

CITY OF PORTLAND, MAINE

PLANNING BOARD



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AGENDA PORTLAND PLANNING BOARD MEETING

The Planning Board will hold a remote meeting on Tuesday, February 9, 2021, 4:30 p.m. This meeting will take place using Zoom.

Virtual meetings are allowed using emergency legislation approved by LD 2167; 1 M.R.S. §403-A, that authorizes cities and towns to conduct meetings online.

Allow your computer to install the free Zoom app to get the best meeting experience.

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

ZOOM MEETING INSTRUCTIONS

You are invited to a Zoom webinar.

When: Feb 9, 2021 04:30 PM Eastern Time (US and Canada)

Topic: Planning Board Workshop and Public Hearing 2/9/2021

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81677283861>

Or iPhone one-tap :

US: +13017158592,,81677283861# or +13126266799,,81677283861#

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<https://www.portlandmaine.gov/remotePUD>

Public comments will be taken for each item on the agenda and written comments should be submitted to planningboard@portlandmaine.gov

WORKSHOP - 4:30 PM

- i. Level III Site Plan; 100 W. Commercial St. (Building F); New Yard, LLC., Applicant. (estimated time 4:30 – 5:30 p.m.) The Planning Board will hold a workshop on a proposal by New Yard, LLC., for Phase V of the Canal Landing New Yard project to include a 7,500 square foot, 2 story building and a 28,500 square foot tensile fabric structure. The subject property is 17.77 acres and is zoned WPDZ (Waterfront Port Development Zone).

PUBLIC HEARING - 5:30 PM

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATION AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON JANUARY 26, 2021

Attendance will be added by the close of business on Friday, 2-5-2021.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON JANUARY 26, 2021

- i. Map Amendment to Downtown Height Overlay Map and Zoning Text Amendment; 200 and 201 Federal Street; Redfern Downtown, LLC., Applicant. **Decision for this item will be added by close of business on Friday, 2-5-2021.**
- ii. Text Amendment to B-1 Neighborhood Business Zone; 163 Washington Avenue; Newsclapes, Inc., Applicant. **Decision for this item will be added by close of business on Friday, 2-5-2021.**
- iii. Amendment to Conditional Zone Agreement; 32 Thomas Street; 32 Thomas Street, LLC., Applicant. **Decision for this item will be added by close of business on Friday, 2-5-2021.**

5. NEW BUSINESS

- i. Level III Site Plan and Subdivision; 1844 Forest Avenue; Forest 1844 LLC., Applicant. (estimated time 5:30 – 6:30 p.m.) The Planning Board will hold a public hearing to consider an application for the renovation of an existing building at 1844 Forest Avenue to include 17 dwelling units. The subject property is 32,108 square feet in size and is zoned B-2.
- ii. Level II Site Plan; 0 House Island; Fortland, LLC., Applicant. (estimated time 6:30 p.m.) The Planning Board will hold a public hearing to consider a proposal for the development of a 21-site campground project consisting of a 2,095 square foot community building, three accessory structures totaling 656 square feet, installation of new deck structures, platforms associated with individual tent placements, and various utility-oriented site improvements. The property is 15.8 acres in size, is located in the IR-1 zone, and is within the Shoreland Zone. Pursuant to Sec. 14-145.3 of the previous Land Use Code, this use within the IR-1 zone is subject to review and approval by the Planning Board.

Memorandum Planning and Urban Development Department



To: Brandon Mazer, Chair and Members of the Portland Planning Board
From: Andrew Tufts, Planner
Date: February 5, 2021
Re: 100 BLDG F West Commercial Street (Canal Landing Phase V)
Project #: PL-001220-2020
Meeting: February 9, 2021
CBL: o6o Foo3



Figure 1: Parcel outline - Source: Google Earth

I. INTRODUCTION

New Yard, LLC has applied for a Level III Site Plan approval to facilitate the construction of a 7,500 square foot marine use building and a 28,500 square foot tensile fabric structure approximately thirty feet in height. This project represents the latest phase in the buildout of the Canal Landing marina and marine repair facility at 100 West Commercial Street. The subject property is 17.77 acres in size and is within the Waterfront Port Development Zone (WPDZ).

The Planning Department sent 47 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the January 29th & 30th editions of the Portland Press Herald. As this application was submitted and initially reviewed in the fall of 2020, the proposal is subject to the Land Use Code that was in effect prior to December 1, 2020.

Applicant: New Yard, LLC

Consultants: Stephen Bushey, P.E (Gorrill-Palmer Consulting Engineers), David Lloyd (Archetype PA), Randy Loubier, PLS (Owen Haskell, Inc.)

II. REQUIRED REVIEWS

<i>Waiver Requests</i>	<i>Applicable Standards</i>
The applicant is seeking a waiver of the flooding standard, whereby stormwater water quantity control is not required. <u>Staff Comments:</u> The City's stormwater consultant supports a waiver from the City's Technical Manuals flooding standards, whereby stormwater water quality control is not required.	Technical Manual Section 5.III – Chapter 500 Flooding standard. MaineDEP Chapter 500 provisions related to Stormwater management.
The applicant is seeking a waiver from the lighting standard, whereby lower lighting levels are desired. <u>Staff Comments:</u> City Staff supports the proposed waiver.	Technical Manual Section 12 Site Lighting Standards: 1. Uniformity: As measured in foot candles at grade, maximum to minimum illumination levels shall not exceed a ratio of twenty (20) to one (1.) 2. Illumination Levels: Minimum, Maximum, and Average illumination levels for areas intended to be lighted, as measured at grade, shall be: Minimum 0.2 foot candles (fc) Maximum 5.0 foot candles (fc) Average 1.25 foot candles (fc)
The Applicant requests a waiver of the transit facility requirement due to its usage. <u>Staff Comments:</u> City staff supports the proposed waiver.	Section 14-526 (a) 3 Public Transit Access a. For any residential development consisting of twenty (20) or more dwelling units or commercial or institutional development of at least 20,000 square feet gross floor area, a transit facility shall be constructed where the following criteria are met: 1. The development is proposed along an existing public transit route on a principal or minor arterial roadway, as shown in the Federal Street Classification Map. 2. The nearest existing transit shelter on the route is more than ¼ mile from the site, measured along rights-of-way.
The Applicant requests a waiver of the Bicycle parking requirement. five bicycle parking spaces are required. <u>Staff Comments:</u> City staff does not support the proposed waiver.	Section 14-526 (a) 4 b Bicycle Parking (i) The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following requirements: (b) Non-residential structures. Two (2) bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) required motor vehicle parking space over one hundred (100) required vehicle parking spaces.

	(c) Development with zero (0) to ten (10) required vehicle parking spaces shall provide at least two (2) bicycle parking spaces.
The Applicant requests a waiver of the Motorcycle/Scooter parking requirement. <u>Staff Comments:</u> City staff supports the proposed waiver.	Section 14-526 (a) 4 c Motorcycle/Scooter Parking c. Motorcycle and Scooter Parking. (i) The site plan shall accommodate access and parking for two-wheeled motorized vehicles such as motorcycles and scooters.
The Applicant is seeking a waiver of the Landscape Preservation requirement. <u>Staff Comments:</u> City staff supports the proposed waiver.	Section 14-526 (b) 2 a) Landscaping and Landscape Preservation (iv) Waiver: Where the applicant can demonstrate that preservation of existing vegetation would compromise development of the site, the Reviewing Authority may permit the substitution of replacement landscaping in other areas of the site, and/or a financial contribution to the City of Portland Tree Fund for an amount proportionate to the cost of trees removed, as described below: (a) For each tree required to be preserved that is removed and is greater than 16" in caliper DBH, two (2) replacement trees of a species identified on the City of Portland Recommended Tree List shall be planted on the site as detailed in Section 4 of the Technical Manual). (b) For each tree required to be preserved that is removed and is between ten (10) and sixteen (16) inch DBH, one (1) replacement tree of a species identified on the City of Portland Recommended Tree List shall be planted on the site as detailed in Section 4 of the Technical Manual). (c) Where the planting of replacement trees on the site is not feasible, the applicant shall contribute an amount proportionate to the cost of required replacement trees to the City of Portland Tree Fund, as detailed in Section 4 of the Technical Manual.
The applicant is seeking a waiver of the Parking Lot Landscaping Standards. <u>Staff Comments:</u> City staff supports the proposed waiver.	Section 14-526 (b) 2 b ii) Parking Lot Landscaping (ii) Parking Lot Landscaping: (a) Developments with five (5) or more parking spaces shall include at least two (2) trees (or one (1) tree and three (3) shrubs) per five (5) parking spaces planted in landscaped islands to screen shade and break up parking. Trees and shrubs in parking lots may be in informal groups, straight rows, or concentrated in clusters as detailed in Section 4 of the Technical Manual. (b) Landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces. (c) Landscaped islands shall be curbed and a minimum of eight (8) feet in width, not including curbing. The incorporation of bioretention into landscaped islands is strongly encouraged. (d) Vehicle display lots shall be subject to the parking lot landscaping standards of this section. (e) Waiver: Where site constraints prevent implementation of all or a portion of required parking lot landscaping, as determined by the Reviewing Authority, the requirements may be all or partially waived and the applicant shall contribute an amount

	proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.
<i>Review</i>	<i>Applicable Standards</i>
Site Plan	<i>Section 14-526</i>

III. PROJECT DATA

Existing Zoning	WPDZ Waterfront Port Development Zone
Existing Use	<i>Industrial</i>
Proposed Use	<i>Industrial; shipbuilding and facilities for construction, maintenance and repair of vessels,</i>
Parcel Size	17.77 AC

	<i>Existing</i>	<i>Proposed</i>	<i>Net Change</i>
Building Footprint	N/A	7,500 SF	7,500 SF
Building Floor Area	N/A	7,500 SF	+ 7,500 SF
Impervious Surface Area	N/A	9,543 SF	+ 9,543 SF
Parking Spaces	0	22	+ 22
Bicycle Parking Spaces	0	0	0



Figure 2: Axonometric View of the subject property and surrounds – Source: Google Earth

IV. EXISTING CONDITIONS

The development site is located north of the Fore River, south of West Commercial Street, west of the International Marine Terminal (IMT), and east of Cassidy Point. Directly across West Commercial Street is the newly approved Veterans Affairs Clinic which is currently undergoing construction, with the Star Match commercial building being located further east. To the north lies the West End Neighborhood, which sits on a bluff beyond West Commercial Street with Danforth and Salem streets overlooking the site. Historically no sidewalks have existed along this West Commercial Street. However, a new multimodal trail is currently being constructed in synchrony with the VA Clinic development along the north side of West Commercial Street. This path will complete a shared-use path that circles the Portland peninsula.

The site is 17.77 acres in size and has 2,160 linear feet of frontage along West Commercial Street. Historically, this area was utilized as a rail yard, though the majority of these rail lines have since been removed. MaineDOT installed the existing line, which bisects the site running east-west, in 2014 to serve the recently developed International Marine Terminal. The development area is relatively flat with the highest points along the property's West Commercial Street frontage at approximately 16 feet to 18 feet in elevation, sloping down to the Fore River. The site's lowest area, located along the bank of the Fore River, is between 9 and 10 feet in elevation. The flood hazard elevation in this area is 10 feet. The annual high tide line for the Fore River is 7.4 feet and the mean low water line is approximately -4 feet.

This property is located within the Waterfront Port Development Zone (WPDZ). This area of Portland's waterfront is intended for marine industrial uses and is an integral component of the city's working waterfront. At present, the site is undeveloped and sporadically used for boat and material storage. 'New Yard', which represents the portion of the western waterfront being utilized for boat storage and repair, has been under development since 2012, as identified in the timeline below.

December 8, 2012 – The Planning Board approved a boatyard and service yard on a 22-acre site just west of the Casco Bay Bridge (currently occupied by the IMT). The approved site plan included a 42,000 SF boat repair building and regrading of approximately seven acres of the site for boat storage and circulation. Additional site improvements included two boat ramps, a travel lift basin, floating docks, stormwater improvements, utility work, lighting and site landscaping.

Below is a timeline with the specifics of each approved phase to date:

- August 27, 2013 – The applicant requested and received Planning Board approval for an amendment to the previous site plan allowing a phased development.
- October 22, 2013 – The Planning Board approved a revised site plan, which shifted the two buildings shown in Phase I to the far westerly end of the site. This change avoided buildings being located on land that would later be acquired for IMT expansion. The first building was labeled as Phase 1b “proposed tension fabric building” with a footprint of 19,200 SF.
- July 8, 2014 – The Planning Board approved an expansion of the IMT facility. The IMT site plan included approximately 17 acres previously controlled by New Yard. New Yard’s remaining land, totaling five acres, contained their newly constructed 19,200 SF tension fabric building.
- August 12, 2014 – The Planning Board approved a 27,600 SF addition to the existing building, intended for boat maintenance and repair.
- January 12, 2016 – The Planning Board approved a new proposal by New Yard for the construction of two new buildings intended for use as marine retail space and administrative offices. Additional site improvements included site regrading, installation of a pervious gravel surface across approximately 12 acres of newly acquired property for boat display and storage, and construction of a 2,400 SF shell building at the southwestern corner of the site, to be used by Waynflete Academy for storage of small personal watercraft. Conditions of approval included the installation of street trees, contributions of \$65,000 and \$25,000 for construction of a dedicated left turn lane and improvements to West Commercial Street as identified in the West Commercial Street Master Plan respectively.
- September 6, 2017 – The City Council approved a text amendment to the WPDZ which permits taller structures across the zone while delineating more stringent dimensional standards for building length and lot coverage. The amendment also established basic design standards, a view corridor provision, and strengthened conditional use standards to promote marine activity. The recent Cold Storage facility at 40 West Commercial Street utilized these new standards to allow additional building height.
- January 23, 2018 - The Planning Board approved the construction of two new buildings, a 19,800 SF individual metal building (Building C) along West Commercial Street for marine retail and boat maintenance operations (a conditional use under the WPDZ) and an attached 12,000 SF structure to be used as offices by Portland Yacht Services (Building D). To serve these uses, parking for 56 vehicles was provided in two separate parking areas, located on both the east and west sides of the buildings. Three new driveways were proposed, with the primary driveway being located just west of the proposed buildings with direct access to the customer parking area. Secondary access was proposed east of the proposed buildings proximate to the IMT property line. These two driveways have a separation distance of 750 feet and both have been designed to align with recently installed rail grade crossings. A third driveway was proposed at the far westerly end of the site, which would

serve a fenced in area intended to provide storage for marine products and IMT equipment. These driveways were constructed of reinforced bituminous pavement to support the anticipated weight loads of boats being transported.

