL 42" FRAME, MANHOLE COVER PER CMP STANDARDS.
2. FURNISH AND INSTALL RISER RINGS AND MASONRY TO ACHIEVE REQUIRED DEPTH AND ALLOW FOR FUTURE ADJUSTMENT TO GRADE.
3. BASIS OF DESIGN IS 3GY MANHOLE BY OLD CASTLE PRECAST MANHOLES SHALL MEET UTILITY OWNERS SPECIFICATIONS.
4. INSTALL GROUNDING RODS OR GROUNDING GRID, SEE ELECTRICAL PLANS & SPECIFICATIONS FOR GROUNDING REQUIREMENTS.

ELECTRICAL MANHOLE

NOT TO SCALE



CONCRETE THRUST BLOCK SIZE REQUIREMENTS				
		SQ. FT. OF BEARING ON UNDISTURBED SOIL		
FITTINGS		90° BENDS	45° BENDS	TEES AND PLUGS
PIPE SIZE	6"	4.0	2.0	3.0
	8"	8.0	4.0	6.0
	12"	15	10	10



TEE AND BEND DETAIL

NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — LICENSED PROFESSIONAL ENGINEER — 12/19/2024

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

325 N. MAPLE DRIVE

BEVERLY HILLS, CA 90210

RECORD OWNER:

355 CONGRESS, LLC

250 TRANSIT ROAD

WEST SENECA, NY 14224

SEBAGO TECHNICS

75 John Roberts Rd.

Suite 1A

South Portland, ME 04106

Tel. 207-200-2100

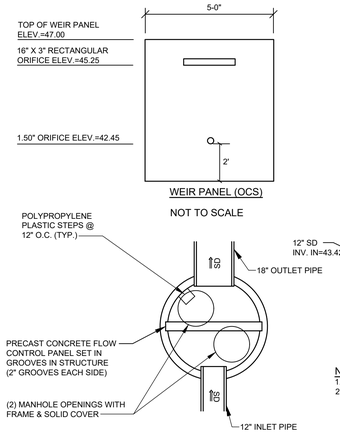
WWW.SEBAGOTECHNICS.COM

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-504

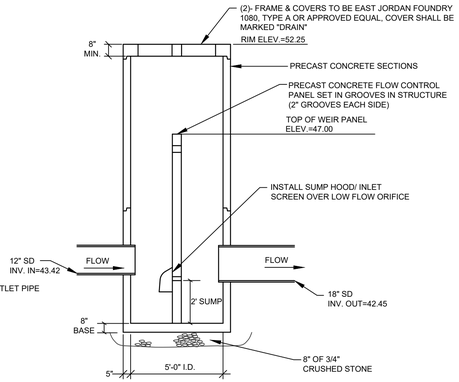
19371-05 D.dwg - TAB:C-504 DETAILS

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WEIR PANEL (OCS)

NOT TO SCALE

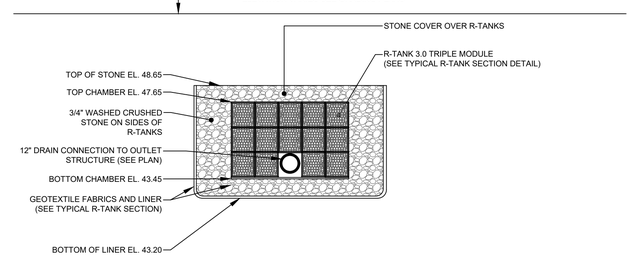


NOTES:

1. SUBMIT SHOP DRAWINGS FOR OWNER/ENGINEER APPROVAL.
2. STRUCTURE SHALL BE DESIGNED FOR H-20 LOADING.

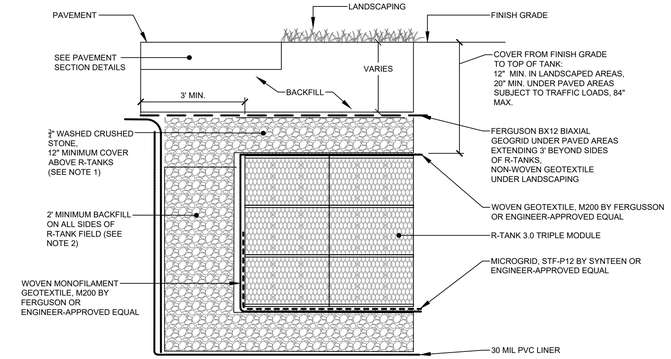
OUTLET CONTROL STRUCTURE (OCS-1)

NOT TO SCALE



SUBSURFACE SAND FILTER SECTION

NOT TO SCALE



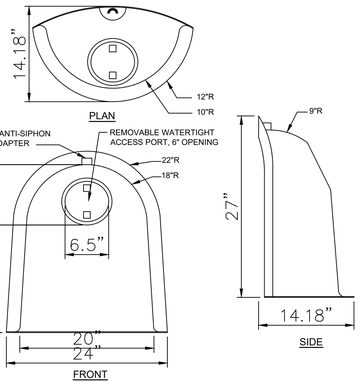
NOTES:

1. FIRST 12" COVER MUST BE FREE DRAINING BACKFILL: 3/4" WASHED CRUSHED STONE. ADDITIONAL FILL MAY BE STRUCTURAL FILL: STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT<10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 7'. CONTACT FERGUSON ENVIRONMENTAL IF MORE THAN 7' OR LESS THAN 20" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).
2. SIDE BACKFILL: 24" MIN. OF FREE DRAINING BACKFILL: STONE <1.5". MUST BE FREE FROM LUMPS, DEBRIS AND OTHER SHARP OBJECTS. SPREAD EVENLY TO PREVENT R-TANK© MOVEMENT. COMPACT SIDE BACKFILL WITH POWERED MECHANICAL COMPACTOR IN 12" LIFTS.
3. FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK MODULE SHEET.

TYPICAL R-TANK SECTION

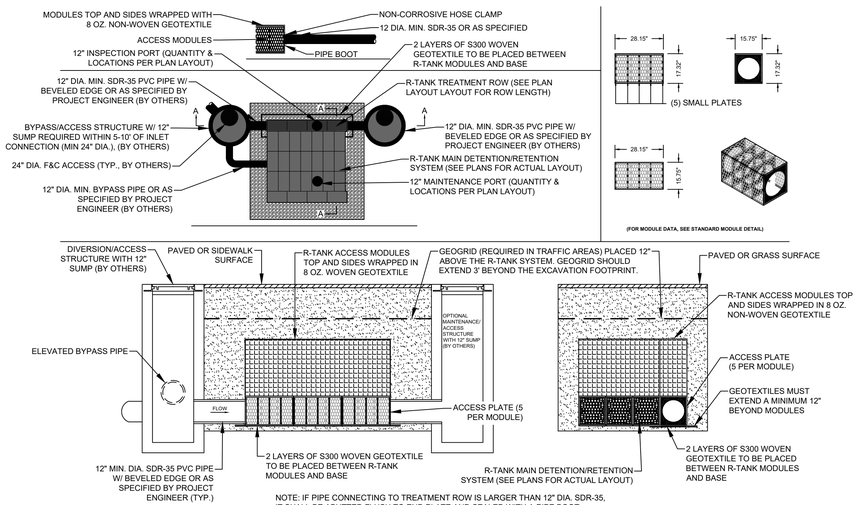
NOT TO SCALE

NOTE:
FOR USE ON CATCH BASIN OUTLET 18" IN DIAMETER AND LESS



CATCH BASIN HOOD

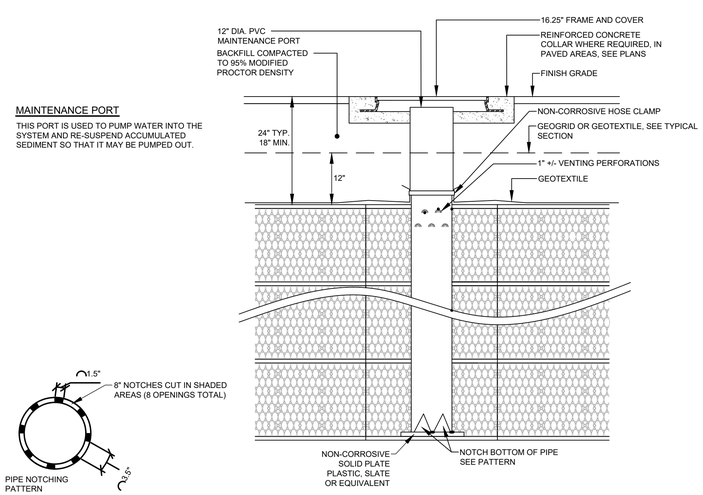
NOT TO SCALE



NOTE: IF PIPE CONNECTING TO TREATMENT ROW IS LARGER THAN 12" DIA. SDR-35, IT SHALL BE ABUTTED FLUSH TO END PLATE AND SEALED WITH A PIPE BOOT.

R-TANK TREATMENT ROW DETAIL

NOT TO SCALE

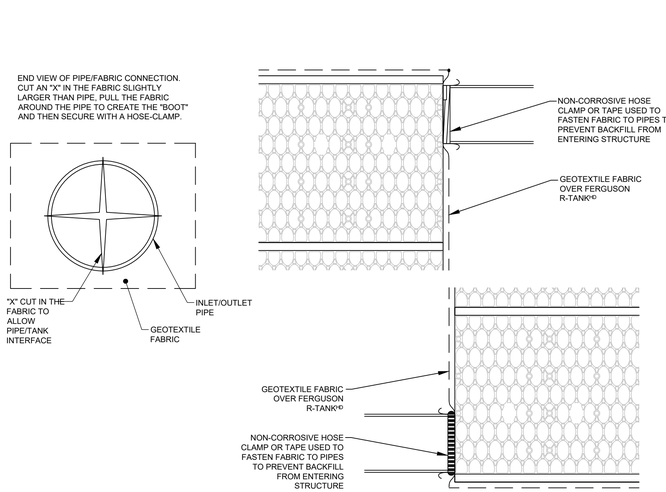


MAINTENANCE PORT

THIS PORT IS USED TO PUMP WATER INTO THE SYSTEM AND RE-SUSPEND ACCUMULATED SEDIMENT SO THAT IT MAY BE PUMPED OUT.

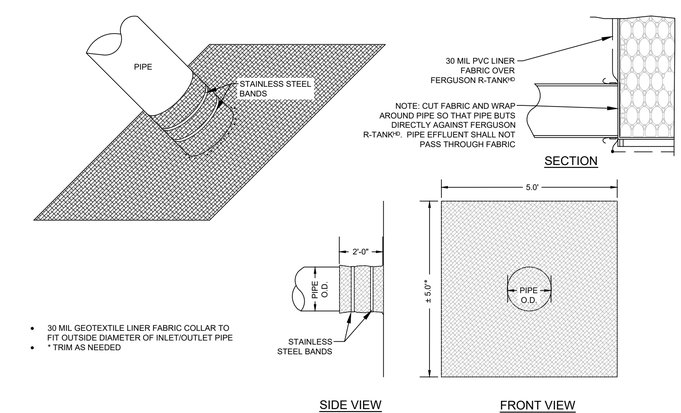
R-TANK TYPICAL MAINTENANCE PORT

NOT TO SCALE



R-TANK TYPICAL TANK INLET/OUTLET DETAIL

NOT TO SCALE



- 30 MIL GEOTEXTILE LINER FABRIC COLLAR TO FIT OUTSIDE DIAMETER OF INLET/OUTLET PIPE
- * TRIM AS NEEDED

GEOTEXTILE PIPE BOOT FOR R-TANK

NOT TO SCALE

NOT FOR CONSTRUCTION

STATE OF MAINE — DANIEL L RILEY No. 9997 — PROFESSIONAL ENGINEER — 08/06/2025

REV.	BY	DATE:	STATUS
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT

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75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DETAILS
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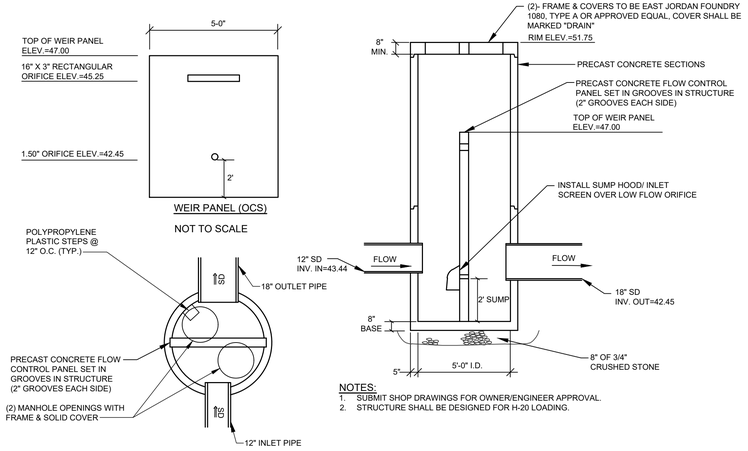
RECORD OWNER:
385 CONGRESS LLC
250 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-505

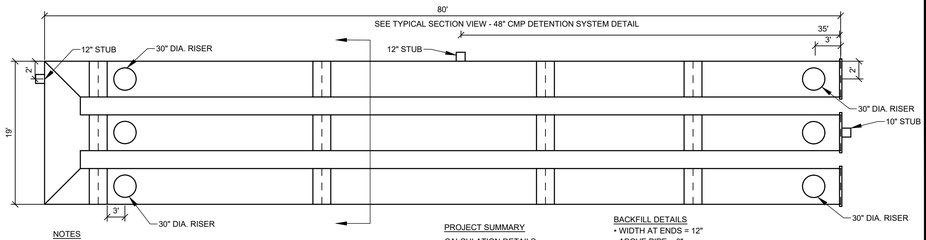
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19371-05 D.dwg TAB C-505 DETAILS



NOTES:
1. SUBMIT SHOP DRAWINGS FOR OWNER/ENGINEER APPROVAL.
2. STRUCTURE SHALL BE DESIGNED FOR H-20 LOADING.

OUTLET CONTROL STRUCTURE (OCS-1)
NOT TO SCALE



NOTES

- ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND INLETS, SHALL BE VERIFIED BY THE ENGINEER OF RECORD PRIOR TO RELEASING FOR FABRICATION.
- ALL FITTINGS AND REINFORCEMENT COMPLY WITH ASTM A998.
- ALL RISERS AND STUBS ARE 2⅔" x ½" CORRUGATION AND 16 GAGE UNLESS OTHERWISE NOTED.
- RISERS TO BE FIELD TRIMMED TO GRADE.
- QUANTITY OF PIPE SHOWN DOES NOT PROVIDE EXTRA PIPE FOR CONNECTING THE SYSTEM TO EXISTING PIPE OR DRAINAGE STRUCTURES. OUR SYSTEM AS DETAILED PROVIDES NOMINAL INLET AND/OR OUTLET PIPE STUB FOR CONNECTION TO EXISTING DRAINAGE FACILITIES. IF ADDITIONAL PIPE IS NEEDED IT IS THE RESPONSIBILITY OF THE CONTRACTOR.
- BAND TYPE TO BE DETERMINED UPON FINAL DESIGN.
- THE PROJECT SUMMARY IS REFLECTIVE OF THE DYODS DESIGN, QUANTITIES ARE APPROX. AND SHOULD BE VERIFIED UPON FINAL DESIGN AND APPROVAL. FOR EXAMPLE, TOTAL EXCAVATION DOES NOT CONSIDER ALL VARIABLES SUCH AS SHORING AND ONLY ACCOUNTS FOR MATERIAL WITHIN THE ESTIMATED EXCAVATION FOOTPRINT.
- THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

PROJECT SUMMARY

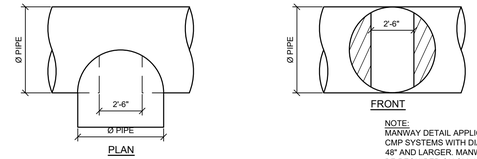
CALCULATION DETAILS
- LOADING = HS20/HS25
- APPROX. LINEAR FOOTAGE = 240 LF

STORAGE SUMMARY
- PIPE STORAGE VOLUME = 3,016 CF
- BACKFILL STORAGE VOLUME = 0 CF
- TOTAL STORAGE PROVIDED = 3,016 CF

BACKFILL DETAILS
- WIDTH AT ENDS = 12"
- ABOVE PIPE = 0"
- WIDTH AT SIDES = 12"
- BELOW PIPE = 0"

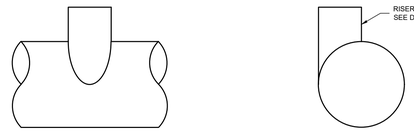
PIPE DETAILS
- DIAMETER = 48"
- CORRUGATION = 2 2/3x1/2
- GAGE = 16
- COATING = ALT2
- WALL TYPE = SOLID
- BARREL SPACING = 24"

CONTECH 48" CMP DETENTION SYSTEM
NOT TO SCALE



NOTE:
MANWAY DETAIL APPLICABLE FOR CMP SYSTEMS WITH DIAMETERS 48" AND LARGER. MANWAYS MAY BE REQUIRED ON SMALLER SYSTEMS DEPENDING ON ACTUAL SITE SPECIFIC CONDITIONS.

TYPICAL MANWAY DETAIL
NOT TO SCALE

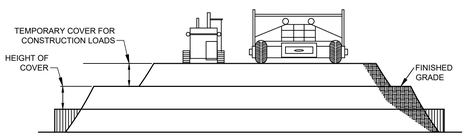


ELEVATION

END

NOTE:
LADDERS ARE OPTIONAL AND ARE NOT REQUIRED FOR ALL SYSTEMS.

TYPICAL RISER DETAIL
NOT TO SCALE



CONSTRUCTION LOADS

FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT-OF-COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW. THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

PIPE SPAN, INCHES	AXLE LOADS (kips)			
	18-50	50-75	75-110	110-150
	MINIMUM COVER (FT)			
12-42	2.0	2.5	3.0	3.0
48-72	3.0	3.0	3.5	4.0
78-120	3.0	3.5	4.0	4.0
126-144	3.5	4.0	4.5	4.5

*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPE. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

SPECIFICATION FOR DESIGNED DETENTION SYSTEM:

SCOPE
THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE DESIGNED DETENTION SYSTEM DETAILED IN THE PROJECT PLANS.

MATERIAL
THE MATERIAL SHALL CONFORM TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-274 OR ASTM A-92.

THE GALVANIZED STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-218 OR ASTM A-929.

THE POLYMER COATED STEEL COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-246 OR ASTM A-742.

THE ALUMINUM COILS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-197 OR ASTM B-744.

CONSTRUCTION LOADS
CONSTRUCTION LOADS MAY BE HIGHER THAN FINAL LOADS. FOLLOW THE MANUFACTURER'S OR NCSPA GUIDELINES.

NOTE:
THESE DRAWINGS ARE FOR CONCEPTUAL PURPOSES AND DO NOT REFLECT ANY LOCAL PREFERENCES OR REGULATIONS. PLEASE CONTACT YOUR LOCAL CONTECH REP FOR MODIFICATIONS.

PIPE
THE PIPE SHALL BE MANUFACTURED IN ACCORDANCE TO THE APPLICABLE REQUIREMENTS LISTED BELOW:

ALUMINIZED TYPE 2: AASHTO M-36 OR ASTM A-760

GALVANIZED: AASHTO M-36 OR ASTM A-760

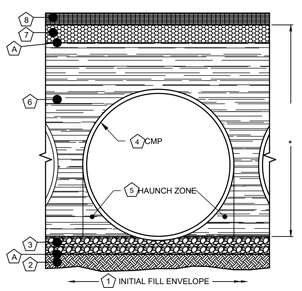
POLYMER COATED: AASHTO M-245 OR ASTM A-762

ALUMINUM: AASHTO M-196 OR ASTM B-745

HANDLING AND ASSEMBLY
SHALL BE IN ACCORDANCE WITH NCSPS (NATIONAL CORRUGATED STEEL PIPE ASSOCIATION) FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL. SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS FOR ALUMINUM PIPE.

INSTALLATION
SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION II DIVISION II OR ASTM A-798 (FOR ALUMINIZED TYPE 2, GALVANIZED OR POLYMER COATED STEEL) OR ASTM B-788 (FOR ALUMINUM PIPE) AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.

IT IS ALWAYS THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.



	DETENTION SYSTEMS - CMP DETENTION / CMP DRAINAGE		
	Material Location / Description	Material Designation	Designation
8	Rigid or Flexible Pavement (if applicable)		
7	Road Base (if applicable)		
A	Geotextile Layer — Non-Woven Geotextile	CONTECH C-40 or C-45	Engineer Decision for consideration to prevent soil migration into varying soil types
6	Backfill	Well graded granular material which may contain small amounts of silt or clay.	AASHTO M 145- A-1, A-2, A-3	Placed in 8" +/- loose lifts and compacted to 90% Standard Proctor Per AASHTO T 99
3	Bedding Stone	Well graded granular bedding material w/maximum particle size of 3"	AASHTO M43 - 3,357,4,467, 5, 56, 57	Engineer to determine if bedding is required. Pipe may be placed on the trench bottom of a relatively loose, native suitable well-graded & granular material. For Arch pipes it is recommended to be shaped to a relatively flat bottom or fine-grade the foundation to a slight v-shape. Unsuitable material should be over-excavated and re-placed with a 4"-6" layer of well graded & granular stone per the material designation. See AASHTO 26.3.8.1 / 26.5.3 Bedding info.
A	Geotextile Layer — Non-Woven Geotextile	CONTECH C-40 or C-45	Engineer Decision for consideration to prevent soil migration into varying soil types
*	*Note: Backfill using controlled low-strength material (CLSM, "flash fill" or "flowable fill") when the spacing between the pipes will not allow for placement and adequate compaction of the backfill.*		

1 MINIMUM WIDTH DEPENDS ON SITE CONDITIONS AND ENGINEERING JUDGEMENT

FOUNDATION/BEDDING PREPARATION

2 PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND BROUGHT BACK TO THE GRADE WITH A FILL MATERIAL AS APPROVED BY THE ENGINEER.

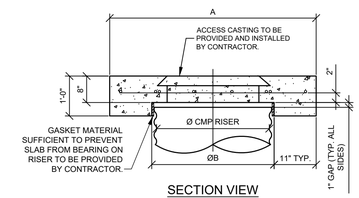
3 HAUNCH ZONE MATERIAL SHALL BE PLACED AND UNIFORMALLY COMPACTED WITHOUT SOFT SPOTS.

BACKFILL

WHEN PLACING THE FIRST LIFTS OF BACKFILL IT IS IMPORTANT TO MAKE SURE THAT THE BACKFILL IS PROPERLY COMPACTED UNDER AND AROUND THE PIPE HAUNCHES. BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A TWO LIFT (16") DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHALL BE ADVANCED ALONG THE LENGTH OF THE DETENTION SYSTEM AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING ON THE PIPE.

OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS, AS APPROVED BY SITE ENGINEER.