V. PROPOSED DEVELOPMENT

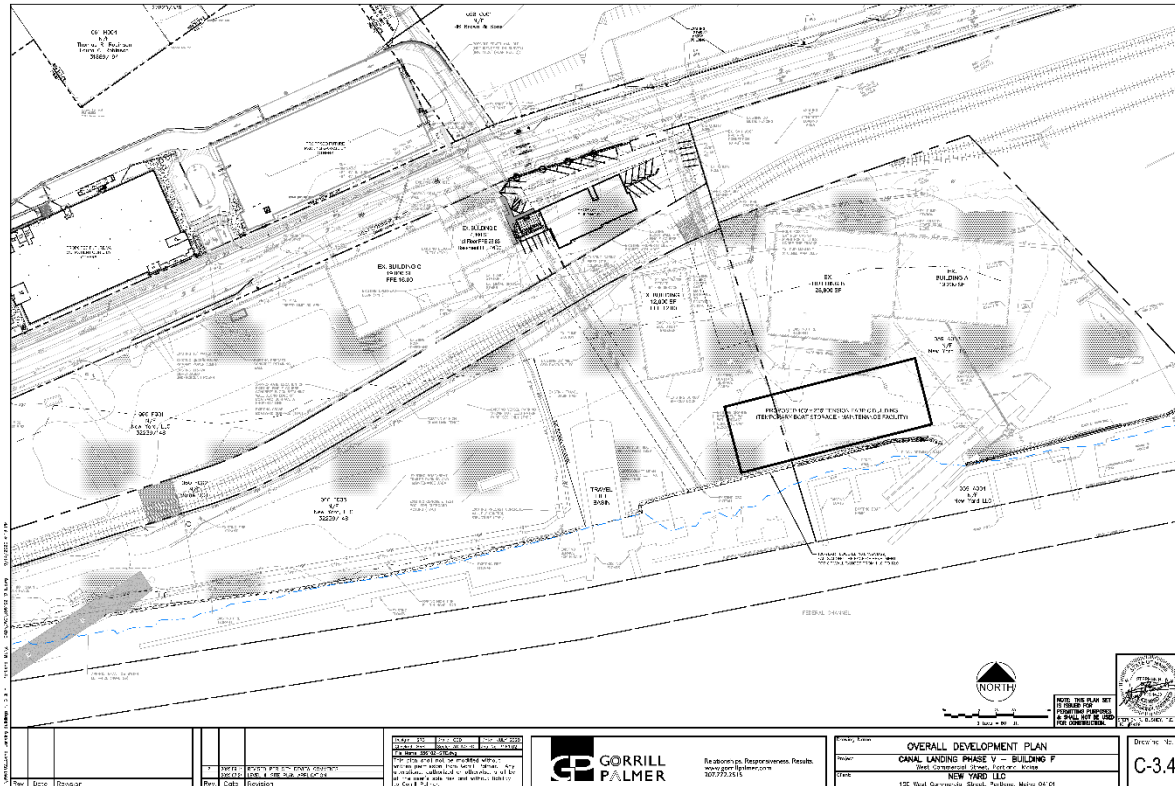


Figure 3: Overall Development Plan – Source: Gorrill Palmer



Figure 4: Proposed Rendering- Source: Archetype Architects

New Yard, LLC has submitted a Level III Site Plan application to facilitate Phase V of the Canal Landing New Yard project, with proposed improvements to include a two-story, 7,500 square foot building and a 28,500

square foot tensile fabric structure approximately thirty feet in height. The proposed Phase V development is centered on the following objectives:

- Building F area: preparation for foundation construction.
- Building G area: preparation for foundation construction to support the tension fabric structure. The fabric building will retain the existing boatyard surface as the surface material. The tension fabric building will act simply as a cover over a boatyard operations area.
- Installation of utilities for building F.
- Minor ground improvements around the building perimeters.
- Minor reshaping of boatyard ground surfaces around the work zones, as needed.

The proposed Phase V building includes lease space for Navatek, a marine design and construction services firm that would also utilize slip space at the site for the construction, maintenance, testing, and repair of high-tech vessels, many of which are related to Department of Defense (DOD) contracts. Navatek requires access to the waterfront and the ability to easily remove vessels from the water. The Phase V primary site entrance is proposed from the existing easterly entrance off West Commercial Street. Various improvements to the lane configurations along West Commercial Street are underway as part of the VA CBOC/garage site on the opposite side of the road. These include provisions for a combination of left turn lanes and center two way left turn lanes, bike lanes and a pedestrian crosswalk.

VI. PUBLIC COMMENT & NEIGHBORHOOD CONCERNS

A Neighborhood Meeting was held on Wednesday, September 23, 2020, at 4:30 P.M. via Zoom Videoconference for the proposed project. Steve Bushey, PE and Celina Daniell, representatives from Gorrill Palmer, were available via Zoom from 4:20 PM–5:45 PM as well as Phin Sprague, Applicant/ owner. One member of the public (Tom Robinson – Danforth Street) attended the meeting. Steve Bushey started the meeting at 4:30 p.m. and gave an overview of the project as well as a brief history of the previous development onsite. Tom Robinson asked several questions regarding building aesthetics and location. He also voiced his concern about the amount of additional traffic on Commercial Street. Tom had no additional concerns and was in support of the project. No additional questions were asked.

As of the writing of this memo, the Planning Department has received zero public comments.

VII. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

The owner of the property is New Yard, LLC. The applicant provided a copy of the warranty deed, recorded at the Cumberland County Registry of Deeds in CCRD Book 215 page 157, which demonstrates their right, title and interest in the property. The applicant team cited their experience and qualifications to demonstrate the capacity to design and construct the project.

VIII. ZONING ASSESSMENT

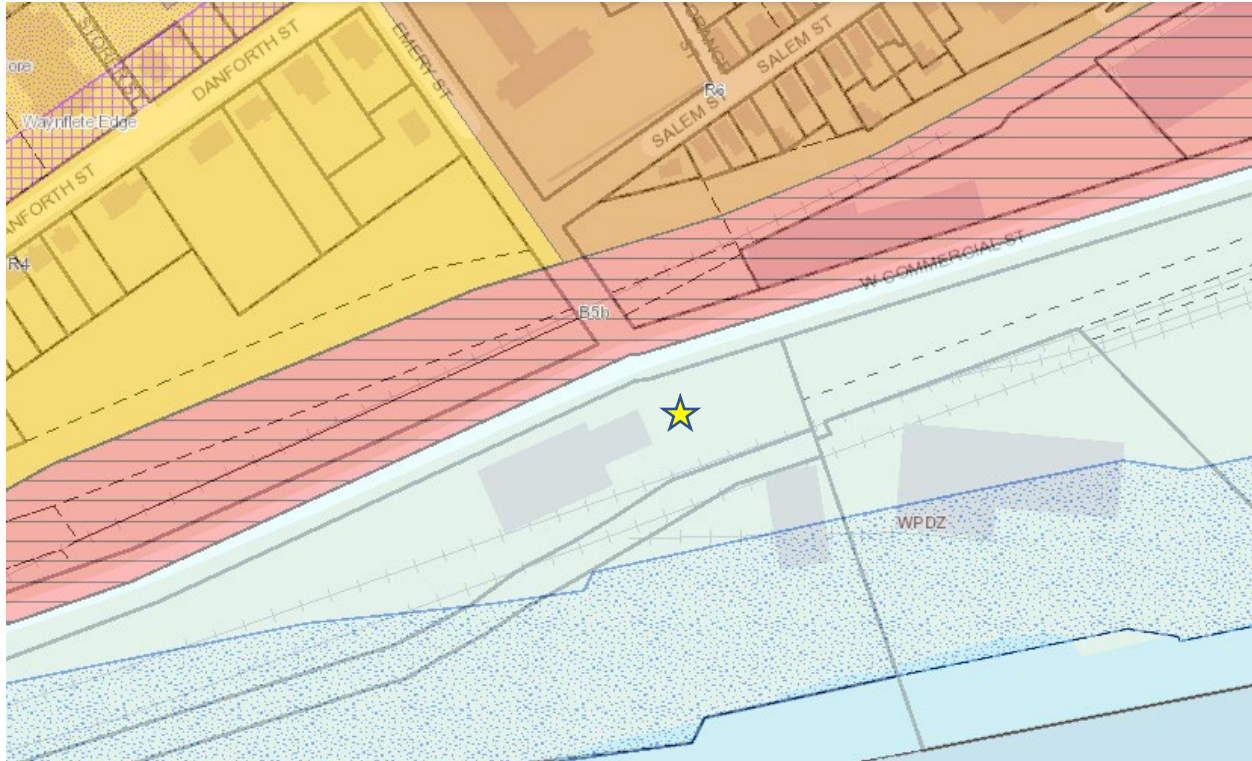


Figure 5: Zoning Context

The proposed building will include a use categorized as *shipbuilding and facilities for construction, maintenance and repair of vessels*, which is considered a permitted use in the WPDZ when occupying buildings with a maximum height equal to or less than the maximum applicable height allowable under the permitted use dimensional standards, and a Conditional Use when above that height as stated *Section 14-319 Permitted Uses footnote 1*. Since the proposed building is below the maximum applicable height allowed the use is considered permitted and the proposed building meets all of the WPDZ dimensional requirements.

14-320.2. Dimensional Requirements.

Zoning Requirements	WPDZ	Provided	+/-
Minimum Lot Size	None	17.77 AC	
Minimum Street Frontage	None		
Maximum Lot Coverage	50%	9.6%	40.4%
Maximum Building Height	55 ft	48'	<7 ft
Parking	24	22	- 2

Bicycle Parking		o	
Pier Line Setback	5 ft	>100 ft	>95 ft
90' View Corridor	One	Delineated on View Corridor Site Plan	

In accordance with Section 14-318.5 (no adverse impact on marine uses) the following statements support the project's intentions:

Criteria (a) The proposed non-water dependent use will not displace an existing water-dependent use.

Applicant's Supporting Evidence: The proposed project will serve as support space for the design of vessels and the tenant will occupy berthing space along the waterfront that will also support the design, testing, and development activities that will occur in the Building F space. We consider the occupancy of Building F to be a water-dependent use.

Criteria (b) The proposed use will not reduce existing commercial vessel berthing spaces.

Supporting Evidence: The project is located on the street frontage parcel and, therefore, will not reduce any existing commercial vessel berthing spaces.

Criteria (c) The proposed non-water dependent use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will not unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses.

Supporting Evidence: The proposed Building F uses are water-dependent and do not interfere with any existing water-dependent uses or activities on the site.

Criteria (d) The siting of a proposed non-water dependent use will not substantially reduce or inhibit existing public access to marine or tidal waters.

Supporting Evidence: The project is not non-water dependent and it will not reduce or inhibit existing public access to marine or tidal waters.

The proposed Building F tenant will be Navatek who will conduct their engineering support for the marine design, construction, and testing at the Canal Landing site. Building F will not exceed the maximum applicable height for the WPDZ and therefore is considered a permitted use.

Shoreland Zone Review

The site is located within the shoreland zone. The Planning Board may approve a site plan located within the shoreland zone if it finds that the following standards, in addition to the standards outlined in 14-526, are met.

(a) The proposal will maintain safe and healthy conditions;

Staff Finding: There are no known safety or health conditions associated with this project

- (b) *The proposal will not result in water pollution, erosion, or sedimentation to surface waters*
Staff Finding: See Stormwater Management Section of this report.
- (c) *This proposal will adequately provide for disposal of all wastewater*
Staff Finding: This phase will have a direct connection to a city sewer in Commercial Street.
- (d) *The proposal will not have an adverse impact on spawning grounds, fish, aquatic life, bird or other wildlife habitat;*
Staff Finding: The proposed improvements are on land. The property is a former industrial site in a previously disturbed site with no known bird or wildlife habitat. Comments from the Maine Department of Inland Fisheries and Wildlife indicate that there are no locations of Endangered, Threatened or Special Concern species within the project area.
- (e) *The proposal will conserve shore cover and visual, as well as actual, points of access to inland and coastal waters;*
Staff Finding: The subject property is a former industrial site. Due to the nature of the facility, active public access to the shore is not proposed. The treatment of groundcover within the shoreland zone will be stable to avoid erosion and sedimentation concerns.
- (f) *The proposal will protect archaeological and historic resources*
Staff Finding: See Site Plan Section, Historic Resources.
- (g) *The proposal will not adversely affect existing commercial fishing or maritime activities;*
Staff Finding: No commercial fishing operations exist at this site. The proposed development supports the existing water-dependent activities occurring at the New Yard site.
- (h) *The proposal will avoid problems associated with floodplain development and use;*
Staff Finding: The proposed Commercial Street building's first floor will have an elevation of 16 feet which is above the flood hazard elevation of 10 feet for this area of the Fore River.
- (i) *The proposal is in conformance with the standards set forth in this section.*
Staff Finding: The proposal to redevelop the former industrial site with a water-dependent use is in alignment with the purpose of the WPDZ. The proposed building's first floor will be 16 feet above the flood hazard elevation and will have a direct connection to City Sewer. The site is not of historic significance and does not include locations of endangered, threatened, or special concern species. Therefore, staff has determined that the proposal is in conformance with the standards set forth in section 14-526.

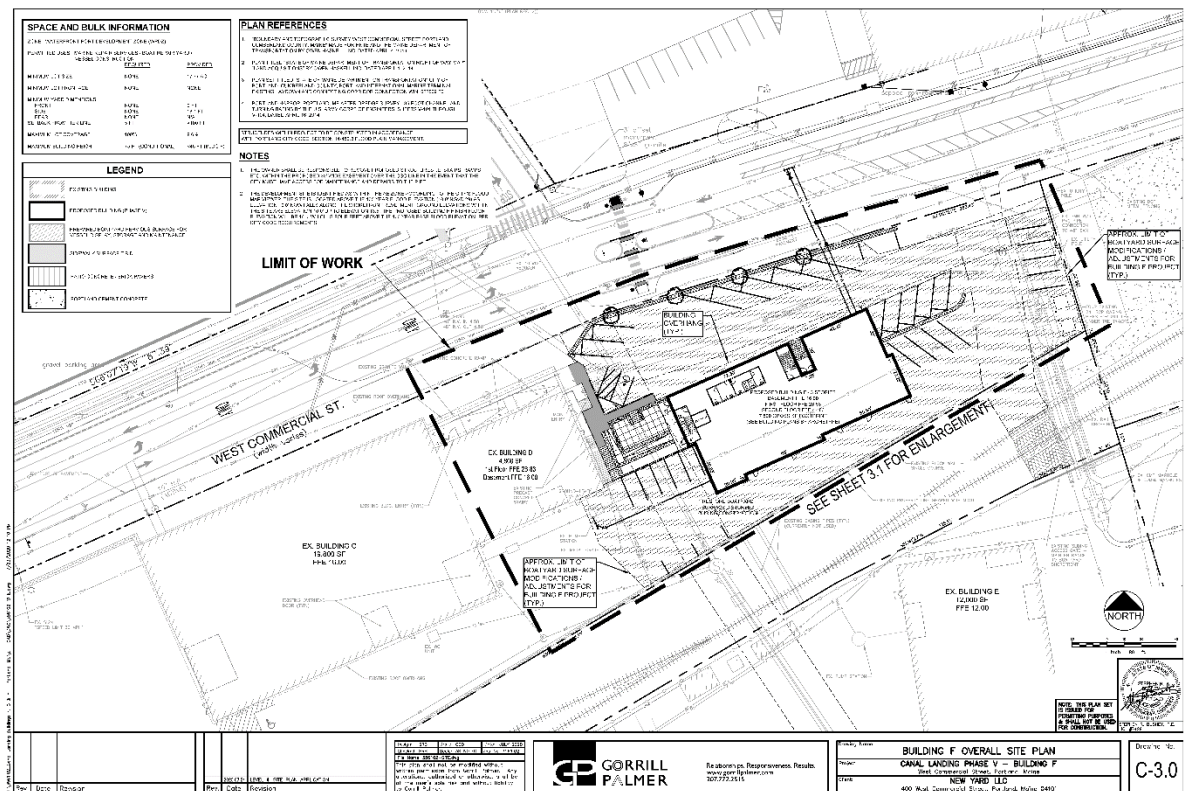


Figure 6: Building F Overall Site Plan

IX. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527)

B. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

1. Transportation Standards

a. Impact on Surrounding Street Systems and Access and Circulation

The proposed development would provide access via West Commercial Street. Internal circulation has been designed to accommodate passenger cars. Semi-trailer and boat-trailer access use is not anticipated within the proposed development area of Building F.

Staff Comments:

Circulation flow on plans appears to be one-way only; in the existing condition, the site is using the same entrance for both ingress and egress, this needs to be reconciled somehow.

a. Sidewalks

A shared-use pathway is proposed along the north side of West Commercial Street as part of the West Commercial Street improvements associated with the approved VA Clinic and parking garage facilities. The West Commercial Street Masterplan does not include a sidewalk along the south side of West Commercial Street. Therefore a crosswalk is proposed linking the proposed development site to the shared-use pathway on the north side of West Commercial Street.