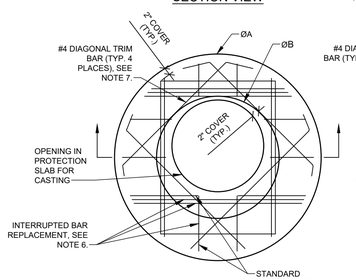
TYPICAL SECTION VIEW - 48" CMP DETENTION SYSTEM
NOT TO SCALE



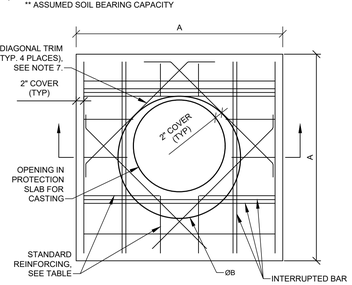
SECTION VIEW

REINFORCING TABLE				
Ø CMP RISER	A	Ø B	REINFORCING	**BEARING PRESSURE (PSF)
24"	Ø 4' 4'X4'	26"	#5 @ 12" OCEW #5 @ 12" OCEW	2,410 1,780
30"	Ø 4'-6" 4'-6" X 4'-6"	32"	#5 @ 12" OCEW #5 @ 12" OCEW	2,120 1,530
36"	Ø 5' 5' X 5'	38"	#5 @ 10" OCEW #5 @ 10" OCEW	1,890 1,350
42"	Ø 5'-6" 5'-6" X 5'-6"	44"	#5 @ 10" OCEW #5 @ 9" OCEW	1,720 1,210
48"	Ø 6' 6' X 6'	50"	#5 @ 9" OCEW #5 @ 8" OCEW	1,600 1,100

** ASSUMED SOIL BEARING CAPACITY



ROUND OPTION PLAN VIEW



SQUARE OPTION PLAN VIEW

NOTES:
1. DESIGN IN ACCORDANCE WITH AASHTO, 17th EDITION.
2. DESIGN LOAD HS25.
3. EARTH COVER = 1' MAX.
4. CONCRETE STRENGTH = 3,500 psi
5. REINFORCING STEEL = ASTM A615, GRADE 60.
6. PROVIDE ADDITIONAL REINFORCING AROUND OPENINGS EQUAL TO THE BARS INTERRUPTED, HALF EACH SIDE. ADDITIONAL BARS TO BE IN THE SAME PLANE.
7. TRIM OPENING WITH DIAGONAL #4 BARS, EXTEND BARS A MINIMUM OF 12" BEYOND OPENING, BEND BARS AS REQUIRED TO MAINTAIN BAR COVER.
8. PROTECTION SLAB AND ALL MATERIALS TO BE PROVIDED AND INSTALLED BY CONTRACTOR.
9. DETAIL DESIGN BY DELTA ENGINEERING, BINGHAMTON, NY.

MANHOLE CAP DETAIL
NOT TO SCALE

CONSTRUCTION LOADING DIAGRAM
NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677

STATE OF MAINE — CHRISTOPHER P. TAYLOR — No. 16677 — REGISTERED PROFESSIONAL ENGINEER — 04/08/2025

REV.	BY:	DATE:	STATUS
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AS PROVIDED ON OTHERWISE, SHALL LET IT BE STATED IN SUCH A WAY AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

DETAILS
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
SELECTIONSETTER LLC
2020 TRANSFER'S DAD
WEST SENECA, NY 14224

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

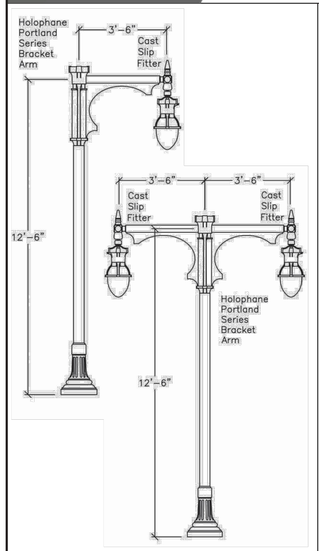
SHEET C-505

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PORTLAND | me

Street & Sidewalk Lighting
DECORATIVE LIGHT - DOWNTOWN



LUMINAIRE
Holophane Esplanade LED II
Model:
ESL2-P20S-30K-AS-CMC-TG3-S-P7-NL2X2-BHDF13-200CMC

Cast aluminum housing with stainless steel hardware. Dropped refractor shall be thermal resistant borosilicate glass. Internal reflector and prismatic diffuser shall provide an IES Type IV distribution pattern. Luminaire shall include an integral ballast with modular wiring connectors and multi-volatage taps. Provide an internal receptacle type photocell control. LED 3000K color temperature

BRACKET ARM
Holophane Portland Series (custom)
Model PD42CA-RAL6012

Portland Series steel crossarm with a post-top fitting for a 3-1/2" by 8" tenon.

SLIP FITTER
Holophane
Model :WLLF200SCA-RAL6012
2-3/8" O.D. with swivel cast fitter.

LIGHTING POLE AND BASE
Holophane North Yorkshire Cast Steel
Model NY-S-13-FTB-P13-ABG-RAL6012

Cast steel pole, smooth 5" diameter shaft with integrated base rated for a 90mph wind load with a 1.3 gust factor. Provide four hot-dipped galvanized steel L-type anchor bolts. Lighting pole shall be hot dip galvanized prior to powder coat paint.

DIMENSIONS
Overall Height = 12' 6"
Bracket Arm Length = 3' 6"
Base Diameter = 17"

FINISH
Dark Green: RAL-6012 (custom)

APPLICATION
Sidewalk lighting or pedestrian lighting areas

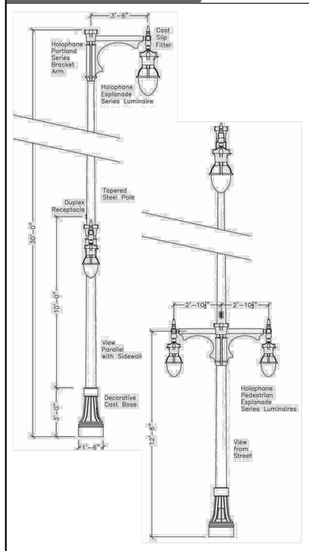
Spacing:
One side: 60' - 80'on center
Alternating sides: 100' - 175' on center

Single-arm fixture placed in furnishing zone with luminaire oriented over sidewalk. Double-arm fixture placed with bracket arms parallel to sidewalk. If sidewalk space is limited, Planning Authority may approve lights within private property or attached to building.

Date: **March, 2019**	**CITY OF PORTLAND, MAINE** TECHNICAL MANUAL	**MUNICIPAL STREET LIGHTING STANDARDS** SECTION 8	Figure: **X-5B**
Revised Date:	**DOWNTOWN PED 1**		

PORTLAND | me

Street & Sidewalk Lighting
DECORATIVE LIGHT - DOWNTOWN



LUMINAIRE
Holophane Esplanade LED II
Model:
ESL2-P20S-30K-AS-CMC-TG3-S-P7-NL2X2-BHDF13-200CMC

Cast aluminum housing with stainless steel hardware. Dropped refractor shall be thermal resistant borosilicate glass. Internal reflector and prismatic diffuser shall provide an IES Type IV distribution pattern. Luminaire shall include an integral ballast with modular wiring connectors and multi-volatage taps. Provide an internal receptacle type photocell control. LED 3000K color temperature

BRACKET ARM
Holophane Portland Series steel (custom)
Top Bracket Arm: Steel crossarm with a post-top fitting for a 3 1/2" by 8" tenon
Model: PD42-CA-RAL6012
Lower Bracket Arm: Steel dual crossarm
Model: PD69-CA-RAL6012

SLIP FITTER
Holophane
Model: WLLF200S-CA-RAL6012
2-3/8" O.D. with swivel cast fitter.

LIGHTING POLE
Holophane
Model: PM-18-CSB-CA-RAL6012

Tapered steel pole smooth shaft rated for a 90mph wind load with a 1.3 gust factor. Provide four hot-dipped galvanized steel L-type anchor bolts. Lighting pole shall be hot dip galvanized prior to powder coat paint.

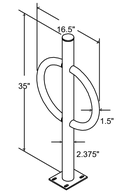
DECORATIVE BASE
Holophane
Model: PM18CSB-CA-RAL6012
Decorative clamshell cast aluminum base. Hardware shall be stainless steel.

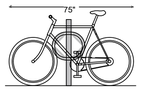
DIMENSIONS
Overall Height = 30' 0"
Upper Bracket Arm Length = 3' 6"
Lower Bracket Arm Length = 2' 10 1/2"
Base Diameter = 18"

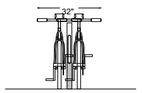
FINISH
Dark Green: RAL-6012 (custom)

APPLICATION
Street/pedestrian lighting combination.
Spacing:
One side: 90' - 100' on center
Alternating sides: 175' - 225' on center
Double-arm bracket arms parallel to sidewalk.

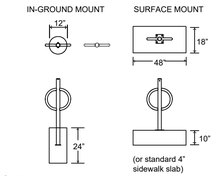
Date: **March, 2019**	**CITY OF PORTLAND, MAINE** TECHNICAL MANUAL	**MUNICIPAL STREET LIGHTING STANDARDS** SECTION 10	Figure: **X-5F**
Revised Date:	**DOWNTOWN COMBO**		





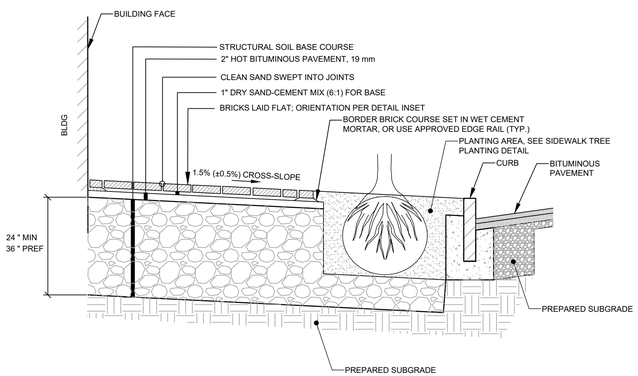


CAPACITY	2 BIKES
MATERIALS	CENTERBEAM: 2" SCHEDULE 40 PIPE (2.375" OD) RING: 1.5" OD 11 GAUGE TUBE
FINISHES	☐ GALVANIZED AN AFTER FABRICATION HOT DIPPED GALVANIZED FINISH IS OUR STANDARD OPTION. ☐ POWDER COAT OUR POWDER COAT FINISH ASSURES A HIGH LEVEL OF ADHESION AND DURABILITY BY FOLLOWING THESE STEPS: 1. WASH WITH CAL CLEAN 947 PREMIUM ALKALINE CLEANER/ DEGREASER AND TREAT WITH ADVANTECH P610A ZIRCONIUM FOR CORROSION REDUCTION AND PAINT ADHESION 2. EPOXY PRIMER ELECTROSTATICALLY APPLIED 3. FINAL THICK TGIC POLYESTER POWDER COAT ☐ STAINLESS STAINLESS STEEL: 304 GRADE STAINLESS STEEL MATERIAL IN A SATIN FINISH, HIGH POLISHED SHINE, OR POWDER COAT OVER UNPOLISHED STAINLESS. ☐ SATIN FINISH (#4) - BRUSHED (OUR STANDARD) ☐ ELECTROPOLISHED - HIGH POLISHED SHINE ☐ POWDER COAT OVER UNPOLISHED STAINLESS
MOUNT OPTIONS	☐ SURFACE FOOT MOUNT HAS A 5" X 6" X .25" FOOT WITH FOUR ANCHORS PER FOOT. SPECIFY FOOT MOUNT FOR THIS OPTION. TAMPER-RESISTANT FASTENERS AVAILABLE UPON REQUEST ☐ IN-GROUND IN-GROUND MOUNT IS EMBEDDED INTO CONCRETE BASE. SPECIFIY IN-GROUND MOUNT FOR THIS OPTION