Staff Comments:

Crosswalk across W Commercial St to the new building needs better pedestrian access. Staff request that the applicant explore and provide better pedestrian access from West Commercial Street to the new building.

b. Public Transit Access

The applicant requests a waiver of the transit facility requirement due to its proposed usage. Additionally, METRO services currently do not run along this stretch of West Commercial Street, but there are METRO services within a ¼ mile of the site.

c. Parking

The Applicant is providing parking for their employees within the boat parking area around the site. The Applicant is seeking flexibility to move vehicular parking around the site to meet variable vessel parking demand therefore no specific vehicular spaces are identified on the site plans.

WPDZ zoning requires the proposed development to include 24 vehicular parking spaces. The applicant is proposing 22 spaces. The project site is located within ¼ mile of a transit line and therefore is exempt from parking minimums.

The Applicant is requesting a waiver of the motorcycle/scooter parking requirements based on the site's use.

d. Bicycle Parking

The applicant has requested a waiver for bicycle parking. Planning Staff does not support this request and encourages the applicant to revise the plans to include the required bicycle parking.

2. Environmental Quality Standards

a. Preservation of Significant Natural Features

There are no known significant natural features on the site.

b. Landscaping & Landscape Preservation

The site's existing tree population is limited and the City's Shoreland Zoning vegetation management provisions do not require tree protection in the Waterfront Development Zone. There are no trees within the Phase V work limits.

In accordance with the previously approved plan for the Phase III Buildings C & D, various street trees will be provided along the West Commercial Street frontage directly in front of the Proposed Building F.

The applicant is requesting a waiver of the landscape requirements based on the proposed boatyard use and the need for flexibility concerning boat parking and heavy vehicle maneuvering. This need remains applicable for the Phase V building which will be centrally located within the boatyard. Staff supports the requested waiver.

c. Water Quality, Storm Water Management and Erosion Control

The site's runoff conditions are primarily self-contained and runoff infiltrates or sheets to the Fore River; therefore, issues related to offsite or downstream flooding are not applicable. The Boatyard Surface, consisting of a thick section of granular and crushed stone soils, provides for nearly 100% absorption, other than for very heavy rainfall events, thus water quality treatment is also achieved.

The Applicant requests a waiver from the City's Flooding Standards due to the site's proximity to Tidal Conditions in the Fore River. This request has been previously granted on the Phase I thru IV approvals.

Reviewing Engineer, Lauren Swett, P.E., Woodard and Curran, has reviewed the final plan and her comments are listed below.

For Building F at 100 Commercial Street the Applicant has provided an updated Stormwater Maintenance Agreement that now refers to the roof filter that is being proposed for stormwater treatment. The Agreement references a Stormwater Inspection and Maintenance Manual that was not included with the materials. They should confirm that the appropriate maintenance information for the roof filter (likely a cut sheet with recommendations from the manufacturer) has been added to the manual.

The Applicant also noted in their last response letter that they are still waiting for utility approvals. Besides that, all other comments that I had have been addressed at this time.

3. Public Infrastructure and Community Safety Standards

a. Public Safety and Fire Prevention

The proposed development is being reviewed by the City's Life Safety division.

b. Availability and Adequate Capacity of Public Utilities

The project will be served by Central Maine Power, the Portland Water District, and City Department of Public Works. Evidence of utility capacity has been provided for all but sewer capacity, which is currently being reviewed.

4. Site Design Standards

a. Snow and Ice Loading

The proposed building has been designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways. Snow will be removed from the parking lots and stockpiled within the site perimeter or if necessary, removed from the site.

b. View Corridors

The project site is located outside the Downtown Vision Corridor Protection Plan.

Within the WPDZ Section 14-320.2(b)2 states that: *For each lot, at least one view corridor of at least ninety (90) feet in width shall be left unbuilt to preserve a clear line of sight between West Commercial Street and the water.* The applicant delineated on their site plan a view corridor that does not include buildings. Staff believe this to meet the intention of the standard, as no buildings are proposed in the corridor and finds the applicant to be in conformance with the standard.

c. Historic Resources

The development is not located in a historic district, historic landscape district or City designated landmark. The development is not located adjacent to or within 100 feet of a designated landmark, historic district, or historic landscape district. There are no known remaining archaeological resources on the site except for the location of the former Cumberland and Oxford Canal and the former Portland Glassworks. There are no known aspects of the Canal visible at the site. The applicant had previously cooperated with officials from Maine Historic Preservation Organization (MHPO) as they conducted an archeological investigation of the Glass Works site in the past.

d. Exterior Lighting

All new exterior lighting at the site will be full cutoff with no light emitted above the horizontal plane, and in accordance with Section 12 of the Technical Manual.

Exterior lighting will include building mounted fixtures to match the fixtures placed on the existing buildings to meet the requirements of Section 12 of the Technical Manual. Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that adequate lighting will be present at the property for the proposed uses. Comments from the residential neighbors during the previous review periods indicate that additional lighting to raise the overall level of light at the property is not desired.

The Applicant is requesting a waiver by the Planning Board of the lighting standards of Technical Manual Section 12.3 1. Uniformity and 2. Illumination Levels, based upon the following:

1. Existing ambient light levels at the property are between 0 and 0.3 foot-candles at the interior and 0.8 to 1.5 foot-candles at the edges of the lot;

- 2. Proposed lighting will raise the light levels needed for safe access and egress in and out of the property onto West Commercial Street to reasonable average levels of 1.25; and*
- 3. Proposed lighting will provide for security, safety, and nighttime use of the new buildings and work yards; and*
- 4. Illumination of the property to the levels required by the City Ordinance might impact the residences located uphill within the west end and is therefore discouraged.*

City Staff supports the proposed waiver as illumination of the property to the levels required by the City Ordinance might impact the residences located uphill within the west end and is therefore discouraged. Additionally, Clients of the VA facility currently under construction across West Commercial Street may be sensitive to heightened lighting levels.

e. Noise and Vibration

The project noise levels would be designed to meet the permitted levels as outlined in the WPDZ Zone. Nighttime activity will be minimal. The nearest residential building is approximately 300 feet away from the edge of the proposed building and is located on Salem Street. The site is surrounded by commercial/industrial uses including the International Marine Terminal (IMT) to the east, and commercial activity including Nova Seafood and Graybar Electric that operate out of buildings on the north side of Commercial Street. Other adjacent noise generating sources include the Casco Bay Bridge and the flight path of the Portland International Jetport.

The applicant states that the operations of the site over the past few years have not resulted in neighborhood complaints or issues. All HVAC and mechanical equipment is proposed to be mounted on the roof, or otherwise, ground mounted and concealed from nearby properties.

f. Signage and Wayfinding

All signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

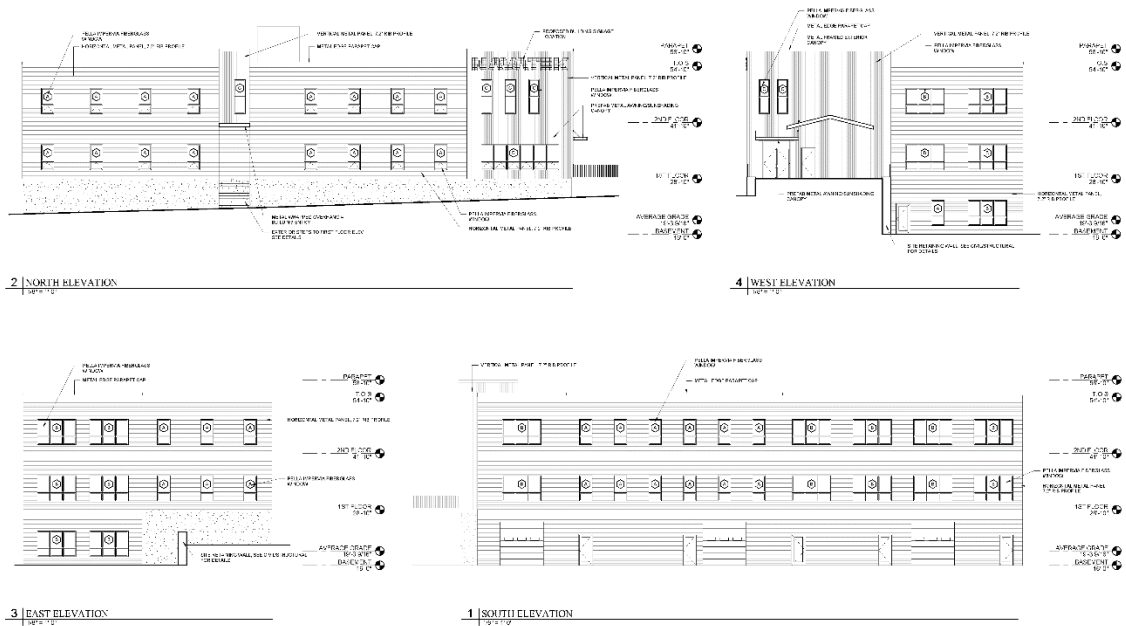
g. Zoning Related Design Standards

Figure 7: Building Elevations

A design review was completed by the City's Urban Designer and Planning Staff, resulting in the following comments:

Generally, the design standards appear to be met. Staff has some clarifying questions to better understand the proposal:

- *Roof - What is the roof plan/rooftop systems and how are they being integrated into the design?*
- *Metal cladding material - provide image or example; Is it the same profile/color as previous buildings?*
- *Street-facing entrance - What is the role of the parapet and window here? Is it enough to indicate with awning and material change?*
- *Site plan indicates a building overhang on the street-facing facade - Not shown in elevations, clarify*
- *Building entrance - why is it side-facing? What is the purpose of the peaked canopy as shown on the elevation?*
- *Signage - site plan approval does not approve proposed signage*

h. Construction Management Plan

The construction management plan and narrative were submitted and are currently undergoing review by City staff.

XII. NEXT STEPS

1. Address staff comments
2. Address additional comments from the Planning Board
3. Prepare final plan submission, including site plan submittal requirements as included in 14-527(e) and (f) for review by the Planning Board
4. Hold Planning Board Hearing

XIII. ATTACHMENTS PLANNING BOARD REPORT ATTACHMENTS

1. Design Review

APPLICANT'S SUBMITTALS

- A- COVER LETTER
- B – PROJECT DESCRIPTION
- C - LEVEL III APPLICATION CHECKLIST
- D - RIGHT, TITLE & INTEREST
- E – ZONING ANALYSIS
- F - WAIVER REQUESTS
- G - FINANCIAL CAPACITY
- H - TECHNICAL CAPACITY
- I - TRANSPORTATION
- J – ENVIRONMENTAL & STORMWATER
- K – ENVIRONMENTAL & LANDSCAPE
- L – PUBLIC INFRASTRUCTURE & SAFETY
- M – SITE DESIGN STANDARDS
- N – NEIGHBORHOOD MEETING
- O – COMMENT RESPONSE #1
- P – COMMENT RESPONSE #2

PLANS

- P1. COVER
- P2. GEN NOTES
- P3. BOUNDARY SURVEY
- P4. EXISTING CONDITIONS PLAN
- P5. OVERALL SITE PLAN
- P6. SITE LAYOUT & UTILITY PLAN
- P7. CIRCULATION PLAN
- P8. TENSION FABRIC BLDG
- P9. OVERALL DEVELOPMENT PLAN
- P10. GRADING & DRAINAGE PLANS
- P11. EROSION CONTROL PLAN
- P12. FLOOR PLANS
- P13. ELEVATIONS & SECTIONS
- P14. DETAILS
- P15. CONSTRUCTION MANAGEMENT PLAN
- P.16 VIEW CORRIDOR

Planning and Urban Development Department

Planning Division



Subject: WPDZ Design Review – 100 W Commercial Building F
Written by: Caitlin Cameron, Urban Designer
Date of Review: Friday, January 29 2021

The project at 100 West Commercial Street – Building F - was reviewed according to the adopted WPD Zone performance standards by Caitlin Cameron, Urban Designer, Andrew Tufts, Planner, and Christian Roadman, Planner.

Questions & Outstanding items:

- More information about the siding and roof materials
- What building systems are proposed and where will they be located?

Design Review Comments: *(questions and unmet standards in red)* **Sec. 14-320.3 Performance Standards**

(l) Signs – Signs will come under separate permit application according to Sign Ordinance.

(o) Design and Visual Character:

1) *Long Views/Building Design:* Parapets and massing variation provide some visual interest to meet the standard. **Building systems;** the project narrative suggests there will be systems on the roof – **these must be shown on the elevations, be integrated into the roof forms, and not exceed the 75' height limit.**

2) *Massing:* Massing and roof form are simple according to functional relationship of use and relationship to other buildings and railbed on-site. There is massing variation provided on three sides of the building. The building entrance points are emphasized with parapets and material variation.

3) *Façades – equal treatment:* **More information is needed to evaluate this standard regarding rooftop systems and design.** All elevations include equal treatment with regards to materials, fenestration, and variation.

4) *Facades – variation and articulation:* Project provides some visual interest with massing variation, entrances, material texture (**depending on proposed materials**), parapets, windows. Please explain the function of the peaked canopy shown on the side elevation. Is the parapet at the street-facing entrance needed or is canopy and material change enough to emphasize?

5) *Scale and Articulation:* Not applicable – building is further than 50' from street.



707 Sable Oaks Drive, Suite 30
South Portland, Maine 04106
207.772.2515

August 19, 2020

Ms. Christine Grimando

Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Subject: Canal Landing New Yard – Phase V (Building F)
100 West Commercial Street
Level III Preliminary Site Plan Application
Applicant: New Yard, LLC

Dear Christine:

On behalf of **New Yard, LLC**, we are pleased to provide the accompanying package of submission materials related to **Phase V** of the Canal Landing New Yard development off West Commercial Street. This submission package is intended to meet the City's Submission Requirements as outlined in the Level III Application procedures.

As you are aware, the applicant has completed four phases of development commencing with:

- Two buildings (A and B) constructed in 2013 to 2015 on the 5.03-acre remainder property positioned just to the southeast corner of the IMT Expansion project. The Portland Planning Authority previously approved these activities beginning in the fall of 2013.
- In January 2018, the Planning Board approved the Phase III Site Plan for Buildings C & D and these buildings have been recently completed. Building C is occupied by Portland Yacht Services and Building D is expected to be occupied by Navatek, a marine engineering and design firm;
- In February 2018, the Planning Authority approved a Level II Site Plan for the Travel Lift Basin construction and various waterfront and boat yard improvements.
- The Portland Planning Authority approved the Phase IV Site Plan for Building E in December 2018 and this building has also been completed and is occupied by Portland Yacht Services

This current application is for **Phase V** which will include the development of an approximately two-story 7,500 SF Building (F) for additional space to be occupied by Navatek. The new building will be located on the Commercial Street frontage just east of Buildings C and D. Navatek provides services that qualify as "shipbuilding and facilities for construction, maintenance and repair of vessels" which is a permitted use under section 14-319. We believe this tenant will be an ideal fit for the Canal Landing facilities and it will benefit from the proximity to the waterfront and availability of slip space for their vessels. In addition to Building F, recent circumstances have arisen whereby the applicant is also seeking within this application, Level III Site Plan approval to erect a 100' x 285' tension fabric structure along the waterfront (moving forward to be identified as Building G). The



tension fabric height will be less than 30' at the peak and thus this structure will be largely shielded from view from West Commercial Street due to the taller existing buildings A, B and E. Drawing C-3.3 contained in the plan set depicts the proposed location, basically between Buildings A & B and the waterfront. The applicant has engaged with third parties to take possession of a tension fabric structure to be dismantled from a property in South Portland. The structure will be positioned and installed with an at-grade support system that will render the structure as a non-fixed condition i.e. the structure can be easily dismantled again for relocation onsite or removal from the site. There will be no permanent foundation or slab under the structure. The building will be used for the placement of boats from a vendor to allow for final fit-up prior to delivery to other sales or service yards regionally and/or nationally. Other ongoing boat maintenance activities already ongoing in the yard may also take place within the proposed covered area. The applicant expects to provide some temporary utilities for power and a hose bib(s) for water into the space to support their work on prepping and temporarily holding and completing services on the boats. These utilities will extend off existing onsite private systems.

Having the boats under cover is considered highly desirable given their new condition and being subject to sale. The owner reserves the right to relocate the building onsite or remove it as conditions may warrant. If relocated onsite a new Level III Site Plan Application would be required. They will also apply for a building permit for the assembly and erection of this tension fabric structure. The following image shows the existing building at its current South Portland location. Only the fabric components will be salvaged and reset on the New Yard Site.

The building position will maintain at least 35' between the corner of Building B and the tension fabric structure to allow for continued emergency vehicle access to the east end of the property and the existing boat ramp.



PROJECT OVERVIEW

The New Yard, LLC property contains approximately 17.77 acres of land located prominently along the West Commercial Street waterfront. This land area includes 5.03 acres of remainder land that the Applicant retained after the MaineDOT acquired nearly 18 acres of land from New Yard, LLC for the IMT Expansion project. As outlined in previously approved earlier phases, the Applicant acquired an additional 12.74 acres (6.75 acres on the street frontage and 5.99 acres on the waterfront) from Maine Central Railroad to fulfill their goals for a full-scale boat maintenance and marine related activities facility.



The proposed project includes previously approved buildings constructed over multiple phases along with constructed shorefront uses including a marine travel lift basin, two boat ramps, floats/docks, new or reconstructed piers, and ancillary support features. The current Level III Site Plan approval request is only for **Phase V** activities which are listed below in the Proposed Development section.

The **Phase V** project includes limited site development activities involving earthwork, grading, building construction, and utilities associated with the proposed Building (F). Utility improvements for the new building are proposed and include a water service from West Commercial Street, sewer, and underground power.

The following information provides greater detail regarding the site's existing conditions and the proposed development program.

Site Ownership

According to the ALTA/ACSM Survey completed by Owen Haskell, Inc. in April 2015, the development site contains multiple parcels as identified in the City of Portland Tax Assessor's maps. These parcels are more fully described as follows in Table 1:

TABLE 1 – Land Ownership		
Chart-Block-Lot	Owner	Description
59-A-3 & 4	New Yard, LLC CCRD Book 30887; Page 2	Consists of 5.03 acres. Land retained following the MaineDOT land taking
60-F-1, 3 & 4 71-F-2	New Yard, LLC CCRD Book 35107; Page 310	Consists of a 6.75-acre area between the IMT rail track and the street; also consists of 5.99 acres of area along the waterfront, out to mean low water

Figures 1-9 provided with this application depict the project location on various available resource maps. As shown, the site location is on West Commercial Street just west of the Casco Bay Bridge and between Commercial Street and the waterfront. The combined parcels have approximately 2,159.55 LF of frontage along Commercial Street. The development site is identified on the U.S.G.S. Portland West 7.5 Minute Quadrangle Map.

PROJECT PURPOSE AND NEED

The Canal Landing project has transformed an underutilized, yet prominent property, into water dependent maritime use as was contemplated within the City's zoning and comprehensive plans. The project's community benefits continue to include:

- Enhanced commercial/marine related opportunity and rehabilitation of a deteriorated, older industrial property.
- Various remedial activities related to recognized environmental conditions on the properties will be performed, thus addressing several long-standing environmental issues.



- Revitalization of an important waterfront property that has excellent access to deep water, various utilities, City services, and related shorefront amenities.
- Furtherance of the purposes of the Waterfront Port Development Zone (WPDZ) as articulated in the Land Use Ordinance to “ensure the continued viability of the Port of Portland” by limiting use to “those uses which are dependent upon deep water and which contribute to port activity”.
- Creation of a new building and site use consistent with waterfront activities in a gateway location along the busy West Commercial Street corridor. The proposed **Phase V** building includes lease space for Navatek, a marine design and construction services firm that will also utilize slip space at the site for the construction, maintenance, testing, and repair of high tech vessels, many of which are related to DOD contracts. It is vital for Navatek to have access to the waterfront and the ability to easily remove vessels from the water.

EXISTING CONDITIONS

The total site parcels consist of approximately 17.77 acres of land that is composed of three primary areas described as follows:

- 1. Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Buildings A & B amounting to approximately 48,000 SF of building space. This parcel contains a boat ramp and boat yard area currently in use by Portland Yacht Services.
- 2. Street Front Parcel (Map 60F, Lot 1):** This 6.75-acre area contains approximately 2,160 LF of street front. Construction of the previously approved Buildings C & D is substantially completed. Portland Yacht Services occupies Building C and is using it for boat maintenance and repairs. Navatek will be occupying Building D and is currently completing fit up for a machine shop on the ground level and design space on the upper floor of the building.
- 3. Shorefront Parcel (Map 60F, Lots 3 & 4):** This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is home to the new travel lift and travel lift basin on which construction was substantially completed in 2018 and Building E, which was completed in 2019.

TOPOGRAPHY AND DRAINAGE

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the West Commercial Street frontage, sloping to the waterfront. Site elevations along West Commercial Street trend down from the center of the frontage outwards from Elevation 23' (NGVD 1929) to Elevation 19'. Recent site improvements include the placement of a boatyard surface material over most of the site, as was previously approved. This has raised site grades up several feet.

The site's runoff conditions are characterized by the “boatyard” gravel surface that covers the majority of the site area. The thick layer of crushed stone covers the site and results in very little runoff generation since the surface has the capacity to absorb a significant amount of rainfall, before any sort of sheet flow condition occurs.



Under extreme rainfall conditions runoff can sheet directly to the waterfront within the shorefront parcel and it can sheet to several existing onsite catch basins and the railroad bedding material within the street side parcel.

The proposed Building F site area will continue to use the “Boatyard” gravel surface as the primary surface covering, although there will also be limited paved or concrete sidewalks and the roof area for Building F. A below grade Water quality treatment unit will be installed to treat runoff from the Building F roof, in a similar manner as was approved and installed for Buildings C & D.

SOILS CONDITIONS

The following soils conditions have been identified on the site:

- 10 to 15 feet of sand and gravel fill – there is little to no organic surface layer throughout the site which is reflective of the site’s rail yard history
- 5 to 10 feet of silt and sand
- 10 to 40 feet of gray clay identified as the Presumpscot formation
- 30 to 40 feet of dense silty marine sands
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

According to various investigation data, depth to groundwater varies from 3 to 7 feet and this likely varies with tidal conditions in the Fore River. Generally, the groundwater flows from the northwest to the southeast across the site. The **Phase V** project will not impact the underlying soils or groundwater conditions.

PROPOSED DEVELOPMENT

The Applicant proposes to continue development of the property in a manner consistent with the WPDZ Standards. The **Phase V** development program includes construction of a 7,500 SF Marine-Related land use.

Offsite

Site access is proposed via Commercial Street as well as from the Fore River. The **Phase V** primary site entrance is proposed from the existing easterly entrance off West Commercial Street. Various improvements to the lane configurations along West Commercial Street are underway as part of the VA CBOC/garage site on the opposite side of the road. These include provisions for a combination of left turn lanes and center two way left turn lanes, bike lanes and a pedestrian cross walk.

LAND ORDINANCE REVIEW

The property currently lies within the City of Portland Waterfront Port Development Zone (WPDZ). Within the WPDZ district the following uses are permitted or conditioned:



Permitted Uses

- Marine repair services and machine shops
- Tugboat, fire boat, pilot boat and similar services
- Harbor and marine supplies and services and ship supply such as fueling and bunkering of vessels
- Shipbuilding and facilities for construction, maintenance, and repair of vessels
- Boat repair yards
- Marine cargo handling facilities, including docking, loading, and related storage
- Facilities for marine construction and salvage
- Facilities for marine pollution control, oil spill cleanup, and servicing of marine sanitation devices
- Commercial berthing
- Marine cargo container and chassis maintenance and repair
- Public uses including pedestrian and bicycle trails
- Accessory uses customarily incidental and subordinate to the location, function, and operation of permitted uses.

Conditional Uses

- Marine retail and wholesale sales, including Yacht Brokerage
- Marine ship building and facilities for construction, maintenance, and repair of vessels
- Boat storage facilities
- Seafood processing
- Seafood packing and packaging
- Fabrication, storage, and repair of fishing equipment
- Icemaking services
- Fabrication of marine-related goods
- Fish by-products processions (with provisions)
- Intermodal transportation facilities principally for vessels with regularly scheduled destination service of for railroad transportation service
- Facilities for combined marine and general construction
- Cold storage facility, warehousing and storage of goods which are awaiting shipment via cargo carriers
- Low impact industrial uses
- Utility substations
- Off-street parking lots, excluding parking structures
- Renewable energy systems, as defined and allowed in Article X, Alternative Energy



The following dimensional requirements apply in the WPDZ District:

Dimensional Standard	Requirement
Minimum Lot Size	None
Minimum Frontage	None
Front Yard Setback	None
Side Yard Setback	None
Rear Yard Setback	None
Maximum Lot Coverage	50%
Maximum Building Height	55 feet or 75 feet (conditional use) ¹

With regard to building height compliance, the proposed finished floor elevation of the **Phase V** building basement is 16.0 feet and the building height will be 42'-10" thus it is compliant with the height standards.

Performance Standard Compliance

The Applicant will comply with all items listed and described in the performance standards for the WPDZ in the development of the proposed Phase V project as well as through the day to day operational activity at the site once construction of Phase V is complete.

Brightwork Manual Overview

In 2005, the Maine Department of Environmental Protection released "Brightwork -- A Best Management Practices Manual for Maine's Boatyards and Marinas". The goal of the manual is to help site owners and operators of marinas and boatyards to reduce pollution from their facilities by providing environmental compliance benchmarks, common sense practices that enable the benchmarks to be met, a list of regulatory references that form the basis of the benchmarks, and a series of tools to enable easier benchmark progress measuring.

The manual describes in detail, the types of toxic pollutants generated by boatyard and marina sites and the resulting environmental and economic impacts.

The manual provides guidance on how to carry out typical jobs and practices associated with boatyards and marinas and the associated benchmarks, best management practices, clean up and waste disposal, customer relations, legal requirements, etc. The practices described include:

- Hull Preparation
- Sandblasting
- Painting
- Boat Washing
- Engine Repair and Maintenance
- Stormwater Planning
- Fueling and Fuel Storage

¹ The proposed Building F will have a maximum height of 42'-10". This is considered a permitted use in the WPDZ per Section 14-320.2(a) Dimensional Table.



- Waste Management

The manual provides best management practices for each practice including containment, indoor vs. outdoor recommendations, dust emissions, managing spills, storage, labeling and disposal of various waste products.

The Applicant currently complies with the Brightwork practices within their new facilities at the Canal Landing Yard. They will continue to utilize the Brightwork Manual as a reference and adhere to the requirements set forth for all activities at the proposed site.

CLOSURE

As outlined in the Level III Site Plan submission requirements and checklist, we will upload the following materials upon authorization by City staff:

- General Application Documents
 - Project Description
 - Level III Application Checklist
 - Right, Title and Interest
 - Zoning Assessment
 - Existing and/or Proposed Easements (please see Survey Plan)
 - Waiver Request and Waiver Table
 - Financial Capacity
 - Technical Capability
- Transportation
 - Transportation Narrative
- Environmental and Landscape Features
 - Narrative to Address Standards
- Environmental and Stormwater
 - Narrative to Address Standards
- Public Infrastructure and Safety
 - Narrative to Address Standards
- Site Design
 - Narrative to Address Standards
- Construction Management Plan
- Site Plans and Architectural Plans

On behalf of **New Yard, LLC**, we look forward to your continued assistance on the project and we look forward to the next available workshop meeting with the Planning Board. As is required, once we complete the Planning Board workshop, the applicant will be conducting a Neighborhood Meeting. We anticipate this meeting will be conducted prior to the Public Hearing.



If you have any questions regarding the materials being submitted, please contact this office.

Sincerely,

GORRILL-PALMER

Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Attachments

c: Phineas Sprague, Jr. – Canal Landing, LLC
Clint Marshall

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GENERAL APPLICATION DOCUMENT

PROJECT DESCRIPTION

PROJECT OVERVIEW

The New Yard, LLC property contains approximately 17.77 acres of land located prominently along the West Commercial Street waterfront. This land area includes 5.03 acres of remainder land that the Applicant retained after the MaineDOT acquired nearly 18 acres of land from New Yard, LLC for the IMT Expansion project. As outlined in previously approved earlier phases, the Applicant acquired an additional 12.74 acres (6.75 acres on the street frontage and 5.99 acres on the waterfront) from Maine Central Railroad to fulfill their goals for a full-scale boat maintenance and marine related activities facility.

The proposed project includes previously approved buildings constructed over multiple phases along with constructed shorefront uses including a marine travel lift basin, two boat ramps, floats/docks, new or reconstructed piers, and ancillary support features. The current Level III Site Plan approval request is only for Phase V activities which are listed below in the Proposed Development section.

The Phase V project includes limited site development activities involving earthwork, grading, building construction, and utilities associated with the proposed Building (F). Utility improvements for the new building are proposed and include a water service from West Commercial Street, sewer, and underground power.

The following information provides greater detail regarding the site's existing conditions and the proposed development program.

SITE OWNERSHIP

According to the ALTA/ACSM Survey completed by Owen Haskell, Inc. in April 2015, the development site contains multiple parcels as identified in the City of Portland Tax Assessor's maps. These parcels are more fully described as follows in Table 1:

TABLE 1 – Land Ownership		
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Figures 1-9 provided with this application depict the project location on various available resource maps. As shown, the site location is on West Commercial Street just west of the Casco Bay Bridge and between Commercial Street and the waterfront. The combined parcels have approximately 2,159.55 LF of frontage along Commercial Street. The development site is identified on the U.S.G.S. Portland West 7.5 Minute Quadrangle Map.

PROJECT PURPOSE AND NEED

The Canal Landing project has transformed an underutilized, yet prominent property, into water dependent maritime use as was contemplated within the City's zoning and comprehensive plans. The project's community benefits continue to include:

- Enhanced commercial/marine related opportunity and rehabilitation of a deteriorated, older industrial property.
- Various remedial activities related to recognized environmental conditions on the properties will be performed, thus addressing several long-standing environmental issues.
- Revitalization of an important waterfront property that has excellent access to deep water, various utilities, City services, and related shorefront amenities.
- Furtherance of the purposes of the Waterfront Port Development Zone (WPDZ) as articulated in the Land Use Ordinance to "ensure the continued viability of the Port of Portland" by limiting use to "those uses which are dependent upon deep water and which contribute to port activity".
- Creation of a new building and site use consistent with waterfront activities in a gateway location along the busy West Commercial Street corridor. The proposed **Phase V** building includes lease space for Navatek, a marine design and construction services firm that will also utilize slip space at the site for the construction, maintenance, testing, and repair of high tech vessels, many of which are related to DOD contracts. It is vital for Navatek to have access to the waterfront and the ability to easily remove vessels from the water.

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TOPOGRAPHY AND DRAINAGE

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the West Commercial Street frontage, sloping to the waterfront. Site elevations along West Commercial Street trend down from the center of the frontage outwards from Elevation 23' (NGVD 1929) to Elevation 19'. Recent site improvements include the placement of a boatyard surface material over most of the site, as was previously approved. This has raised site grades up several feet.