BIKE RACK
NOT TO SCALE

©2024



TREE PLANTING PIT WITH STRUCTURAL SOIL BASE
NOT TO SCALE

STRUCTURAL SOIL SPECIFICATION

1.1 CLAY LOAM

A. SOIL TO PRODUCE CU-STRUCTURAL SOIL®/ SHALL BE A "LOAM" WITH A MINIMUM CLAY CONTENT OF 20% OR A "CLAY LOAM" BASED ON THE "USDA CLASSIFICATION SYSTEM" AS DETERMINED BY MECHANICAL ANALYSIS (ASTM D-422) AND IT SHALL BE OF UNIFORM COMPOSITION, WITHOUT ADMIXTURE OF SUBSOIL. IT SHALL BE FREE OF STONES, LUMPS, PLANTS AND THEIR ROOTS, DEBRIS AND OTHER EXTRANEOUS MATTER. IT SHALL NOT CONTAIN TOXIC SUBSTANCES HARMFUL TO PLANT GROWTH. CLAY LOAM SHALL CONTAIN NOT LESS THAN 2% OR MORE THAN 6% ORGANIC MATTER AS DETERMINED BY THE LOSS ON IGNITION OF OVEN-DRIED SAMPLES. TEST SAMPLES SHALL BE OVEN-DRIED TO A CONSTANT WEIGHT AT A TEMPERATURE OF 230 DEGREES F., PLUS OR MINUS 9 DEGREES.
B. MECHANICAL ANALYSIS FOR THE LOAM OR CLAY LOAM SHALL BE AS FOLLOWS:

TEXTURAL CLASS	% OF TOTAL WEIGHT
GRAVEL	LESS THAN 5%
SAND	20-50%
SILT	20-45%
CLAY	20-40%

C. CHEMICAL ANALYSIS: MEET, OR BE AMENDED TO MEET THE FOLLOWING CRITERIA:
1. PH BETWEEN 5.5 TO 6.5 WHEN USING LIMESTONE, UP TO 7.2 WHEN USING GRANITE OR OTHER NON-LIMESTONE CRUSHED STONE.
2. PERCENT ORGANIC MATTER 2% - 6% BY DRY WEIGHT
3. ADEQUATE NUTRIENT LEVELS
4. SOLUBLE SALT LESS THAN 1.5 MMHO/CM
5. CATION EXCHANGE CAPACITY (CEC) GREATER THAN 10
6. CARBON/NITROGEN RATIO LESS THAN 33:1
D. LOAM OR CLAY LOAM SHALL NOT COME FROM USDA - CLASSIFIED PRIME FARMLAND.

1.1 CRUSHED STONE

A. THE SIZE OF THE CRUSHED STONE SHALL BE 0.75 INCHES TO 1.5 INCHES ALLOWING FOR UP TO 10% BEING GREATER THAN 1.5 INCHES, AND UP TO 10% LESS THAN 0.75 INCHES.
B. ACCEPTABLE AGGREGATE DIMENSIONS WILL NOT EXCEED 2.5:1.0 FOR ANY TWO DIMENSIONS.
C. MINIMUM 90% WITH TWO OR MORE FRACTURED FACES.
D. RESULTS OF AGGREGATE SOUNDNESS LOSS TEST SHALL NOT EXCEED 18%.
E. LOSSES FROM LA ABRASION TESTS SHALL NOT EXCEED 40%.

1.2 HYDROGEL

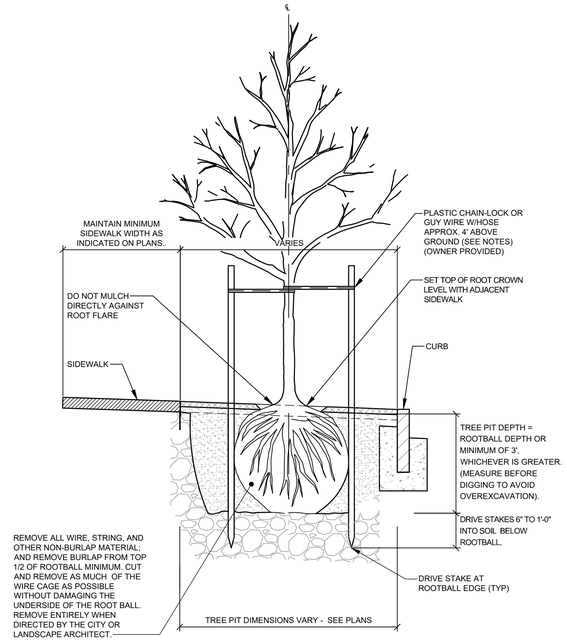
A. HYDROGEL SHALL BE A COATED POTASSIUM PROPENOATE-PROPENAMIDE COPOLYMER (GELSCAPE® /HYDROGEL TACKIFIER) AS MANUFACTURED BY AMEREQ, INC. 800-832-8788.

1.1 CU-STRUCTURAL SOIL®

A. A UNIFORMLY BLENDED URBAN TREE MIXTURE OF CRUSHED STONE, CLAY LOAM AND GELSCAPE®/ HYDROGEL TACKIFIER, AS PRODUCED BY AN AMEREQ-LICENSED COMPANY, MIXED IN THE FOLLOWING PROPORTION:

MATERIAL	UNIT OF WEIGHT
SPECIFIED CRUSHED STONE	100 UNITS DRY WEIGHT
SPECIFIED CLAY LOAM	20 - 25 UNITS (TO ACHIEVE MINIMUM CBR OF 50)
GELSCAPE®/ HYDROGEL TACKIFIER	0.035 UNITS DRY WEIGHT

ASTM D698/AASHTO T-99 OPTIMUM MOISTURE



SIDEWALK TREE PLANTING DETAIL
NOT TO SCALE

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR PE 16677
STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER P. TAYLOR No. 16677
No. LICENSED PROFESSIONAL ENGINEER
04/08/2025

REV.:	BY:	DATE:	STATUS
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT

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DETAILS
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
2720 O'NEIL ROAD
WEST SENECA, NY 14224

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

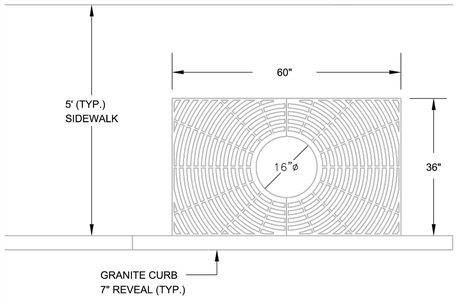
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19371-05 D.dwg, TAB:C-506 DETAILS

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NOTES:

1. 16"Ø EXPANDABLE TREE OPENING. 0.25" SLOT OPENINGS.
2. ALL TREE GRATES SHALL COMPLY WITH CITY TECHNICAL STANDARDS AND MUST BE APPROVED BY THE CITY ARBORIST.
3. FINAL PLACEMENT LOCATION OF TREE GRATES SHALL BE APPROVED BY DPW AND SHALL CONSIDER SIDEWALK WIDTH AND ADA COMPLIANCE, ON-STREET PARKING CONFIGURATIONS, ABOVE AND BELOW GROUND UTILITIES AND OTHER OBSTRUCTIONS.
4. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY. SEE SIDEWALK CONSTRUCTION DETAILS IN SECTION 1 OF THE TECHNICAL MANUAL.
5. WHEN THE TREE GRATE IS INSTALLED IN A CONCRETE SIDEWALK, A NOTCH MUST BE INSTALLED ALONG THE EDGE TO HOLD THE GRATE, WHEN INSTALLED IN A BRICK SIDEWALK IT REQUIRES A FRAME TO BE INSTALLED TO HOLD THE GRATE IN PLACE.



PLAN VIEW

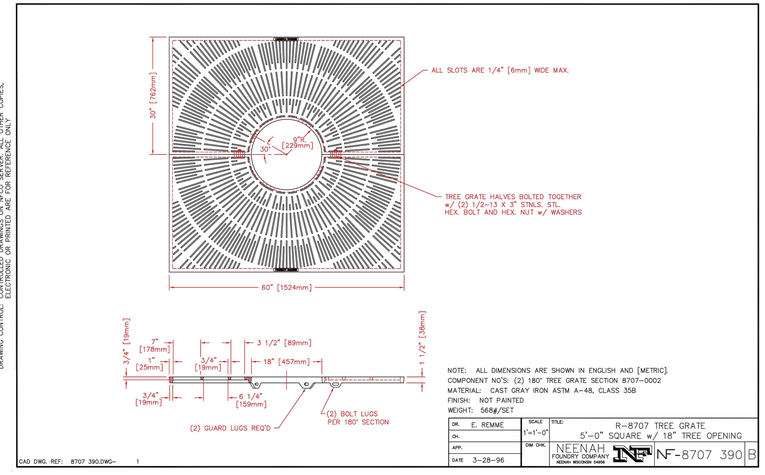
EXPANDABLE TREE GRATE WITH FRAME
NEENAH MODEL R-8810

NOT TO SCALE

http://www.nfco.com/literature/TreeGrateCatalog22/Avenue.pdf

DATE: NOV. 2022 REVISED:	CITY OF PORTLAND, MAINE TECHNICAL STANDARDS MANUAL	LANDSCAPE AND LANDSCAPING PRESERVATION EXISTING VEGETATION STANDARDS - SECTION IV	FIGURE: IV-4A
	EXPANDABLE TREE GRATE WITH FRAME FOR NARROW RESIDENTIAL URBAN STREETS		

DRAWING CONTROL: CONTROLLED DRAWINGS ON INFOS SERVER, ALL OTHER COPIES, ELEVATIONS OR PRINTED ARE FOR INFORMATIONAL ONLY



NOTE: ALL DIMENSIONS ARE SHOWN IN ENGLISH AND [METRIC].
COMPONENT NO'S: (2) 180° TREE GRATE SECTION 8707-0002
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NOT PAINTED
WEIGHT: 566#/SET

DR. E. REMME	SCALE: 1"=1'-0"	TITLE: R-8707 TREE GRATE 5'-0" SQUARE w/ 18" TREE OPENING	
CH.			
APP.	DWG DWR.	NEENAH FOUNDRY COMPANY NEENAH, WISCONSIN 54956	NF-8707 390 B
DATE 3-28-96			

CAD DWG. REF: 8707 390.DWG

CHRISTOPHER P. TAYLOR PE 16877

STATE OF MAINE CHRISTOPHER P. TAYLOR No. 16877 LICENSED PROFESSIONAL ENGINEER 06/25/2025

NOT FOR CONSTRUCTION

REV.	BY:	DATE:	STATUS
C	CPT	06/25/2025	ISSUED FOR RESPONSE TO COMMENT
B	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS ARE PROHIBITED BY OTHERS, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DETAILS
OF:
PORTLAND MUSIC HALL
244 CUMBERLAND AVE
PORTLAND, MAINE
FOR:
PORTLAND MUSIC HOLDINGS, LLC
375 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

RECORD OWNER:
385 CONGRESS, L.C.
2260 JOHNNIES ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	N.T.S.
PROJECT	19371-05

SHEET C-508

f:\Projects\19000\19371-05\DWG\Design\19371-05 D.dwg - 6/26/2025 8:14 AM - CHRIS TAYLOR

19371-05 D.dwg - TAB C-508 DETAILS

GENERAL NOTES:

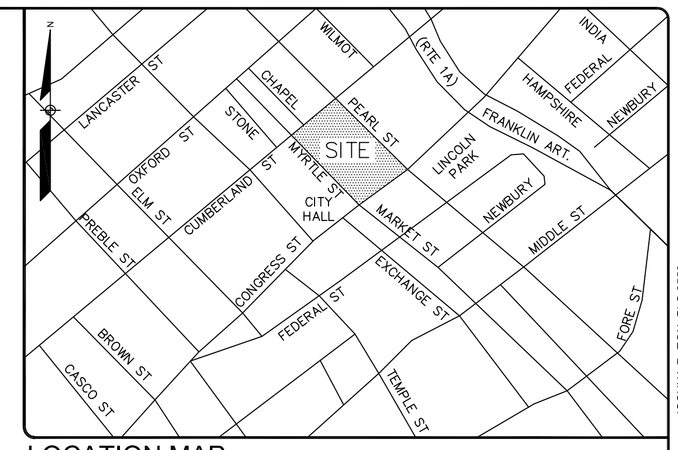
1. THE RECORD OWNER OF THE PARCEL IS 385 CONGRESS LLC BY DEED DATED OCTOBER 20, 2017 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34401, PAGE 214.
2. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. SPACE 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.