The site's runoff conditions are characterized by the "boatyard" gravel surface that covers the majority of the site area. The thick layer of crushed stone covers the site and results in very little runoff generation since the surface has the capacity to absorb a significant amount of rainfall, before any sort of sheet flow condition occurs. Under extreme rainfall conditions runoff can sheet directly to the waterfront within the shorefront parcel and it can sheet to several existing onsite catch basins and the railroad bedding material within the street side parcel.

The proposed Building F site area will continue to use the "Boatyard" gravel surface as the primary surface covering, although there will also be limited paved or concrete sidewalks and the roof area for Building F. A below grade Water quality treatment unit will be installed to treat runoff from the Building F roof, in a similar manner as was approved and installed for Buildings C & D.

SOILS CONDITIONS

The following soils conditions have been identified on the site:

- 10 to 15 feet of sand and gravel fill – there is little to no organic surface layer throughout the site which is reflective of the site's rail yard history
- 5 to 10 feet of silt and sand
- 10 to 40 feet of gray clay identified as the Presumpscot formation
- 30 to 40 feet of dense silty marine sands
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

According to various investigation data, depth to groundwater varies from 3 to 7 feet and this likely varies with tidal conditions in the Fore River. Generally, the groundwater flows from the northwest to the southeast across the site. The **Phase V** project will not impact the underlying soils or groundwater conditions.

PROPOSED DEVELOPMENT

The Applicant proposes to continue development of the property in a manner consistent with the WPDZ Standards. The **Phase V** development program includes construction of a 7,500 SF Marine-Related land use.

Offsite

Site access is proposed via Commercial Street as well as from the Fore River. The **Phase V** primary site entrance is proposed from the existing easterly entrance off West Commercial Street. Various improvements to the lane configurations along West Commercial Street are underway as part of the VA CBOC/garage site on the opposite side of the road. These include provisions for a combination of left turn lanes and center two way left turn lanes, bike lanes and a pedestrian cross walk.

LAND ORDINANCE REVIEW

The property currently lies within the City of Portland Waterfront Port Development Zone (WPDZ). Within the WPDZ district the following uses are permitted or conditioned:

Permitted Uses

- Marine repair services and machine shops
- Tugboat, fire boat, pilot boat and similar services
- Harbor and marine supplies and services and ship supply such as fueling and bunkering of vessels
- Shipbuilding and facilities for construction, maintenance, and repair of vessels
- Boat repair yards
- Marine cargo handling facilities, including docking, loading, and related storage
- Facilities for marine construction and salvage
- Facilities for marine pollution control, oil spill cleanup, and servicing of marine sanitation devices
- Commercial berthing
- Marine cargo container and chassis maintenance and repair
- Public uses including pedestrian and bicycle trails
- Accessory uses customarily incidental and subordinate to the location, function, and operation of permitted uses.

Conditional Uses

- Marine retail and wholesale sales, including Yacht Brokerage
- Marine ship building and facilities for construction, maintenance, and repair of vessels
- Boat storage facilities
- Seafood processing
- Seafood packing and packaging
- Fabrication, storage, and repair of fishing equipment
- Icemaking services
- Fabrication of marine-related goods
- Fish by-products processions (with provisions)
- Intermodal transportation facilities principally for vessels with regularly scheduled destination service of for railroad transportation service
- Facilities for combined marine and general construction

- Cold storage facility, warehousing and storage of goods which are awaiting shipment via cargo carriers
- Low impact industrial uses
- Utility substations
- Off-street parking lots, excluding parking structures
- Renewable energy systems, as defined and allowed in Article X, Alternative Energy

The following dimensional requirements apply in the WPDZ District:

Dimensional Standard	Requirement
Minimum Lot Size	None
Minimum Frontage	None
Front Yard Setback	None
Side Yard Setback	None
Rear Yard Setback	None
Maximum Lot Coverage	50%
Maximum Building Height	55 feet or 75 feet (conditional use) ¹

With regard to building height compliance, the proposed finished floor elevation of the **Phase V** building basement is 16.0 feet and the building height will be 42'-10" thus it is compliant with the height standards.

Performance Standard Compliance

The Applicant will comply with all items listed and described in the performance standards for the WPDZ in the development of the proposed Phase V project as well as through the day to day operational activity at the site once construction of Phase V is complete.

Brightwork Manual Overview

In 2005, the Maine Department of Environmental Protection released "Brightwork -- A Best Management Practices Manual for Maine's Boatyards and Marinas". The goal of the manual is to help site owners and operators of marinas and boatyards to reduce pollution from their facilities by providing environmental compliance benchmarks, common sense practices that enable the benchmarks to be met, a list of regulatory references that form the basis of the benchmarks, and a series of tools to enable easier benchmark progress measuring.

The manual describes in detail, the types of toxic pollutants generated by boatyard and marina sites and the resulting environmental and economic impacts.

The manual provides guidance on how to carry out typical jobs and practices associated with boatyards and marinas and the associated benchmarks, best management practices, clean up and waste disposal, customer relations, legal requirements, etc. The practices described include:

- Hull Preparation
- Sandblasting
- Painting

¹ The proposed Building F will have a maximum height of 42'-10". This is considered a permitted use in the WPDZ per Section 14-320.2(a) Dimensional Table.

- Boat Washing
- Engine Repair and Maintenance
- Stormwater Planning
- Fueling and Fuel Storage
- Waste Management

The manual provides best management practices for each practice including containment, indoor vs. outdoor recommendations, dust emissions, managing spills, storage, labeling and disposal of various waste products.

The Applicant currently complies with the Brightwork practices within their new facilities at the Canal Landing Yard. They will continue to utilize the Brightwork Manual as a reference and adhere to the requirements set forth for all activities at the proposed site.

ACCESS CONDITIONS

The applicant has previously installed a total of three driveways (east, central, and west) to allow access to Canal Landing's business operations. The central driveway is typically used for heavy vehicle access to the waterfront as it aligns with a 50' wide rail track crossing. This access is normally gated for controlled access to the waterfront. The easterly driveway will provide the primary access to the east end of the site including the existing buildings and easterly boat ramp. A third driveway, previously approved as part of the Phase III activity for Buildings C & D, was constructed at the far west end of the property. It is anticipated that the eastern driveway will serve as the primary access to the proposed Building F. Improvements to West Commercial Street are to be completed as part of the VA project and these include pavement marking improvements to create a two way center left turn lane and bike lanes along the full length of the street from Cassidy Point to Beach Street. A pedestrian crosswalk of West Commercial Street was previously made part of the Building C/D approval and a fee of \$25,000 was previously collected by the City as paid by the applicant for this crossing. We understand the City will be pursuing construction of the crosswalk during the VA construction timeframe.

UTILITIES

The site contains numerous utility lines. The primary utilities are identified as follows:

Sanitary Sewer – The Portland Water District maintains a 48" sanitary sewer interceptor sewer along the site's entire West Commercial Street frontage. A portion of this sewer is located within the site within a utility easement. The District/City also maintain a CSO line that discharges out to the Fore River and this line is located between the new Building D and the proposed Building F, within a 30' wide easement. The previously completed Buildings A and B discharge to an onsite private pump station that ultimately discharges to a terminus manhole that then connects a short length of 8" gravity sewer into the 48" interceptor sewer. The Building E sanitary sewer also connects to the existing force main on the waterfront side of the tracks and these flows will continue to discharge to the 48" interceptor sewer. The sanitary sewer from Buildings C and D discharge to a combination septic tank and lift station located along the southeastern face of the building and it too ultimately discharges to the 48" interceptor sewer. The proposed Phase V building's sanitary sewer will connect to the existing Building C/D lift station via a 4" gravity service to the lift chamber. The existing private force main and these domestic flows will continue to discharge to the 48" interceptor sewer.

Water – The Portland Water District maintains a water main in Commercial Street that varies from 12" to 16". The main is located however mostly on the north side of the street, thus trenching across West Commercial Street will be required. This will involve multiple crossing of other utilities in the street that are of major consequence, including the 48" sanitary interceptor, an existing oil-encased 115 KVA underground electrical transmission line, and a 10" high pressure gas main. A 2" Domestic and 6" Fire service will be used for the **Phase V** Office Building.

Natural Gas – Unitil maintains a high-pressure natural gas line along West Commercial Street. Currently, Buildings A, B and E are served by onsite LP fuel storage tanks. Buildings C and D are served by the high-pressure natural gas line. Building F is expected to be served by the Unitil existing gas line.

Power – Power to the site is supplied by Central Maine Power. Currently, there is an overhead service crossing West Commercial Street to two poles from which underground facilities extend to Buildings C and D. This service will also be used to supply power to Building F. We have requested CMP provide a statement regarding their ability to continue supplying power to the development site.

Capacity to Serve request letters were sent to the following utility providers for the project (copies provided with the Utility section of the application):

- Portland Water District (water supply)
- City of Portland Public Services (sanitary sewer)

CONSTRUCTION SCHEDULE

The project is currently under design with a targeted construction start date for October 2020 and construction completion in early 2021.

A Construction Management Plan will be prepared by Keeley Crane Services and it will be uploaded to eplan upon completion.

CITY OF PORTLAND
Planning & Urban Development Department

LEVEL II and LEVEL III SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

- * Please upload each document and drawing as a separate PDF file
- * Please upload all drawings in a 24 x 36 sheet size
- * Please confirm each item by electronically checking the boxes to the left for each document/drawing
- * Please fill out and upload separately the zoning assessment table and waiver table

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

GENERAL APPLICATION DOCUMENTS

Yes ☒	NA ☐	Project Description Cover Letter with detailed project description
Yes ☒	NA ☐	Completed Checklist – Level II and Level III Site Plan (this document)
Yes ☒	NA ☐	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 Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☒	NA ☐	Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements
Yes ☒	NA ☐	Waiver Requests Written request for waiver describing request and reason Waiver Table
Yes ☒	NA ☐	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒	NA ☐	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

* Please provide assessment of compliance with standards and include supplemental documentation, as applicable

* Please upload each document as a separate PDF file

TRANSPORTATION

Yes ☐	NA ☒	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes ☒	NA ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes ☒	NA ☐	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes ☒	NA ☐	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes ☐	NA ☒	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes ☒	NA ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes ☐	NA ☒	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes ☒	NA ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes ☐	NA ☒	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES		
Yes ☐	NA ☒	Preservation of Significant Natural Features (14-526 (b) 1), if applicable • Trees, plants, habitats listed on State or Federal list of endangered or threatened • High and moderate value waterfowl and wading habitat • Aquifers on Casco Bay Islands • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental consultants, determinations from applicable state agencies
Yes ☐	NA ☒	Landscaping and Landscape Preservation (14-526 (b) 2 a) • Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) • Protection measures of existing vegetation during construction • Protection measures within Shoreland Zone, if applicable
Yes ☒	NA ☐	Site Landscaping (14-526 (b) 2 b) • Screening and buffering of service areas and between non-residential and residential uses • Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes ☐	NA ☒	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes ☐	NA ☒	Street Trees (14-526 (b) 2 b iii) • Existing Heritage or Feature Trees on site and measures to preserve • Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
ENVIRONMENTAL AND STORMWATER		
Yes ☒	NA ☐	Water Quality, Stormwater Management and Erosion Control (14-526 (b)3 a) • Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable • Erosion control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable • Subsurface sanitary sewage disposal and groundwater protection

PUBLIC INFRASTRUCTURE AND SAFETY		
Yes ☐	NA ☒	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes ☒	NA ☐	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
Yes ☒	NA ☐	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
SITE DESIGN		
Yes ☒	NA ☐	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
Yes ☐	NA ☒	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes ☒	NA ☐	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes ☐	NA ☒	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appen. 1)

Yes ☐	NA ☒	Historic Resources (14-526 (d) 5), if applicable • Identify developments within Historic Districts or affecting Designated Landmarks • Certificate of Appropriateness or other evidence • Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required • Address preservation and documentation of Archaeological Resources
Yes ☒	NA ☐	Exterior Lighting (14-526 (d) 6) • Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) • Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes ☐	NA ☒	Noise and Vibration (14-526 (d) 7) • Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes ☒	NA ☐	Signage and Wayfinding (14-526 (d) 8), if applicable • Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff • Proposed commercial and directional signage on site
Yes ☒	NA ☐	Zone Related Design Standards (14-526 (d) 5) • Address Historic Preservation Design Review, if applicable • Address any applicable design review standards by zone • Address submission requirements from Design Manual, page 1, addressing neighborhood context • Description of exterior materials, color, finish, and samples
Construction Management Plan		
Yes ☒	NA ☐	Construction Management Plan • Construction Management Document and Plan

LEVEL II AND LEVEL III SITE PLAN DRAWINGS CHECKLIST

* Please upload the following drawings with the listed details as separate pdfs

(ALL drawings must be uploaded in a 24 x 36 sheet size)

RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)

- ☒ Must be in compliance with Technical Manual, Section 13

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

Existing Conditions

- ☒ Approximate location of structures on abutting property
- ☒ Topography
- ☒ Locate water courses
- ☐ Delineate wetlands
- ☒ Zone lines

Proposed Site Plan

- ☒ Ground floor area, and grade elevations for all buildings

Access, Circulation, and Parking

- ☒ Streets and intersections adjacent to site, any proposed geometric modifications
- ☒ Location, dimensions and materials of all existing and 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
- ☐ Existing and proposed transit infrastructure with dimensions/ engineering specifications
- ☒ Location of vehicle and bicycle parking with dimensions and engineering specifications

Site Considerations

- ☒ Identify snow storage areas
- ☒ Location of fire hydrants
- ☒ Location of solid waste management facilities

UTILITY PLAN including:

- ☒ Existing utilities on site and within public streets
- ☒ Location, sizing and directional flows of all existing and proposed utilities
- ☐ Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- ☒ Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

- ☒ Existing grades and drainage
- ☒ Proposed grades
- ☒ Proposed stormwater management meeting Technical Manual (Section 5), standards
- ☐ Location and proposed alteration of a water course
- ☐ Preservation or alteration of wetlands

EROSION CONTROL

- ☒ Must be in compliance with Technical Manual, Section 5

LANDSCAPE PLAN including:

- ☐ Existing vegetation to be preserved and preservation measures
- ☒ Proposed landscaping and buffers
- ☐ Planting schedule

RECORDING PLAT, if applicable
☐ If Subdivision, must be in compliance with requirements of Section 14-496 (b)
ARCHITECTURAL PLANS AND RENDERINGS including:
☒ Exterior building elevations, color renderings, illustrations of all sides
☐ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
☐ Provide context drawings, if applicable (Design Manual, page 1)
☒ Floor plans

GENERAL APPLICATION DOCUMENTS

RIGHT, TITLE & INTEREST

New Yard, LLC currently owns the property as evidenced in the Quitclaim Deed with covenant recorded in CCRD Book 35107; Page 310 attached to this section.

QUITCLAIM DEED WITH COVENANT
Maine Statutory Short Form

KNOW ALL PERSONS BY THESE PRESENTS THAT **CANAL LANDING, LLC**, a Maine limited liability company with a place of business in the City of Portland, County of Cumberland, State of Maine, for consideration paid, grants to **NEW YARD, LLC**, a Maine limited liability company with a place of business in the City of Portland, County of Cumberland, State of Maine, whose mailing address is 400 Commercial Street, Portland, ME 04101, with **QUITCLAIM COVENANTS**, the land, together with any improvements, situated in the City of Portland, County of Cumberland, and State of Maine more particularly described in **Exhibit A** attached hereto and made a part hereof.

IN WITNESS WHEREOF, the said CANAL LANDING, LLC has caused this instrument to be signed and sealed this 29th day of August, 2018.