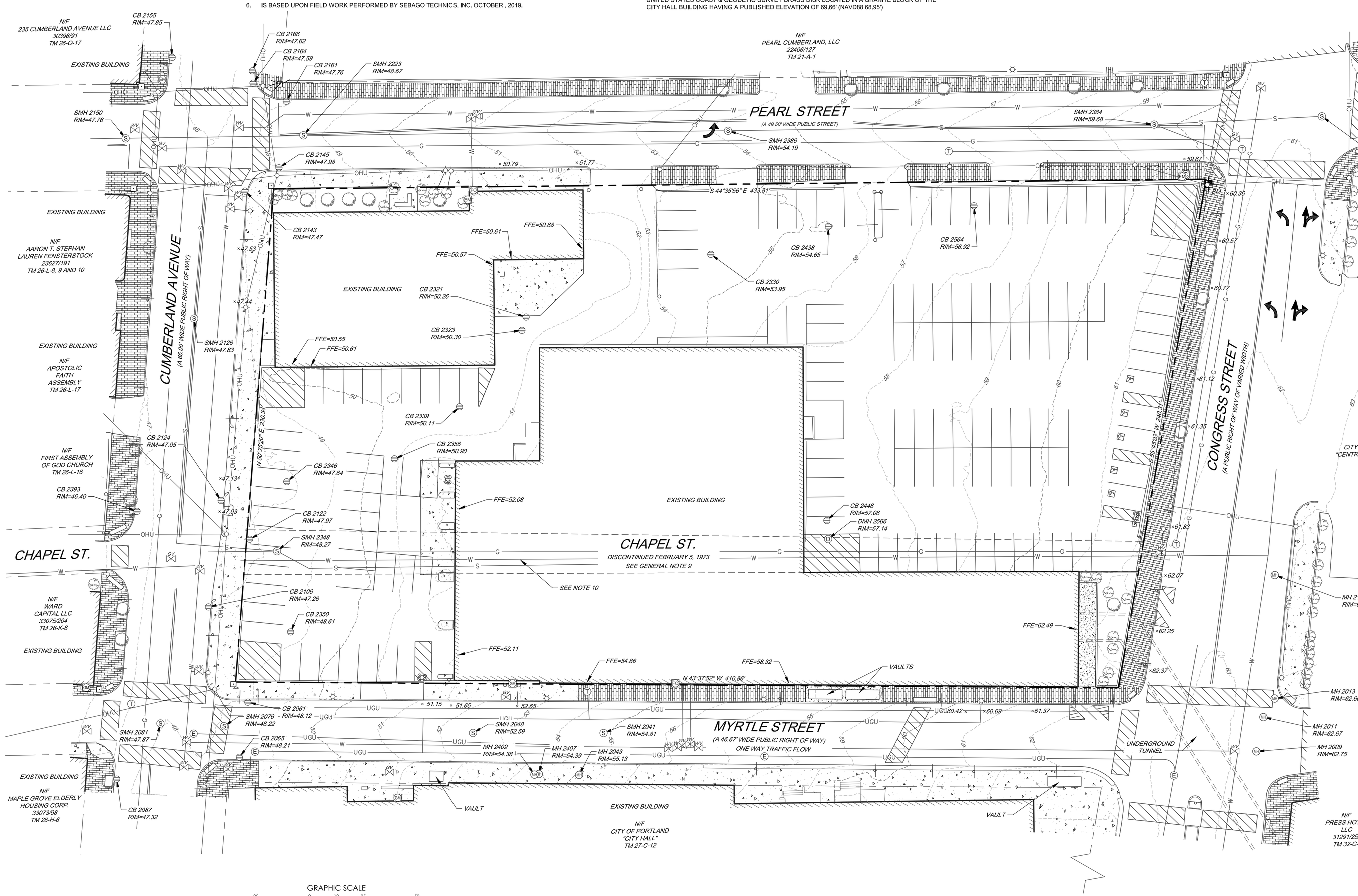
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 6F. TOPOGRAPHIC INFORMATION SHOWN HEREON. SEBAGO TECHNICS INC. UPDATED RECORDS RESEARCH FROM 2009 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IS BASED UPON FIELD WORK PERFORMED BY SEBAGO TECHNICS, INC. OCTOBER , 2019.
7. PLAN REFERENCES:
   - A. 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.
   - B. 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.
   - C. 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.
   - D. 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.
   - E. 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.
   - F. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
8. 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' (NAVD88 68.95')
9. THE CITY OF PORTLAND DISCONTINUED THAT PORTION OF CHAPEL STREET ''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, PUBLIC AND PRIVATE RIGHTS MAY EXIST FOR PUBLIC HIGHWAY AND UTILITIES THAT STILL LIE WITHIN THE LIMITS OF CHAPEL STREET. SEBAGO TECHNICS, INC. SUGGEST LEGAL COUNSEL BE SOUGHT TO CLARIFY THE INTEREST OF OTHERS IN THESE RIGHTS.
10. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
11. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
12. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
13. BENCHMARK:

    BM-1 EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)



LOCATION MAP N.T.S.

JOSHUA R. EON, PLS 2558



LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- DEED LINE/R.O.W.
- N/F NOW OR FORMERLY
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- CURB LINE
- 120 118 CONTOURS
- DECIDUOUS TREE
- SHRUB
- BOLLARD
- SIGN
- G GAS
- GAS GATE VALVE
- GAS METER
- W WATER
- WATER GATE VALVE
- HYDRANT
- S SANITARY SEWER
- SANITARY MANHOLE
- UNKNOWN MANHOLE
- D DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UGU UNDERGROUND UTILITY
- E ELECTRICAL MANHOLE
- ELECTRIC METER
- COMMUNICATIONS BOX
- T TELEPHONE MANHOLE
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- BM-1 BENCHMARK
- FIRE DEPARTMENT HOOKUP
- GRANITE MONUMENT

GRAPHIC SCALE

25 0 12 25 50

(IN FEET)
1 INCH = 25 FT.

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'

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.

JOSHUA R. EON, PLS 2558 12/16/2019

REV:	BY:	DATE:	STATUS:
A.	JRE	12/16/2019	ISSUED TO CLIENT FOR REVIEW
B.	JRE	1/09/2020	CORRECTED SPACE AND BULK CRITERIA PER PM REQUEST
C.	JRE	1/20/2020	MINOR DRAFTING REVISIONS PER PM REQUEST
D.	JRE	2/7/2020	MINOR DRAFTING REVISIONS PER PM REQUEST, ADDED NOTE 9
E.	JRE	2/10/2020	ADDED NOTE 10
F.	JRE	2/20/2020	ADDED STRUCTURE INFO AND MINOR DRAFTING REVISIONS

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS PLAN
OF:
CONGRESS / PEARL BLOCK
CONGRESS STREET AND PEARL STREET
PORTLAND, MAINE 04101
FOR RECORD OWNER:
385 CONGRESS STREET, LLC.
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	-
DRAWN	RHS/TSL
CHECKED	JRE/CDM
DATE	12/16/19
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 2

19371EC.dwg, TABEC1

STRUCTURE TABLE

POINT #	STRUCTURE TYPE	RIM EL.	INV.	INV. EL.	SIZE	TYPE	LOCATION (N=12)	COMMENTS
2041	SMH	54.78	IN	49.43	12	VIT CLAY	3	
			IN	49.49	4	VIT CLAY	6	
			IN	46.39	10	VIT CLAY	4	
			IN	45.56	UNK	UNK	5	FULL OF SEDIMENT
			OUT	45.34	UNK	UNK	11	FULL OF SEDIMENT
			SHELF	45.81				
2048	SMH	52.54	IN	43.04	18	VIT CLAY	5	
			IN	35.36	UNK	UNK	5	
			IN	36.34	10	PVC	3	
			IN	36.39	UNK	STEEL	4	TOP OF PIPE
2061	CBR	48.09	OUT	44.12	8	PVC	7	HOOD
			SUMP	42.12				
2065	CBR	48.25	IN	44.81	8	VIT CLAY	8	
			OUT	44.71	8	UNK	2	
			SUMP	40.71				
2076	SMH	48.19	IN	41.31	12	VIT CLAY	4	
			IN	40.94	8	VIT CLAY	8	
			IN	48.22	0	NONE	NONE	2 INVERTS & SHELF FURTHER THAN 25'
2081	SMH	47.90	IN	38.77	18	VIT CLAY	4	
			IN	24.67	18	VIT CLAY	4	
			OUT	24.67	18	VIT CLAY	10	
			SHELF	25.77				
2106	CBR	47.27	OUT	43.46	UNK	UNK	10	HOOD
			SUMP	40.26				
2124	CBR	47.00	IN	44.75	12	VIT CLAY	6	
			OUT	47.05	0	NONE	NONE	NO OUT VISIBLE
			SUMP	40.05				
2126	SMH	47.80	IN	39.41	12	VIT CLAY	8	
			OUT	39.32	12	VIT CLAY	2	
			SHELF	40.03				
2143	CBR	47.40	OUT	45.27	10	VIT CLAY	3	
			SUMP	45.17				
2145	CBR	47.95	IN	44.48	8	VIT CLAY	9	
			OUT	43.78	12	VIT CLAY	12	
			SUMP	42.98				
2150	MH	47.77	IN	37.46	18	VIT CLAY	4	
			OUT	37.21	18	VIT CLAY	10	
			SHELF	38.11				
2161	CBR	47.77	OUT	43.36	12	UNK	8	
			SUMP	40.76				
2164	CBR	47.54	IN	44.26	8	VIT CLAY	4	
			IN	44.19	8	VIT CLAY	2	
			OUT	43.49	12	UNK	9	
			SUMP	40.09				
2166	CBR	47.59	OUT	44.42	8	VIT CLAY	8	
			SUMP	44.02				
2223	SMH	48.67	IN	39.72	15	VIT CLAY	4	
			OUT	39.62	15	VIT CLAY	10	
			SHELF	40.77				
2386	SMH	54.12	IN	44.67	15	VIT CLAY	4	
			OUT	44.62	15	VIT CLAY	10	
			SHELF	45.69				

JOSHUA R. EON, PLS 2558

STATE OF MAINE
JOSHUA R. EON
2558
PROFESSIONAL LAND SURVEYOR

REV.	BY	DATE	STATUS
E.	JRE	2/10/2020	ADDED NOTE 10
D.	JRE	2/7/2020	MINOR DRAFTING REVISIONS PER PM REQUEST, ADDED NOTE 9
C.	JRE	1/20/2020	MINOR DRAFTING REVISIONS PER PM REQUEST
B.	JRE	1/08/2020	CORRECTED SPACE AND BULK CRITERIA PER PM REQUEST
A.	JRE	12/16/2019	ISSUED TO CLIENT FOR REVIEW

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STRUCTURE TABLE
OF:
CONGRESS / PEARL BLOCK
CONGRESS STREET AND PEARL STREET
PORTLAND, MAINE 04101
FOR RECORD OWNER:
385 CONGRESS STREET, LLC.
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	-
DRAWN	RHS/TSL
CHECKED	JRE/CDM
DATE	12/16/19
SCALE	1" = 25'
PROJECT	19371

SHEET 2 OF 2

19371EC.dwg, TAB:EC2

PORTLAND MUSIC VENUE

SCHEMATIC DESIGN

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

LT-230 - MEZZANINE LEVEL OVERALL RCP
LT-231 - MEZZANINE LEVEL NW SECTOR RCP
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 ELEVATIONS
LT-402 - EAST & SOUTH EXTERIOR ELEVATIONS

SWITCH AND OUTLET PLUG-BOX KEY

SYMBOL	DESCRIPTION
$	SWITCH - (ADD DESIGNATOR FOR DIMMER / OCCUPANCY SENSOR)
$3	SWITCH - 3 WAY
$M	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)
S	SENSOR (MOTION, DAYLIGHT ETC.)

EQUIPMENT AND CONTROL DEVICE SYMBOL LEGEND

	ADJUSTABLE ACCENT	P	POWER SUPPLY
C—C—C	COLD CATHODE	F	FIBER OPTIC ILLUMINATOR
	DOWNLIGHT	W	WINDOW BOX
	LUMINAIRE SHOWN IN ELEVATION	S	SCENICALLY INTEGRATED / SPECIAL
	FAN WITH LIGHT KIT		PENDANT MOUNT LINEAR
	FLOOD DIRECTIONAL		SURFACE MOUNT LINEAR
	FLOOD DIRECTIONAL WITH DUPLEX		RECESSED MOUNT LINEAR
	SPOT DIRECTIONAL		STEP LIGHT
	SPOT DIRECTIONAL WITH DUPLEX		SURFACE MOUNT
	IN-GRADE		TRACK
	JUNCTION BOX - SURFACE MOUNT		TRACK HEAD
	JUNCTION BOX - WALL MOUNT		UNDERWATER - RECESSED MOUNT
	LAMP POST		UNDERWATER - SURFACE MOUNT
	LINEAR (CONTINUOUS)		UNDERWATER - NICHE MOUNT
	MOVING LIGHT		WALL WASH
	MULTI-HEAD ADJUSTABLE		WALL MOUNT
N—N—N	NEON		WALL MOUNT WITH DUPLEX
	PENDANT MOUNT		DIMMING AND CONTROL RACK

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
UNIT

EQUIPMENT TYPE

UNIT NUMBER

Visual Terrain, Inc.
25213 Avenue Tibbitts
Santa Clarita, CA 91355
Phone 661-775-7758
Fax 661-775-7708
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:

COVER SHEET

SHEET NUMBER:

LT-001

PROJECT NUMBER: 2432

PLOT DATE: 12/16/2024 4:37 PM

Type	Photo	Line Drawing	Equipment					Source					Accessories				Total Specification Wattage	Notes
			Description	Mounting	Total Watts	Volt	Manufacturer: Catalog #	Type	Qty	Manufacturer: Catalog #	Control Protocol	Power Supply	Type	Total Watts	Voltage	Manufacturer: Catalog #		Atypical Mounting Requirements
B71			WALL MOUNT FIXED WITH ONE (1) LED LIGHTING SOURCE, 4122 DELIVERED LUMENS, 3000K COLOR ENGINE, 80 + CRI AND INTEGRAL DRIVER. 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	RAB: SLM 26W-3000K-0-10V	LED	1	LED INCLUDED	0-10V	INTEGRAL					30.5	
B91			DECORATIVE WALL MOUNT FIXED SCONCE WITH ONE (1) LED LIGHTING SOURCE, 4000 DELIVERED LUMENS, 3000K COLOR ENGINE, 80+ CRI AND INTEGRAL DRIVER. SCONCE SHOULD OPERATE ON 120-277 VOLTAGE AND BE SUPPLIED WITH A 0-10V CONTROL OPTION AND INCLUDE A MINIMUM 5-YEAR WARRANTY. SCONCE TO HAVE ARCHITECTURAL BRONZE FINISH.	WALL	40	120-277	EVERGREEN LIGHTING: POM1340L-AB 3000K	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 .01% 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	ACLULUX: AX4 D 27LM 30K 90CRI 24D EZB NVOLT 4DP CS SF WET	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 .01% 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	ACLULUX: AX4 D 27LM 30K 90CRI 30D EZB NVOLT 4DP CS SF WET	LED	1	LED INCLUDED	0-10V	N/A					25	
L71A			SURFACE MOUNT ADJUSTABLE WITH ONE (1) LED LIGHTING SOURCE, 555 DELIVERED LUMENS, RGBA COLOR ENGINE, 30°X60° OPTIC AND REMOTE DRIVER. SHOULD OPERATE ON 100-277 VOLTAGE AND BE SUPPLIED WITH A DMX 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	COLOR KINETICS: 423-000036-17	LED	1	LED INCLUDED	DMX	REMOTE	DATA ENABLER PRO, 3/4 IN / 1/2 IN NPT U. S. TRADE SIZE CONDUIT)			COLOR KINETICS: 106-000004 -00	8.4	
													GRAZE COMPACT POWERCORE JUMPER CABLE, 1 FT, UL			COLOR KINETICS: 108-000073 -00		
													GRAZE COMPACT POWERCORE LEADER CABLE, 10 FT, UL			COLOR KINETICS: 108-000074 -00		
L71			SURFACE MOUNT ADJUSTABLE WITH ONE (1) LED LIGHTING SOURCE, 2220 DELIVERED LUMENS, RGBA COLOR ENGINE, 30°X60° OPTIC AND REMOTE DRIVER. SHOULD OPERATE ON 100-277 VOLTAGE AND BE SUPPLIED WITH A DMX 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	COLOR KINETICS: 423-000036-29	LED	1	LED INCLUDED	DMX	REMOTE	DATA ENABLER PRO, 3/4 IN / 1/2 IN NPT U. S. TRADE SIZE CONDUIT)			COLOR KINETICS: 106-000004 -00	33.2	
													GRAZE COMPACT POWERCORE JUMPER CABLE, 1 FT, UL			COLOR KINETICS: 108-000073 -00		
													GRAZE COMPACT POWERCORE LEADER CABLE, 10 FT, UL			COLOR KINETICS: 108-000074 -00		

Visual Terrain, Inc.
25213 Avenue Tibbitts
Santa Clarita, CA 91355
Phone 661-775-7758
Fax 661-775-7708
www.visualterrain.net

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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

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:

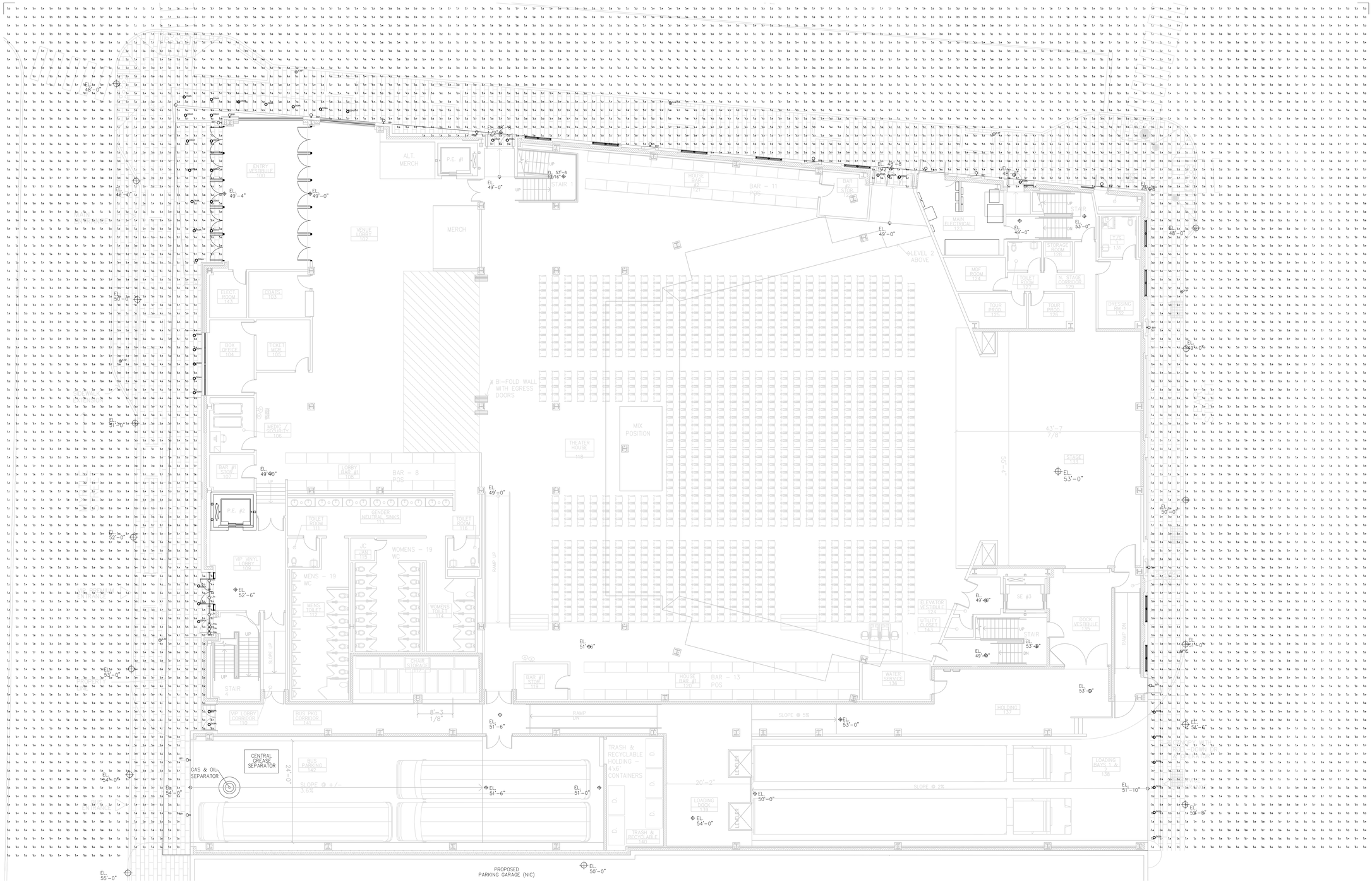
CAD FIXTURE SCHEDULE

SHEET NUMBER:

LT-003

PROJECT NUMBER: 2432

PLOT DATE: 12/16/2024 4:38 PM



1 PHOTOMETRICS

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

PLOT DATE: 12/16/2024 4:37 PM

Visual Terrain, Inc.
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Santa Clarita, CA 91355
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REVISIONS

NO.	DATE	DESCRIPTION

DATE: DATE

DRAWN BY: INITIALS

JOB NAME:

PORTLAND MUSIC HALL

PORTLAND, MAINE

RELEASE TITLE:

SCHEMATIC DESIGN

LIGHTING DESIGNER:
MICHAEL MAHLUM

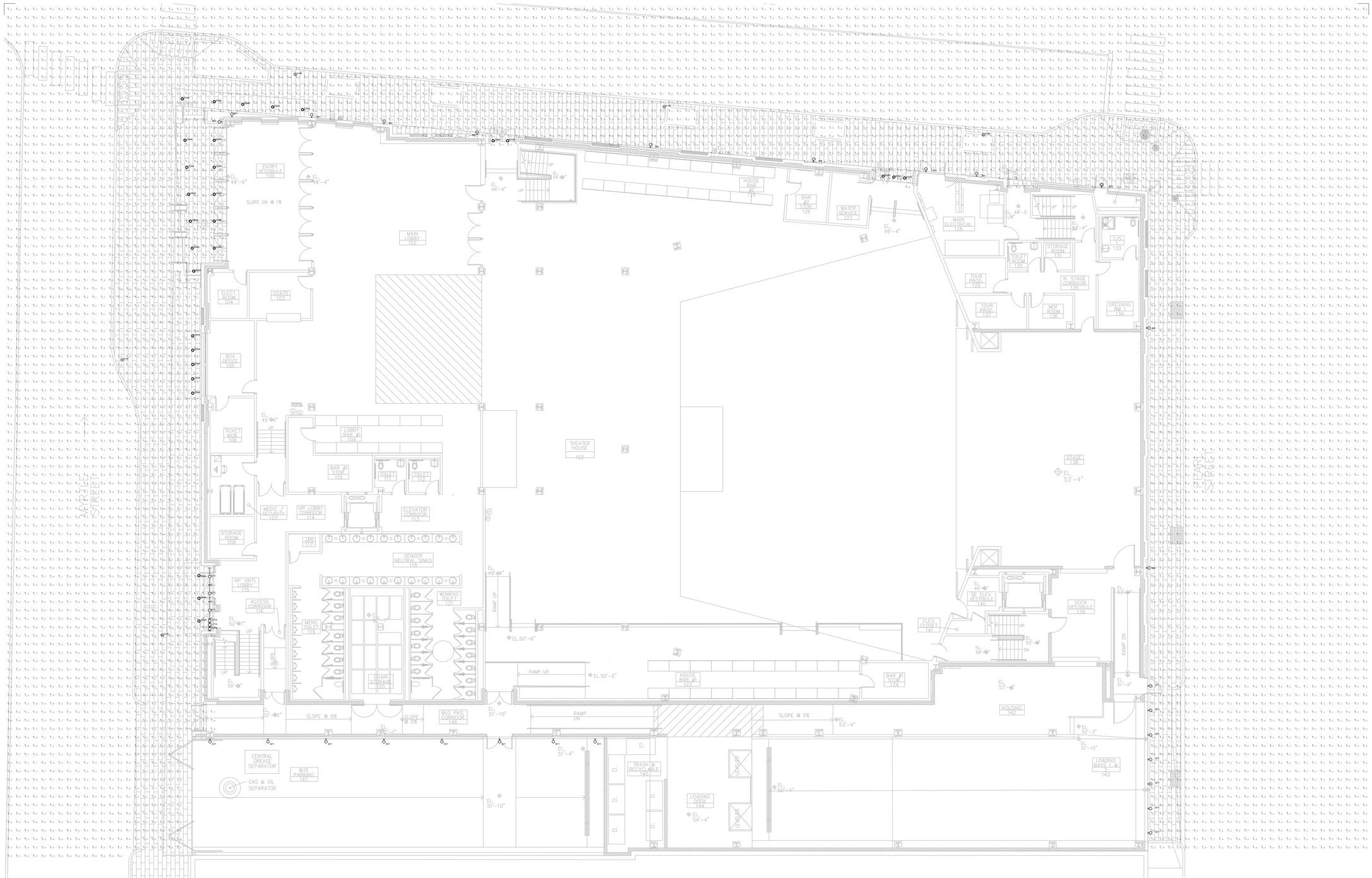
SHEET TITLE:

PHOTOMETRICS

SHEET NUMBER:

LT-005

PROJECT NUMBER: 2432



1 PHOTOMETRICS

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

PLOT DATE: 5/7/2025 3:18 PM

Visual Terrain, Inc.
25213 Avenue Tibbitts
Santa Clarita, CA 91355
Phone 661-775-7758
Fax 661-775-7708
www.visualterrain.net

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REVISIONS

NO.	DATE	DESCRIPTION

DATE: 5/7/2025

DRAWN BY: MM/SV/MP

JOB NAME:

PORTLAND MUSIC HALL

PORTLAND, MAINE

RELEASE TITLE:

DETAILED DESIGN

LIGHTING DESIGNER:
MICHAEL MAHLUM

SHEET TITLE:

PHOTOMETRICS

SHEET NUMBER:

LT-005

PROJECT NUMBER: 2432

GENERAL NOTES:

1. 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.
2. THE PROPERTY IS SHOWN AS LOT 1 ON THE CITY OF PORTLAND TAX MAP 27 AND IS LOCATED IN THE B3 DOWNTOWN BUSINESS DISTRICT.
3. SPACE AND BULK CRITERIA FOR THE B3 DISTRICT ARE AS FOLLOWS:

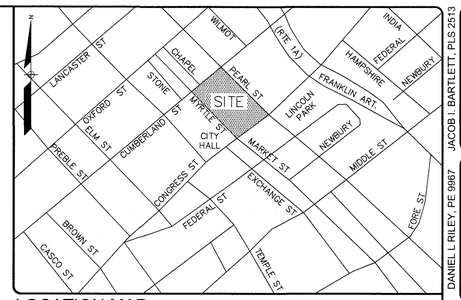
MINIMUM LOT SIZE:	N/A
MINIMUM STREET FRONTAGE:	15 FEET
MINIMUM FRONT YARD:	N/A
MINIMUM SIDE YARD:	N/A
MINIMUM REAR YARD:	N/A
MAXIMUM BUILDING HEIGHT:	150 FEET
MAXIMUM LOT COVERAGE:	100%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

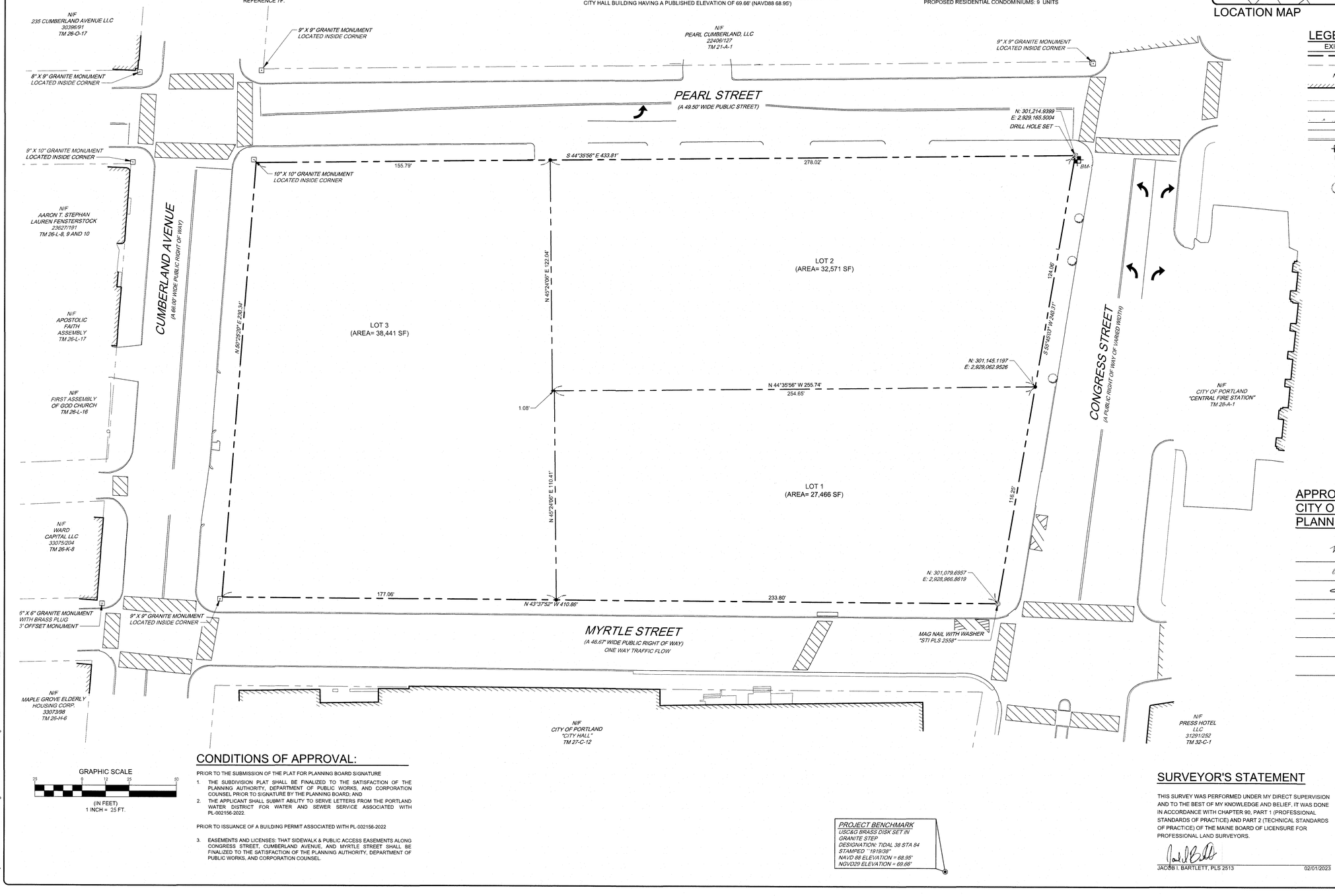
4. TOTAL AREA OF PARCEL IS APPROXIMATELY 2.26 ACRES.
5. THE BOUNDARY IS BASED ON PLAN REFERENCE 7F. SEBAGO TECHNICS INC. UPDATED RECORDS RESEARCH FROM 2099 TO DATE REGARDING THE BOUNDARY INFORMATION.
6. IMPROVEMENTS ON THE SITE ARE NOT SHOWN HEREON. FOR SITE INFORMATION SEE PLAN REFERENCE 7F.
7. PLAN REFERENCES:
   A. 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.
   B. 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.
   C. 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.
   D. 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.
   E. 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.
   F. ALTA/ACSM LAND TITLE SURVEY OF CONGRESS STREET SITE, 385 CONGRESS STREET, PORTLAND, ME DATED JULY 1, 2009 BY SEBAGO TECHNICS INC, PROJECT NUMBER 09235.
8. 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' (NAVD88 68.95')
8. 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.
9. PURSUANT TO A CONVERSATION BETWEEN SEBAGO TECHNICS, 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.
10. UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CI/ASCE 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.
11. 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 1986. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF AREAS OF MINIMAL FLOODING.
12. BENCHMARK:

    BM-1 EASTERLY BOLT AT BASE OF UTILITY POLE ELEVATION: 61.55 (NGVD29)
13. PROPOSED UNITS LOT 1:

    PROPOSED HOTEL : 156 ROOMS
    PROPOSED RESIDENTIAL CONDOMINIUMS: 9 UNITS



LOCATION MAP N.T.S.



LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
N/F	NOW OR FORMERLY	
	BUILDING	
	DECK/STEPS/ OVERHANG	
	EDGE PAVEMENT	
	EDGE CONCRETE	
	PAVEMENT PAINT	
	CURB LINE	
BM-1	BENCHMARK	
	GRANITE MONUMENT	
	IRON PIPE/ROD	
	DRILL HOLE	
	DECIDUOUS TREE	

GRAPHIC SCALE
25 0 12 25 50
(IN FEET)
1 INCH = 25 FT.

CONDITIONS OF APPROVAL:

PRIOR TO THE SUBMISSION OF THE PLAT FOR PLANNING BOARD SIGNATURE

1. THE SUBDIVISION PLAT SHALL BE FINALIZED TO THE SATISFACTION OF THE PLANNING AUTHORITY, DEPARTMENT OF PUBLIC WORKS, AND CORPORATION COUNSEL PRIOR TO SIGNATURE BY THE PLANNING BOARD; AND
2. 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

3. 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.

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'

APPROVAL- CITY OF PORTLAND PLANNING BOARD

January 24, 2023
DATE

CHAIRPERSON

IN ACCORDANCE WITH TITLE 33 MRSA §652, SECTION 3, THE PROFESSIONAL SIGNATURE BELOW WILL BE ADDED AFTER THE PLANNING BOARD HAS SIGNED, AS AN ORIGINAL SIGNATURE, FOR RECORDING STANDARDS.