WITNESS:

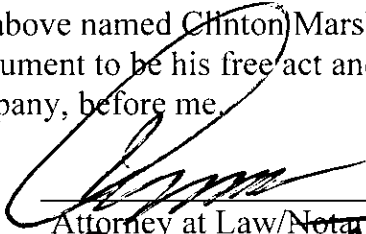
CANAL LANDING, LLC

By 
Clinton Marshall
Sole Manager

STATE OF MAINE
COUNTY OF CUMBERLAND

August 29, 2018

Then personally appeared the above named Clinton Marshall, in his said capacity, and acknowledged the foregoing instrument to be his free act and deed, and the free act and deed of said limited liability company, before me.


Attorney at Law/Notary Public

Drew A. Anderson
Printed Name

EXHIBIT A

232 West Commercial Street:

A certain lot or parcel of land situated on the southerly side of West Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on a plan entitled "Land on West Commercial Street, Portland, Maine, Maine Central Railroad Company to Canal Landing, LLC, dated April 29, 2015 recorded in the Cumberland County Registry of Deeds in Plan Book 215, Page 157 (the "Plan"), bounded and described as follows:

Beginning at a point on the southerly sideline of West Commercial Street at the northwesterly corner of land now or formerly of New Yard, LLC recorded in the Cumberland County Registry of Deeds in Book 30887, Page 247;

Thence, S 16°58'37" E along the westerly line of land of said New Yard, LLC 90.30 feet to the northerly line of land now or formerly of the State of Maine Department of Transportation recorded in said Registry of Deeds in Book 31408, Page 301;

Thence, the following courses and distances along the northerly line of land of said State of Maine:

S 59°26'10" W 693.10 feet;

Thence, along a curve to the right with a radius of 673.74' feet, having an arc length of 153.57 feet, having a chord bearing of S 65°57'58" W and chord length of 153.24 feet;

S 72°29'45" W 542.24 feet;

S 87°07'38" W 273.21 feet;

S 86°01'33" W 312.82 feet;

S 84°41'57" W 219.48 feet to the southerly sideline of said West Commercial Street;

Thence the following courses and distances along the southerly sideline of West Commercial Street:

N 77°41'31" E 248.67 feet;

N 71°39'48" E 854.33 feet;

N 66°06'18" E 793.06 feet;

N 73°01'23" E 263.49 feet to the point of beginning. Containing 294,083 S.F. or 6.75 acres, more or less.

Also another certain lot or parcel of land situated on the southerly side but not adjacent to West Commercial Street in the City of Portland, County of Cumberland and State of Maine as shown on the Plan, bounded and described as follows:

Commencing at a point on the southerly sideline of West Commercial Street at the northwesterly corner of land now or formerly of New Yard, LLC recorded in said Registry of Deeds in Book 30887, Page 247;

Thence, S 16°58'37" E along the westerly line of land of said New Yard, LLC 158.20 feet to the point of beginning at the southerly line of land now or formerly of the State of Maine Department of Transportation recorded in said Registry of Deeds in Book 31408, Page 301;

Thence, S 16°58'37" E continuing along the westerly line of New Yard, LLC 503 feet, more or less, to the spring high tide line of the Fore River;

Thence, westerly along the spring high tide line of the Fore River 1659 feet, more or less, to land of the State of Maine;

Thence, the following courses and distances along the southerly line of land of said State of Maine:

N 02°52'22" W 26 feet, more or less;

N 87°07'38" E 21.45 feet;

Thence, along a curve to the left with a radius of 725.78 feet, having an arc length of 185.34 feet, having a chord bearing of N 79°48'41" E and chord length of 184.84 feet;

N 72°29'45" E 519.07 feet;

Thence, along a curve to the left with a radius of 725.74 feet, having an arc length of 165.42 feet, having a chord bearing of N 65°57'58" E and chord length of 165.07 feet;

N 59°26'10" E 495.19 feet;

N 62°41'27" E 125.13 feet;

N 66°19'39" E 57.45 feet to the point of beginning. Containing 260,844 S.F. or 5.99 acres, more or less.

Together with all right, title and interest that this grantor may have in the intertidal and submerged lands abutting the above described parcel.

The property is conveyed subject to and together with the benefits of:

1. Deed of Easement from Maine Central Railroad Company to Canal Landing, LLC, dated August 7, 2014 and recorded in said Registry of Deeds in Book 31723, Page 95.
2. The reservation of right to cross for the benefit of Portland Terminal Company and others as described in the deed from Portland Terminal Company to Central Maine Power Company, dated April 15, 1975 and recorded in Book 3669, Page 135.

3. Reservation of right to construct or erect railroad tracks or railroad fixtures over pipes as described in the Easement from Portland Terminal Company to Portland Water District, dated February 11, 1977 and recorded in Book 3975, Page 262.
4. Benefit of the Supplemental Agreement by and between the State of Maine, acting by and through its Department of Transportation, and New Yard, LLC, dated July 8, 2014 and as attached to the Affidavit of Drew A. Anderson, dated December 2, 2014 and recorded in Book 31947, Page 202.
5. Affidavit of Phineas Sprague, Jr. Re Private Crossing License Among New Yard, LLC, Canal Landing, LLC and the State of Maine Department of Transportation, dated November 14, 2016 and recorded in Book 33620, Page 37.
6. Affidavit of Phineas Sprague, Jr. Re Supplemental Agreement Among New Yard, LLC, Canal Landing, LLC and the State of Maine Department of Transportation, dated November 14, 2016 and recorded in Book 33620, Page 49.
7. Notice of Condemnation by the State of Maine, acting by and through its Department of Transportation, dated March 26, 2014 and recorded in Book 31408, Page 301 including exceptions as noted:
 - a. Terms and conditions of rights and easement to maintain a drain or sewer as set forth in the instrument from John B. Brown, Horatio N. Jose and Portland Glass Company to the City of Portland, dated January 11, 1867 and recorded in Book 348, Page 337;
 - b. Possible rights to install, maintain, repair, operate, replace and/or improve a sewer pipe as further described in the instrument from Portland Terminal Company to the City of Portland, dated November 10, 1975 and recorded in Book 3793, Page 217.
8. Lease from Portland Terminal Company to Central Maine Power Company, dated June 17, 2009 and recorded in Book 27094, Page 227.
9. Lease from Portland Terminal Company to Central Maine Power Company, dated June 17, 2009 and recorded in Book 27094, Page 232.
10. Deed of Easement from Maine Central Railroad Company to Canal Landing, LLC, dated August 7, 2014 and recorded in Book 31723, Page 95.
11. Terms and conditions of Supplemental Agreement by and between the State of Maine, acting by and through its Department of Transportation and New Yard, LLC, as attached to the Affidavit of Drew A. Anderson, dated July 8, 2014, and recorded in Book 31947, Page 202.
12. Terms and conditions of deed into Canal Landing, LLC by Maine Central Railroad Company, dated April 27, 2015 and recorded in Book 32239, Page 148.

Meaning and intending to convey and hereby conveying the same premises described in the Release Deed from Maine Central Railroad Company to Canal Landing, LLC, dated April 27, 2015 and recorded in said Registry of Deeds in Book 32239, Page 148.

POCO026/1223781

Received
Recorded Register of Deeds
Aug 29, 2018 01:59:07P
Cumberland County
Nancy A. Lane

GENERAL APPLICATION DOCUMENT

ZONING ANALYSIS

See attached Zoning Analysis Table and project site plans for additional information.



ZONING ANALYSIS Relevant Zone(s) WPZD

All Projects:

	Required	Proposed
Lot Size	N/A	17.77 AC
Area Per Dwelling Unit	N/A	
Minimum Street Frontage	N/A	
Front Yard Minimum	N/A	
Front Yard Maximum	N/A	
Rear Yard	N/A	
Yard Right	N/A	
Yard Left	N/A	
Side Street Setback	N/A	
Step Back	N/A	
Maximum Lot Coverage	50%	9.6%
Minimum Lot Coverage	N/A	
Maximum Height	75 Feet	<45 Feet
Open Space	N/A	
Maximum Impervious Area	N/A	
Pavement Setback	N/A	
Floor Area Ratio	N/A	
Off Street Parking Spaces	29	22
Loading Bays	0	0
Other 1 Pier Line Setback	5 Feet	>100 Feet
Other 2		
Other 3		

NOT APPLICABLE

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):			

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.
<i>Technical Manual Section 5.III – Chapter 500 Flooding standard</i>	<i>MeDEP Chapter 500 provisions related to Stormwater management</i>	The applicant is seeking a waiver of the flooding standard, whereby stormwater water quantity control is not required.	The site discharges stormwater runoff to the Tidal conditions of the Fore River therefore quantity control is not required. Water quality treatment will continue to be provided by means of proprietary Water quality treatment devices and the permeable boatyard surface material.
<i>Technical Manual Section 12 Site Lighting Standards</i>	<u>Uniformity:</u> As measured in foot candles at grade, maximum to minimum illumination levels shall not exceed a ratio of twenty (20) to one (1.) <u>Illumination Levels:</u> Minimum, Maximum, and Average illumination levels for areas intended to be lighted, as measured at grade, shall be: Minimum 0.2 foot candles (fc) Maximum 5.0 foot candles (fc) Average 1.25 foot candles (fc)	<i>Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that adequate lighting will be present at the property for the proposed uses. Comments from the residential neighbors during the previous review periods indicate that additional lighting to raise the overall level of light at the property is not desired.</i>	- Existing ambient light levels at the property are between 0 and 0.3 foot-candles at the interior and 0.8 to 1.5 fc at the edges of the lot; - Proposed lighting will raise the light levels needed for safe access and egress in and out of the property onto West Commercial Street to reasonable average levels of 1.25; and - Proposed lighting will provide for security, safety, and nighttime use of the new buildings and work yards; and - Illumination of the property to the levels required by the City Ordinance might impact the residences located uphill within the west end and is therefore discouraged.
<i>Section 14-526 (a) 3 Public Transit Access</i>	<i>a. For any residential development consisting of twenty (20) or more dwelling units or commercial or institutional development of at least 20,000 square feet gross floor area, a transit facility shall be constructed where the following criteria are met</i>	New Transit Stop is not proposed.	<i>The Applicant requests a waiver of the transit facility requirement due to its usage</i>

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.
<i>Section 14-526 (a) 4 b Bicycle Parking</i>	<i>(i) The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following requirements:</i> <i>(a) Residential structures. Two (2) bicycle parking spaces for every five (5) dwelling units shall be required.</i> <i>(b) Non-residential structures. Two (2) bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) required motor vehicle parking space over one hundred (100) required vehicle parking spaces.</i> <i>(c) Development with zero (0) to ten (10) required vehicle parking spaces shall provide at least two (2) bicycle parking spaces.</i>	The Applicant requests a waiver of the Bicycle parking requirement.	The proposed development is expected to generate a reduced demand for bicycle parking due to the site’s uses.
<i>Section 14-526 (a) 4 c Motorcycle/Scooter Parking</i>	<i>c. Motorcycle and Scooter Parking.</i> <i>(i) The site plan shall accommodate access and parking for two-wheeled motorized vehicles such as motorcycles and scooters.</i>	The Applicant requests a waiver of the Motorcycle/Scooter parking requirement.	The proposed development is expected to generate a reduced demand for motorcycle/scooter parking due to the site’s primarily industrial use.
<i>Section 14-526 (b) 2 a) Landscaping and Landscape Preservation</i>	<i>(iv) Waiver: Where the applicant can demonstrate that preservation of existing vegetation would compromise development of the site, the Reviewing Authority may permit the substitution of replacement landscaping in other areas of the site, and/or a financial contribution to the City of Portland Tree Fund for an amount proportionate to the cost of trees removed, as described below:</i> <i>(a) For each tree required to be preserved that is removed and is greater than 16” in caliper DBH, two (2) replacement trees of a</i>	The Applicant is seeking a waiver of the Landscape Preservation requirement.	The site’s existing tree population is limited, and the City’s Shoreland Zoning vegetation management provisions do not require tree protection in the Waterfront Development Zone. There are no trees within the Phase V work limits.

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.
	<i>species identified on the City of Portland Recommended Tree List shall be planted on the site as detailed in Section 4 of the Technical Manual).</i> <i>(b) For each tree required to be preserved that is removed and is between ten (10) and sixteen (16) inch DBH, one (1) replacement tree of a species identified on the City of Portland Recommended Tree List shall be planted on the site as detailed in Section 4 of the Technical Manual).</i> <i>(c) Where the planting of replacement trees on the site is not feasible, the applicant shall contribute an amount proportionate to the cost of required replacement trees to the City of Portland Tree Fund, as detailed in Section 4 of the Technical Manual.</i>		
Section 14-526 (b) 2 b ii) Parking Lot Landscaping	<i>(ii) Parking Lot Landscaping:</i> <i>(a) Developments with five (5) or more parking spaces shall include at least two (2) trees (or one (1) tree and three (3) shrubs) per five (5) parking spaces planted in landscaped islands to screen shade and break up parking. Trees and shrubs in parking lots may be in informal groups, straight rows, or concentrated in clusters as detailed in Section 4 of the Technical Manual.</i> <i>(b) Landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces.</i>	The applicant is seeking a waiver of the Parking Lot Landscaping Standards.	The applicant is requesting a waiver of the landscape requirements based on the proposed boatyard use and the need for flexibility with respect to boat parking and heavy vehicle maneuvering. This need remains applicable for the Phase V building which will be located within the heart of the boatyard.

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.
	<i>(c) Landscaped islands shall be curbed and a minimum of eight (8) feet in width, not including curbing. The incorporation of bioretention into landscaped islands is strongly encouraged.</i> <i>(d) Vehicle display lots shall be subject to the parking lot landscaping standards of this section.</i> <i>(e) Waiver: Where site constraints prevent implementation of all or a portion of required parking lot landscaping, as determined by the Reviewing Authority, the requirements may be all or partially waived and the applicant shall contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.</i>		

GENERAL APPLICATION DOCUMENT

FINANCIAL CAPACITY

The Applicant has the means at its disposal for financing the proposed Canal Landing project. A letter from Norway Savings Bank was supplied previously indicating their support of the project. They remain actively involved and supportive of the Phase V and future phase activities. An updated letter from Norway Savings can be supplied upon request.

A breakdown of the preliminary project cost for Phase V includes the following:

- Phase V Site Work <\$100,000
- Structure \$1.5 million to \$2 million

These values are considered preliminary and approximate and are subject to change as building design and project layout is refined.



July 27, 2020

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

Re: Reference Letter for Building F to be built at 232 West Commercial Street – New Yard, LLC (F/K/A Canal Landing, LLC)

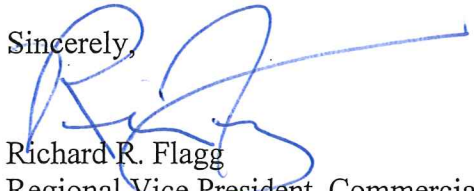
To Whom It May Concern:

Please be advised that Portland Marine Complex, Inc., and its affiliates including New Yard, LLC have maintained a banking relationship with Norway Savings Bank for many years. The relationship includes deposit accounts and commercial loans, all of which have been handled as agreed. We consider the subject companies and its owner, Phineas Sprague, valued clients and hold them in the highest regard.

We understand that New Yard, LLC is in the approval phase for new building F to be located at 232 West Commercial Street, Portland, ME. We feel that the subject companies and its owner have the financial capacity including borrowings on a commercial basis to complete this project as proposed.

I trust this reference letter will satisfy the financial capacity requirements of the Portland Planning Authority. Should you have any questions or require additional information please don't hesitate to call me at 207-482-7902.

Sincerely,



Richard R. Flagg
Regional Vice President, Commercial Lending

GENERAL APPLICATION DOCUMENT

TECHNICAL CAPABILITY

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

<i>Civil Engineer</i>	Stephen Bushey, P.E. Gorrill-Palmer Consulting Engineers 707 Sable Oaks Drive South Portland, Maine 04106 (207) 772-2515 – Work sbushey@gorrillpalmer.com
<i>Architect</i>	David Lloyd Archetype PA 48 Union Wharf Portland, ME 04101 (207) 772-6022 https://www.archetype-architects.com/
<i>Surveyor</i>	Randy Loubier, PLS Owen Haskell, Inc. 390 US Route 1, Unit 10 Falmouth, ME 04105 (207) 774-0424 – Work rloubier@owenhaskell.com
<i>Attorney</i>	Michael Traister Murray Plumb & Murray 75 Pearl Street Portland, ME 04104 (207) 773-5651 – Work mtraister@mpmlaw.com
<i>Geotechnical</i>	Tim Boyce, P.E. S. W. Cole Engineering 286 Portland Road Gray, ME 04039 (207) 657-2866 – Work TBoyce@SWCole.com
<i>Environmental</i>	Rip Patten, P.E. Credere Associates, LLC 776 Main Street Westbrook, ME 04092 (207) 828-1272 – Work rpatten@crederellc.com
<i>Construction Manager</i>	Jim Keeley Keeley Crane Service P.O. Box 1074 Portland, ME 04104 (207) 885-0035 jim@keeleycrane.com

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

The Applicant also has significant experience in the development and management of large commercial projects having managed Portland Yacht Services and the Canal Landing Site for many years.

TRANSPORTATION

The following statements are provided in accordance with the Section 14-526 of the ordinance.

TRANSPORTATION

(a) Transportation Standards

Transportation Analysis – Traffic Impact (14-526 (a) 1)

- *Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts*
- *Traffic Impact Study (Technical Manual, Section 1) if applicable*

1. Impact on Surrounding Street Systems:

The development will fit in with the existing street system, as it will continue to use improved access locations off West Commercial Street. Based on the limited intensity of use, the project is expected to have an insignificant impact on traffic in the neighborhood. Vehicle and loading circulation to the building are accounted for on the plan. The previous Phase III approval review in January 2016 included a Traffic Movement Permit which we understand remains in force. Gorrill Palmer has calculated the trip generation for Phase V of the project and the anticipated trip generation falls within the allowable amount previous approved in the 2016 Traffic Movement Permit. The proposed Phase V activities include the construction of Building F that includes the use of “Approximately 22,500 SF of technical support space (Building F)”.

Access and Circulation (14-526 (a) 2 a)

- *Access and internal circulation, addressing ADA access*
- *Access and egress impacts on traffic flows*
- *Description and use of drive-up features, if applicable*

2. Access and Circulation:

a. Site Access and Circulation.

- (i) The development provides access via Commercial Street. Ample turning movement is provided at each street entrance. Internal circulation has been reviewed and designed to accommodate the typical use of passenger cars. Semi-trailer and boat-trailer access use is not anticipated within the proposed development area of Building F. The driveways have been operating satisfactorily over the course of the past years and are expected to continue into the future.
- (ii) Access and egress have been designed to avoid conflict with existing turning movements and traffic flows.

- (iii) The site does not feature drive up services as mentioned in this requirement.
- (iv) Site access has been designed so as not to impede potential future connection to adjacent streets.

Loading and Servicing (14-526 (a) 2 b)

- *Loading and servicing needs, route and travel way geometrics for deliveries*
- *Turning templates for delivery vehicles, if applicable*

2. Access and Circulation:

b. Loading and Servicing:

- (i) The site layout has been configured to accommodate the typical movements of large boat delivery vehicles and access to the boat ramps.

Sidewalks (14-526 (a) 2 c)

- *Sidewalks and condition along street frontages and internal walkways*
- *Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)*

2. Access and Circulation:

c. Sidewalks:

- (i) A sidewalk is proposed along the site frontage as part of the proposed Commercial Street improvements associated with the approved VA Clinic and parking garage facilities. These sidewalks will be designed to be ADA compliant.

Public Transit (14-526 (a) 3), if applicable

- *Existing available transit services*
- *Proposed site plan design details, such as easement, pad base, and shelter*

3. Public Transit Access.

- a. The development contains no residential/institutional uses.
- b. A new Transit stop is not proposed.
- c. A new Transit stop is not proposed.
- d. Waiver: The Applicant requests a waiver of the transit facility requirement due to its usage.

Off-Street Parking: Vehicle & Motorcycle/Scooter (14-526 (a) 4 a and c)

- *Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements*
- *Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan*

4. Parking.

a. Location and Required Number of Vehicle Parking Spaces.

- (i) The Applicant is providing parking for their employees within the boat parking area around the site. The Applicant is seeking flexibility to move vehicular parking around the site to meet variable vessel parking demand therefore no specific vehicular spaces are identified on the site plans. The proposed project will not involve any increase to employee or patron parking demand.
- (ii) The Applicant has not prepared a TDM strategy, as it is not applicable to the intended uses.
- (iii) The Applicant proposes the amount of parking which is appropriate for the anticipated uses of this site.
- (iv) Parking spaces and aisles have been designed to meet the dimensional requirements of the Technical Manual.
- (v) Vehicle parking areas have been designed to withstand site conditions.

c. Motorcycles and Scooter Parking.

- (i) The Applicant is requesting a waiver of the motorcycle/scooter parking requirements based on the site use.

Bicycle Parking (14-526 (a) 4 b)

- *Address bicycle parking requirements and identify locations on-site*
- *Construction details for bike racks (Technical Manual, Section 1)*

4. Parking.

b. Location and Required Number of Bicycle Parking Spaces.

- (ii) The Applicant is requesting a waiver of the bicycle parking requirements based on the site's industrial use for Building F.

Snow Storage (14-526 (a) 4 d)

- *Management plan for snow removal and locate snow storage areas on plans*

4. Parking.**d. Snow Storage.**

- (i) Snow storage management will employ two strategies:

1. On-site snow storage around the perimeter of the site.
2. Snow removal and off-site storage. Generally speaking, the nature of the proposed site use precludes the need for significant snow removal.

Traffic Demand Management (TDM) (14-526 (a) 5), if applicable

- *Develop TDM with Trip Reduction Targets and Strategies*

5. Transportation Demand Management (TDM).

- a. A TDM plan is not required for the proposed project.

ENVIRONMENTAL AND LANDSCAPE FEATURES

The following statements are provided in accordance with the Section 14-526 of the ordinance.

(b) Environmental Quality Standards

Preservation of Significant Natural Features (14-526 (b) 1), if applicable

- *Trees, plants, habitats listed on State or Federal list of endangered or threatened*
- *High and moderate value waterfowl and wading habitat*
- *Aquifers on Casco Bay Islands*
- *Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains)*
- *Proposed preservation areas and protection measures*
- *Documentation from environmental consultants, determinations from applicable state agencies*

1. Preservation of Significant Natural Features:

- a. The development site does not contain any significant natural features including wetlands, vernal pools or other protected resources except for the shorefront edge adjacent the Fore River. The site has been developed for a period greater than 150 years and there is generally no land area that has not been disturbed or otherwise developed. The applicant previously has contacted various resource agencies regarding the site's potential to contain significant wildlife habitat, historic or archaeological resources. Findings from each of the agencies has been previously provided to the City. No further evidence will be provided for the Phase V proposal, unless requested.
- b. The Applicant is not requesting a waiver from this standard.

Landscaping and Landscape Preservation (14-526 (b) 2 a)

- *Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4)*
- *Protection measures of existing vegetation during construction*
- *Protection measures within Shoreland Zone, if applicable*

2. Landscaping and Landscape Prevention:

a. Landscape Preservation.

- (i) The site's existing tree population is limited and the City's Shoreland Zoning vegetation management provisions do not require tree protection in the Waterfront Development Zone. There are no trees within the Phase V work limits.
- (ii) Not applicable.
- (iii) Not applicable.
- (iv) Not Applicable
- (v) Not applicable to Phase V, Building F.

Site Landscaping (14-526 (b) 2 b i)

- a. *Screening and buffering of service areas and between non-residential and residential uses*
- b. *Planting plans with plant schedule and sizes*

2. Landscaping and Landscape Prevention:

b. Site Landscaping:

(i) Landscaped Buffers:

- (a) There are no service or loading areas observable from nearby sidewalks or residential properties.
- (b) The development is not subject to zoning setbacks or buffering requirements.
- (c) Not applicable.
- (d) Not applicable.

Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable

- *Landscaped islands within parking areas (Technical Manual, Section 4)*

2. Landscaping and Landscape Preservation:

a. Site Landscaping:

(ii) Parking Lot Landscaping:

- a) thru d) The applicant is requesting a waiver of the landscape requirements based on the proposed boatyard use and the need for flexibility with respect to boat parking and heavy vehicle maneuvering. This need remains applicable for the Phase V building which will be located within the heart of the boatyard.

Street Trees (14-526 (b) 2 b iii)

- *Existing Heritage or Feature Trees on site and measures to preserve*
- *Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable*

2. Landscaping and Landscape Preservation:

b. Site Landscaping:

(iii) Street Trees:

- (a) In accordance with the previously approved plan for the Phase III Buildings C & D, various street trees will be provided along the West Commercial Street frontage directly in front of the Proposed Building F.

ENVIRONMENTAL AND STORMWATER

The following statements are provided in accordance with the submission checklist and Section 14-526 of the ordinance.

(b) Environmental Quality Standards

Water Quality, Stormwater Management and Erosion Control (14-526 (b) 3 a)

- *Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable*
- *Erosion control plan and measures*
- *Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable*
- *Subsurface sanitary sewage disposal and groundwater protection*

3. *Water Quality, Stormwater Management and Erosion Control:*

a. Stormwater:

- (i) The site's runoff conditions are primarily self-contained and runoff infiltrates or sheets to the Fore River; therefore, issues related to offsite or downstream flooding are not applicable. The Boatyard Surface, consisting of a thick section of granular and crushed stone soils, provides for nearly 100% absorption, other than for very heavy rainfall events, thus water quality treatment is also achieved. The Applicant requests a waiver from the City's Flooding Standards due to the site's proximity to Tidal Conditions in the Fore River. This request has been previously granted on the phase I thru IV approvals. We propose the placement of the "Boatyard Surface" as the primary means of water quality treatment for the site. A water quality treatment unit similar to what was installed for the Building C/D space will be installed to treat roof runoff from Building F. The small amount of runoff from the building will pass thru the water quality filter and discharge into the existing CSO outfall pipe into the Fore River.
- (ii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.
- (iii) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.
- (iv) All stormwater runoff is proposed to discharge to the Fore River. The project will not adversely impact adjacent lots or the City street system.

b. Flooding Standards:

The Phase V project is not located within the AE Flood zone as depicted on the City's GIS mapping. The Phase V building will be constructed with a finish floor elevation of at least 16.0 feet, which is 6 feet higher than the 100-year flood elevation of 10.0 feet.

The project will ultimately meet the General Standards under Chapter 500, Stormwater Law (City of Portland Technical Manual, Section 5 – Portland Stormwater Management and MaineDEP Ch. 500, 3 (e)). The Basic Standards will apply to this project and a detailed Soil Erosion and Sediment Control Plan has been developed to address this. Because of the placement of the crushed stone surface over most of the property, there is little to no exposure for erosion or sediment transport off the site.

- c. Not applicable, not located within an Urban Impaired Stream.
- d. Not applicable – not a residential development.
- e. Construction at the site will be required to follow Local, State and Federal regulations. Post-construction activities will be performed in accordance with the Brightworks Manual that is applicable to boat repair facilities and these activities are not considered as posing a risk of groundwater contamination .
- f. The project will be connected to the public sanitary sewer system which is adequately sized for the anticipated project flows.

PUBLIC INFRASTRUCTURE AND SAFETY

The following statements are provided in accordance with the submission and Section 14-526 of the ordinance.

(c) Public Infrastructure and Community Safety Standards.

Consistency with City Master Plans (14-526 (c) 1)

- *Identify consistency with master plans*
- *Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable*

1. Consistency with City Master Plans:

- a. The project has been designed to be consistent with the City's Zoning Ordinance and specifically the Waterfront Port Development Zone. The Phase V development also continues to fit with the offsite infrastructure conditions and the City's long-term plans for West Commercial Street.
- b. The Applicant will coordinate with utility representatives for the maintenance of easements related to utility infrastructure crossing the site. This includes the Fore River Interceptor Sewer easement and the CSO easement. The proposed Building F has been positioned to maintain adequate setbacks from these encumbrances.

Public Safety and Fire Prevention (14-526 (c) 2)

- *Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3)*
- *Emergency vehicle access*
- *Address consistency with public safety standards (Technical Manual, Section 3)*
- *Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist*

2. Public Safety and Fire Prevention:

- a. The site has been designed to promote a safe and inviting customer access. The primary purpose for site lighting for Canal Landing is for security in the vicinity of the buildings and to provide lighting at key operational access points to the Fore River. Nighttime operations for the boatyard are atypical and no night operations are anticipated at the proposed Building F space. Security at the site will be supplemented by infrared cameras mounted on the buildings. To date, safety and security at the site have not been an issue. The applicant maintains relatively stringent controls on site activities simply due to the amount of large and valuable assets that are on the site at any one time. During the COVID crisis, waterfront access has been gate controlled at the rail crossings. The majority of waterfront access occurs at the most easterly Rail crossing where a sliding gate is controlled by a button code keypad. Fire hydrants remain in place throughout the yard area. The nearest fire hydrant to Building F is located across West Commercial Street and is approximately 140' from the northwest front corner of the building. A second hydrant in front

of the Star Match building is located approximately 150' from the northeast front corner of Building F.

- b. No changes to emergency access conditions within the surrounding streets is proposed.
- c. Fire hydrants are located within the adjacent street system. Additional fire hydrants have been installed within the site and are shown on plans previously on file with the City.

Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9)

- *Electrical services, including providing underground services*
- *Identify existing and proposed connections for public utilities and required public utility upgrades*
- *Sewer line connections are required, if there is a main within 200 feet*
- *Proposed solid waste management facilities on-site and management for the site*
- *Written evidence of the ability to serve from utility companies, as applicable*

3. Availability and Adequate Capacity of Public Utilities

- a. The Applicant had previously secured letters from all applicable utilities stating their ability to serve the site and systems have been previously installed that are available to serve Building F.
- b. All new electrical services to the Building F will be underground. With the exception of the primary service from West Commercial Street, all electrical and communications feeds are underground on the property.
- c. All new utility infrastructures will meet the provisions of the Technical Manual.
- d. The project will use an existing force main and gravity connection to the interceptor sewer located along the property frontage.
- e. The proposed use will generate regular solid waste: Regular non-hazardous waste will be stored on site in a dumpster(s) and collected by a local solid waste company with whom the Applicant currently maintains an annual contract.
- f. Not applicable.

Ability to serve letters will be forwarded to the planning office upon receipt.

SITE DESIGN

The following statements are provided in accordance with the submission and Section 14-526 of the ordinance.

(d) Site Design Standards.

Massing, Ventilations and Wind Impact (14-526 (d) 1)

- *Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable.*
- *Bulk, location or height impacts on adjoining structures*
- *Identify and locate HVAC equipment and venting away from public spaces and residential properties*
- *Identify screening and manufacturing specifications for noise, if applicable*

1. Massing, Ventilation and Wind Impact:

- a. The bulk, location, and height of the proposed Building F has been designed to not result in adverse impacts to abutting properties.
- b. The bulk, location, and height of the proposed Building F is consistent with WPDZ requirements and there are no nearby developed lots that may be negatively impacted. The IMT expansion area is an industrial waterfront use. The existing Star Match building and the proposed VA parking garage will not be negatively impacted by the proposed Building F. Land to the west includes more waterfront industrial land uses and buildings.
- c. HVAC venting, if necessary, will be directed through building roof top mounted units and will not impact any adjacent public spaces or residential properties.