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 I. BARTLETT, PLS 2513 02/01/2023

STATE OF MAINE, CUMBERLAND COUNTY SS, REGISTRY OF DEEDS
RECEIVED February 15 20 23
AT 9 H 10 M A M AND
RECORDED IN
PLAN BOOK 223 PAGE 32
ATTEST: REGISTER

DANIEL L RILEY, PE 9967 JACOB I. BARTLETT, PLS 2513

REV.:	BY:	DATE:	STATUS:
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

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.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

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

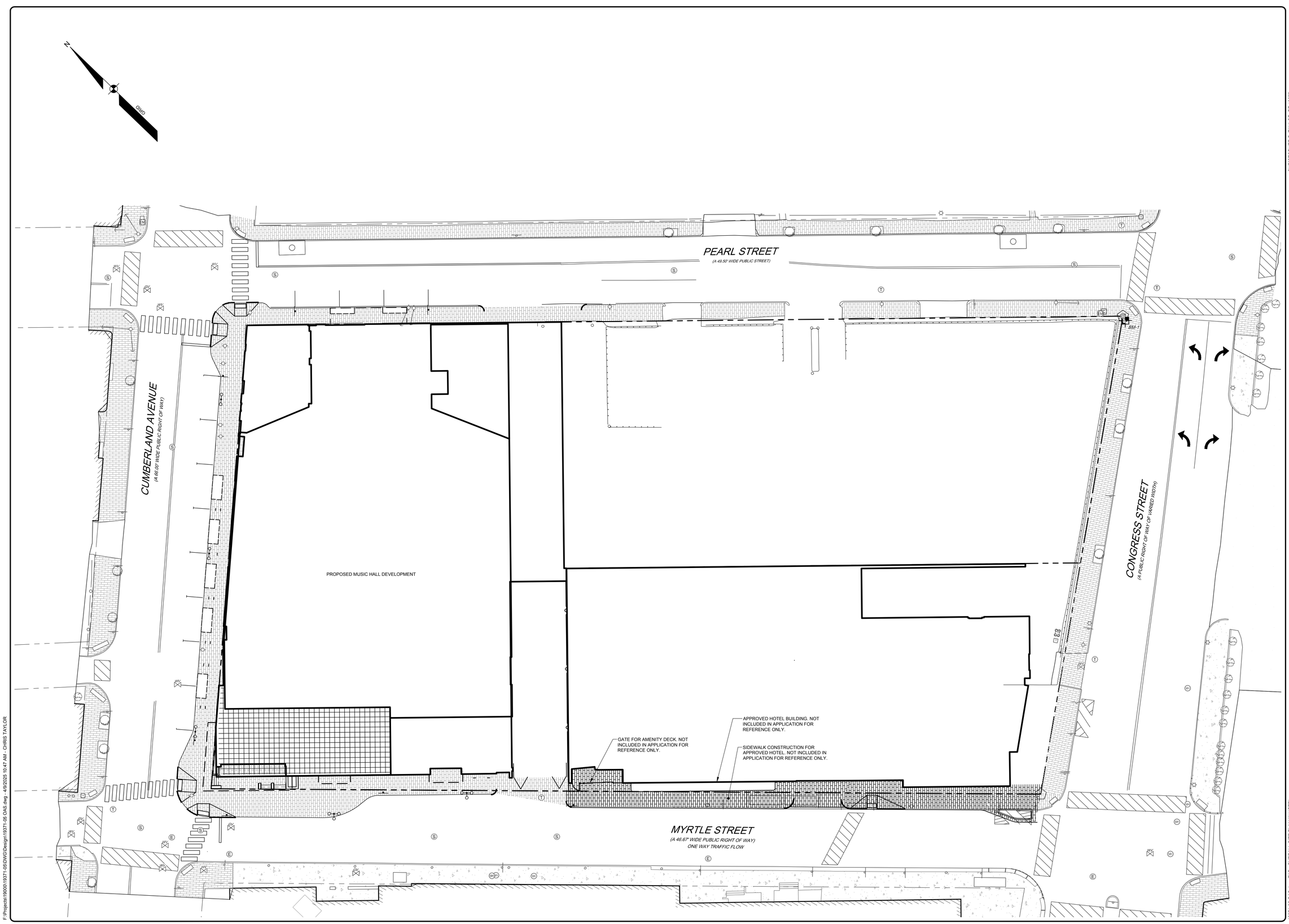
RECORD OWNER:
385 CONGRESS LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	DAB
CHECKED	DLR
DATE	12/02/2022
SCALE	1" = 25'
PROJECT	19371

SHEET 1 OF 1

F:\Projects\1900\19371\DWG\Design\Lot 2\19371 - SB - P2.dwg - 1/31/2023 2:07 PM - DAN RILEY

19371 - SB - P2.dwg, TAB:1 OF 1 SUBDIVISION PLAN



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY:	DATE:	STATUS
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE W/ HOTEL EXHIBIT

OF:

PORTLAND MUSIC HALL

244 CUMBERLAND AVE
PORTLAND, MAINE

FOR:
PORTLAND MUSIC HOLDINGS, LLC
325 N. MAPLE DRIVE
BEVERLY HILLS, CA 90210

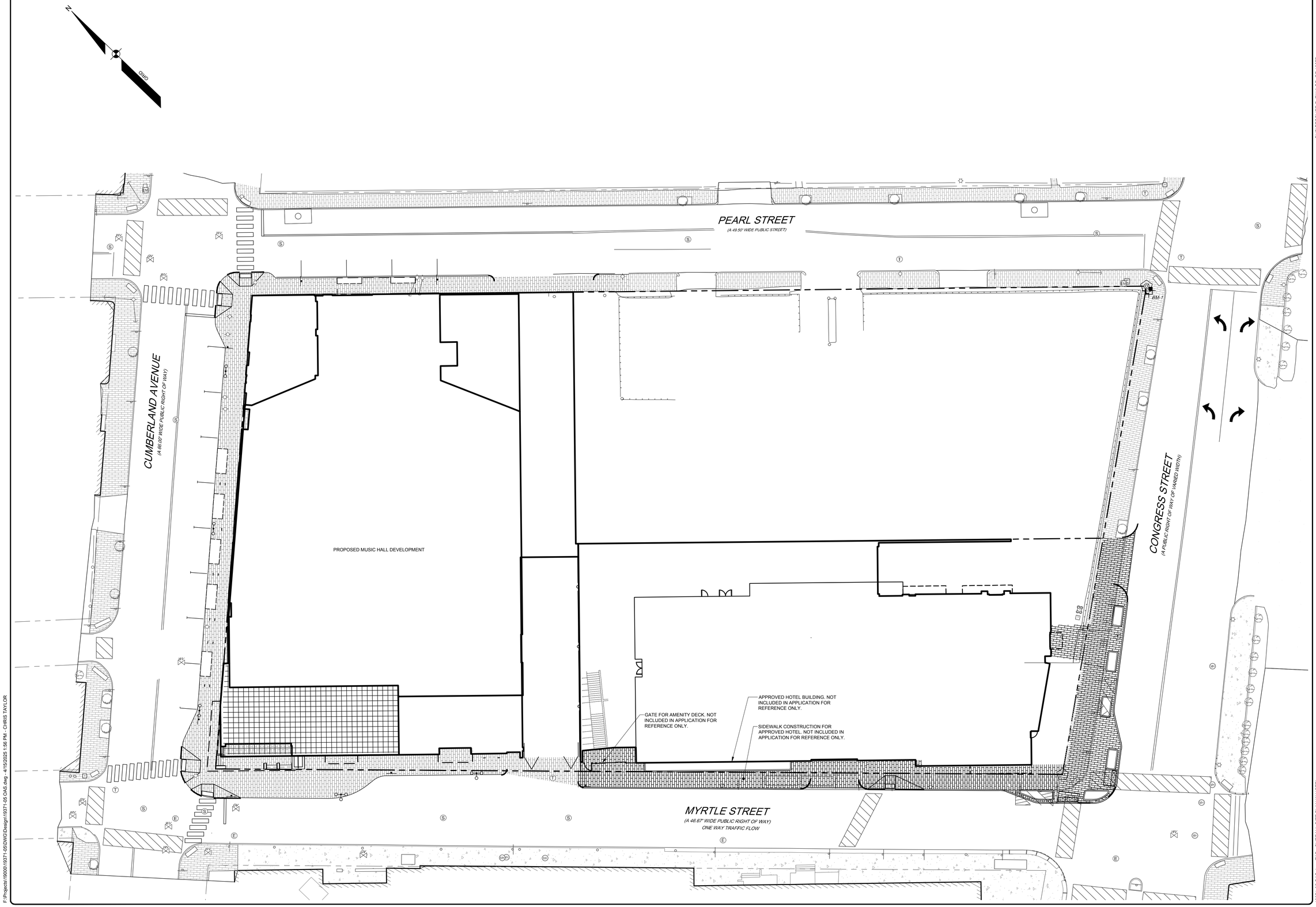
RECORD OWNER:
385 CONGRESS, LLC
2730 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET EX-1

F:\Projects\19000\19371-05\DWG\Design\19371-05 OAS.dwg - 4/8/2025 10:47 AM - CHRIS TAYLOR

19371-05 OAS.dwg, TAB - OVERALL SITE PLAN W HOTEL



NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY	DATE	STATUS
B.	CPT	04/09/2025	ISSUED FOR RESPONSE TO COMMENT
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite A
South Portland, ME 04106
Tel. 207-200-2100

OVERALL SITE W/ HOTEL EXHIBIT

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
2270 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET EX-1

F:\Projects\19000\19371-05\DWG\Design\19371-05 OAS.dwg - 4/15/2025, 1:55 PM - CHRIS TAYLOR

19371-05 OAS.dwg, TAB - OVERALL SITE PLAN W HOTEL


PORTLAND
MUSIC HALL
PORTLAND MUSIC HALL
PRESENTS
THE PIXIES
PORTLAND MUSIC HALL
SHOW TONIGHT SOLD OUT
PORTLAND MUSIC HALL
SHOW TONIGHT SOLD OUT
BOX OFFICE
LOUNGE
TONIGHT
DO NOT
ENTER
PORTLAND


Portland
Music Hall
PORTLAND
MUSIC HALL

CITY OF PORTLAND LAND USE CODE SECTION 8.2.3 DISPERSAL REQUIREMENTS:
A BUSINESS WITH AN ENTERTAINMENT LICENSE AS REQUIRED OR AUTHORIZED BY CHAPTER 4, SECTION 4-51(A) OF THE CITY OF PORTLAND CODE OF ORDINANCES WITHIN THE DOWNTOWN ENTERTAINMENT OVERLAY ZONE MAY NOT BE LOCATED WITHIN 100 FEET OF ANOTHER BUSINESS WITH AN ENTERTAINMENT LICENSE, AS MEASURED ALONG OR ACROSS PUBLIC WAYS FROM THE MAIN ENTRANCE OR ENTRANCES OF EACH.

ALL DISTANCES ARE MEASURED FROM THE APPROXIMATE CENTER OF THE ENTRANCE DOOR.

N

GRID

PEARL STREET
(A 49.50' WIDE PUBLIC STREET)

CUMBERLAND AVENUE
(A 66.00' WIDE PUBLIC RIGHT OF WAY)

(11) 9'X18' PARKING SPACES

CONGRESS STREET
(A PUBLIC RIGHT OF WAY OF VARIED WIDTH)

BUS PARKING

PORTLAND MUSIC HALL MAIN ENTRANCE.

BOX OFFICE

VIP ENTRANCE

N/F
FATHOM CONGRESS., LLC
BK 35952 PG 249
TM 27-D-001

MYRTLE STREET
(A 46.67' WIDE PUBLIC RIGHT OF WAY)
ONE WAY TRAFFIC FLOW

100'

MERRILL AUDITORIUM REHEARSAL ENTRANCE

100' RADIUS FROM APPROXIMATE CENTER OF MERRILL AUDITORIUM NEAREST ENTRANCE

N/F
CITY OF PORTLAND
"CITY HALL"
TM 27-C-12

APPROXIMATE CENTER OF MERRILL AUDITORIUM MAIN ENTRANCE

APPROXIMATE CENTER OF NEAREST MERRILL AUDITORIUM ENTRANCE

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

NOT FOR CONSTRUCTION

CHRISTOPHER P. TAYLOR, PE 16877

REV.	BY:	DATE:	STATUS:
A.	CPT	12/19/2024	ISSUED FOR MAJOR SITE PLAN APPLICATION
B.	CPT	04/08/2025	ISSUED FOR RESPONSE TO COMMENT

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SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

ENTERTAINMENT OVERLAY ZONE EXHIBIT

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
2720 TRANSIT ROAD
WEST SENECA, NY 14224

DESIGNED	DJS
DRAWN	MRS
CHECKED	DLR
DATE	06/27/2024
SCALE	1" = 20'
PROJECT	19371-05

SHEET EX-2

19371-05 OAS.dwg, TAB:EX-2 ENTERTAINMENT OVERLAY ZONE EXHIBIT

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