Shadows (14-526 (d) 2), if applicable

- Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)

2. Shadows:

- a. The proposed building F will not cast significant shadows onto neighboring properties, or block access to direct sunlight for structures utilizing solar energy. The Site Layout Plan and Grading and Drainage Plan show the proposed site improvements and their relationships to property lines. The site plan shows the relative elevations of the building with respect to elevations along the property lines.

Snow and Ice Loading (14-526 (d) 3)

- *Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways.*

3. Snow and Ice Loading:

- a. The proposed building has been designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways. Snow will be removed from the parking lots and stockpiled within the site perimeter or if necessary removed from the site.

View Corridors (14-526 (d) 4), if applicable

- *Protection of designated view corridors (Portland Design Manual, Appendix 1)*

4. View Corridors:

- a. The project site is located outside the Downtown Vision Corridor Protection Plan.

Historic Resources (14-526 (d) 5), if applicable

- *Identify developments within Historic Districts or affecting Designated Landmarks*
- *Certificate of Appropriateness or other evidence*
- *Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required*
- *Address preservation and documentation of Archaeological Resources*

5. Historic Resources:

- a. The development is not located in a historic district, historic landscape district or City designated landmark.
- b. The development is not located adjacent to or within 100 feet of a designated landmark, historic district, or historic landscape district.
- c. There are no known remaining archaeological resources on the site except for the location of the former Cumberland and Oxford Canal and the former Portland Glassworks. There are no known aspects of the Canal visible at the site. The applicant had previously cooperated with officials from MHPO as they conducted an archeological investigation of the Glass Works site in the past.

Exterior Lighting (14-526 (d) 6)

- *Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12)*
- *Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)*

6. Exterior Lighting:

a. Site Lighting

- (i) Exterior lighting will include building mounted fixtures to match the fixtures placed on the existing buildings to meet the requirements of Section 12 of the Technical Manual. Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that adequate lighting will be present at the property for the proposed uses. Comments from the residential neighbors during the previous review periods indicate that additional lighting to raise the overall level of light at the property is not desired.

The Applicant is requesting that the Planning Staff support a waiver by the Planning Board of the lighting standards of Technical Manual Section 12.3 1. Uniformity and 2. Illumination Levels, based upon the following:

1. Existing ambient light levels at the property are between 0 and 0.3 foot-candles at the interior and 0.8 to 1.5 fc at the edges of the lot;
2. Proposed lighting will raise the light levels needed for safe access and egress in and out of the property onto West Commercial Street to reasonable average levels of 1.25; and
3. Proposed lighting will provide for security, safety, and nighttime use of the new buildings and work yards; and
4. Illumination of the property to the levels required by the City Ordinance might impact the residences located uphill within the west end and is therefore discouraged.

b. Architectural and Specialty Lighting

- (i) Not applicable to the project.
- (ii) Not applicable to the project.

c. Street Lighting

- (i) There are existing streetlights along West Commercial Street. It is important to note that light sources from abutting properties cast direct and indirect illumination onto the property. The adjacent light sources include cobra head sodium lights on utility poles along West Commercial Street. No changes are currently contemplated to the existing streetlight conditions.

Noise and Vibration (14-526 (d) 7)

- *Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements*

7. Noise and Vibration:

The project noise levels will be designed to meet the permitted levels as outlined in the WPDZ Zone. It is the Applicant's intention to comply with the noise and vibration standards above. Nighttime activity will be minimal.

The site is well separated from noise sensitive sites with no direct abutting impacts to abutting residential neighborhoods. The nearest residential building is approximately 300' away from the edge of the proposed building and is located on Salem Street.

The site is surrounded by commercial/industrial uses including the International Marine Terminal to the east, and commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street. Other adjacent noise generating sources include the Casco Bay Bridge and the flight path of the Portland International Jetport. To the best of our understanding, the operations of the site over the past few years have not resulted in neighborhood complaints or

issues. All HVAC and mechanical equipment is proposed to be mounted on the roof, or otherwise ground mounted and concealed from nearby properties.

Signage and Wayfinding (14-526 (d) 8), if applicable

- *Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff*
- *Proposed commercial and directional signage on site*

8. Signage and Wayfinding:

- a. All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.
 - (i) The project is not located in a historic district or subject to Article IX.
 - (ii) There are several business related signs that are either building mounted or freestanding that are positioned on the site and specifically at the site entrances. These signs are considered to meet the scale of the existing buildings or if freestanding do not affect visibility at the access drives.
 - (iii) All street and wayfinding signage shall meet the requirements of the Manual on Uniform Traffic Devices (MUTCD) and Division 22 of the City Code.

Zone Related Design Standards (14-526 (d) 9)

- Address Historic Preservation Design Review, if applicable
- Address any applicable design review standards by zone
- Address submission requirements from Design Manual, page 1, addressing neighborhood context
- Description of exterior materials, color, finish, and samples

9. Zoning Related Design Standards:

In accordance with Section 14-318.5 (no adverse impact on marine uses) the following statements support the project intentions:

Criteria (a) The proposed non-water dependent use will not displace an existing water-dependent use.

Supporting Evidence: The proposed project will serve as support space for the design of vessels and the tenant will occupy berthing space along the waterfront that will also support the design, testing and development activities that will occur in the Building F space. We consider the occupancy of Building F to be a water dependent use.

Criteria (b) The proposed use will not reduce existing commercial vessel berthing spaces.

Supporting Evidence: The project is located on the street frontage parcel and, therefore, will not reduce any existing commercial vessel berthing spaces.

Criteria (c) The proposed non-water dependent use, structure or activities, including but not limited to access, circulation, parking, dumpsters, exterior storage or loading facilities, and other structures, will not unreasonably interfere with the activities and operation of existing water-dependent uses or significantly impede access to vessel berthing or other access to the water by water-dependent uses.

Supporting Evidence: The proposed Building F uses are water-dependent and do not interfere with any existing water dependent uses or activities on the site.

Criteria (d) The siting of a proposed non-water dependent use will not substantially reduce or inhibit existing public access to marine or tidal waters.

Supporting Evidence: The project is not non-water dependent and it will not reduce or inhibit existing public access to marine or tidal waters.

The proposed Building F tenant will be Navatek who will conduct their engineering support for the marine design, construction, and testing at the Canal Landing site. Building F will NOT exceed the maximum applicable height for the WPDZ and therefore is considered a permitted use. However, in accordance with Section 14-320 – Conditional Use Standards, we offer the following evidence in support of the use:

Not impede or preclude existing or potential water dependent development on other lots.

Supporting Evidence: The proposed Building F will be an integral part of the marine services provided on the property and it will specifically benefit from the access and slip availability with the boat yard. Its placement will not impede uses or future activities at the IMT or Cassidy Point.

Allow for adequate access to the water.

Supporting Evidence: The proposed Building has been positioned on the street side of the rail tracks and therefore will allow for continued use by the travel lift basin and it will not impede access to the two boat ramps on the site.

Be compatible with water dependent and marine uses.

Supporting Evidence: The proposed Building tenant will be an integral part of the boat repair and maintenance operations to be provided at this site. It is considered absolutely compatible with water dependent and marine uses.

Operationally support one or more water dependent use(s) or be located in a building or structure that is physically adaptable or relocatable to make way for future development of water dependent uses.

Supporting Evidence: The proposed Building F will be used for technical support related to vessel design, construction, repairs, and maintenance and is therefore supportive of water dependent uses.

Meet any additional performance and dimensional standards set forth below

Supporting Evidence: The proposed Building will have a maximum height of 48'-0" and is therefore compliant with the conditional use dimensional standards. Building elevations supplied by Archetype PA are contained in the project plan materials.



707 Sable Oaks Drive, Suite 30
South Portland, Maine 04106
207.772.2515

I, Celina Daniell, of Gorrill Palmer, hereby certify that a Neighborhood Meeting was held on Wednesday, September 23, 2020 at 4:30 P.M. via Zoom Videoconference for the proposed project located at Canal Landing (New Yard) – West Commercial Street, ME.

I also certify that on September 11, 2020 (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,

Celina Daniell

Celina M. Daniell

September 24, 2020

Date

Attached to this certification are:

1. Copy of the invitation sent
2. Meeting minutes

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September 11, 2020

Dear Neighbor:

Please join us for a Neighborhood Meeting via Zoom to discuss proposed development of a 7,500 SF Building (F) at the Canal Landing (New Yard) Development on West Commercial Street in Portland, Maine. Pursuant to the City of Portland's COVID guidelines, this meeting is to be held by video conference.

Meeting Location: **Zoom Meeting**
<https://us02web.zoom.us/j/83623011707>
Meeting ID: 836 2301 1707
One tap mobile
+13126266799,,83623011707# US (Chicago)
+19292056099,,83623011707# US (New York)

Dial by your location
+1 312 626 6799 US (Chicago)
+1 929 205 6099 US (New York)

Meeting Date: **September 23, 2020**

Meeting Time: **4:30 PM – 5:15 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 the Planning Board. The meeting will last no more than 30-45 minutes.

If you have any questions, please feel free to contact Celina Daniell 207.772.2515 x294.

Sincerely,

GORRILL PALMER



Celina Daniell
cdaniell@gorrillpalmer.com

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

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MEETING MINUTES

Project: Canal Landing (New Yard) Development – West Commercial Street

Job #: 3561.02

Date: September 23, 2020 – 4:30 PM

Location: Zoom Video Conference

Subject: Neighborhood Meeting

Attendees: Steve Bushey & Celina Daniell – Gorrill Palmer
Phineas Sprague – Applicant
Tom Robinson – Homeowner
Celina Daniell – Gorrill Palmer

In accordance with the City of Portland Planning Board Requirements, a Neighborhood Meeting was scheduled to discuss the proposed development of a 7,500 SF Building (F) at the Canal Landing (New Yard) Development on West Commercial Street in Portland, ME.

The meeting was held on Wednesday, September 23, 2020 at 4:30 PM via Zoom Conferencing. Steve Bushey, PE and Celina Daniell, representatives from Gorrill Palmer were available on via Zoom from 4:20 PM–5:45 PM as well as Phin Sprague, Applicant. One member of the public (Tom Robinson – Danforth Street) attended the meeting.

Steve Bushey started the meeting at 4:30 p.m. and gave an overview of the project as well as a brief history of the previous development onsite. Tom Robinson asked several questions regarding building aesthetics and location. He also voiced his concern of the amount of additional traffic on Commercial Street understanding that this project was not the generator, but other new developments along Commercial Street. Tom had no additional concerns and was in support of the project. No additional questions were asked.

Meeting was adjourned at 5:30 p.m.

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MARK BESSIRE
314 DANFORTH ST
PORTLAND, ME 04102

JASON JAMES BICKNELL
37 PARK CIR
CAPE ELIZABETH, ME 04107

SARAH J BOUCHER
82 SALEM ST
PORTLAND, ME 04102

MICHAEL G BROSNAN
58 VILLAGE RD
SHELBURNE, NH 03581

BROWN J B & SONS
PO BOX 207
PORTLAND, ME 04112

MARSHA CAMPBELL
108 SALEM ST
PORTLAND, ME 04102

KEVIN P CARLEY
57 MACKWORTH ST
PORTLAND, ME 04103

CODMAN-PORTLAND ASSOC
536 GRANITE ST STE 301
BRAINTREE, MA 02184

VICTORIA DYLEWSKI
88 SALEM ST
PORTLAND, ME 04102

STEPHEN DYRO
34 EMERY ST
PORTLAND, ME 04102

DARREN FISHELL
92 SALEM ST # 3
PORTLAND, ME 04102

JUSTIN FUNK
90 SALEM ST
PORTLAND, ME 04102

WILLIAM A JANES
92 SALEM ST # 2
PORTLAND, ME 04102

BARBARA KEILSON
88 PARK ST # 25
PORTLAND, ME 04101

SCOTT KEYSOR
92 SALEM ST # 1
PORTLAND, ME 04102

PETER LAWRENCE
20 BLUEBERRY LN
FALMOUTH, ME 04105

SARA MILLER
96 SALEM ST
PORTLAND, ME 04103

NEW YARD LLC
100 W COMMERCIAL ST
PORTLAND, ME 04102

NORTHERN UTILITIES INC
6 LIBERTY LN W
HAMPTON, NH 03842

ALONZO OSGOOD
1 ORANGE ST
PORTLAND, ME 04102

PORTLAND HOUSING AUTHORITY
14 BAXTER BLVD
PORTLAND, ME 04101

THOMAS R ROBINSON
320 DANFORTH ST
PORTLAND, ME 04102

JOSHUA SOLEY
120 SALEM ST
PORTLAND, ME 04102

I-HONG SUN
PO BOX 45
HARRISVILLE, RI 02830

DEBORAH TOWLE
100 SALEM ST
PORTLAND, ME 04102

MARGOT TROUT
216 HILLSDALE RD
GREAT BARRINGTON, MA 01230

CLIFFORD WHITE
3 ORANGE ST
PORTLAND, ME 04102

ANTHONY DONOVAN
27 RIVERVIEW STREET
PORTLAND, ME 4102

BARBARA WOOD
125 EMERY STREET
PORTLAND, ME 4102

DAVID NOWLIN
215 OXFORD STREET
PORTLAND, ME 4102

DEB KEENAN
28 DOROTHY STREET
PORTLAND, ME 4103

DEVON PLATTE
26 NORTH STREET, 33
PORTLAND, ME 4101

DISTRICT 3
EDWARD SUSLOVIC
46 KENWOOD STREET
PORTLAND, ME 4103

JANICE CARPENTER
9 W. COMMONWEALTH DRIVE
PORTLAND, ME 4103

JENNIFER MUNSON
389 CONGRESS STREET, 4TH FLOOR
PORTLAND, ME 4101

KAPLAN THOMPSON ARCHITECTS
JESSE THOMPSON
100 EXCHANGE STREET
PORTLAND, ME 4103

LYNN CLARKSON
145 MARLBOROUGH ROAD
PORTLAND, ME 4103

MARY GRIFFITY
6 E. PROM, UNIT 2
PORTLAND, ME 4103

SEASIDE HEALTHCARE
VAHAN TUFANKIJAN
850 BAXTER BLVD.
PORTLAND, ME 4103

NANCY BARTLETT
PO BOX 7965
PORTLAND, ME 4112

PAM BURNSIDE
64 LESTER DRIVE
PORTLAND, ME 4103

PAUL DUBOIS
1915 CONGRESS STREET
PORTLAND, ME 4102

PEGGY MORIN
66 FARNHAM STREET
PORTLAND, ME 4101

PHILIP HAUGHEY
1660 SOLDIERS FIELD ROAD
BOSTON, MA 2135

PRISCILLA LAVALLEE
190 US ROUTE 1, UNIT 2
FALMOUTH, ME 4105

WASTE MANAGEMENT OF MAINE
REBECCA HALLA
2000 FOREST AVENUE
PORTLAND, ME 4103

DISTRICT 37
REP GLENN CUMMINGS
24 NEVENS STREET
PORTLAND, ME 4103

ROBERT HAINS
250 HOLM AVENUE
PORTLAND, ME 04102-1208



707 Sable Oaks Drive, Suite 30
 South Portland, Maine 04106
 207.772.2515

November 20, 2020

Mr. Andrew Tufts

Planning and Development Department
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509

**Subject: Canal Landing New Yard – Phase V (Building F & G
 100 West Commercial Street
 Level III Site Plan Application
 Applicant: New Yard, LLC
 Letter of Response #1**

Dear Andrew:

We have received staff comments via email transmission on October 22, 20220 and offer the following responses:

DPW Comments :

- *The Applicant proposes numerous diagonal parking spaces, seemingly wherever possible, and noted that lines will not actually be used. It is likely that users of the lot will park anywhere they can, and that the site plan is merely graphical proof that there is sufficient area to meet parking requirements. That said, parking areas without lines often lead to inefficient parking practices, especially when employing diagonal parking to the degree proposed.*
- *Spaces 9-12 and 17-19 are diagonal, but space could be used more efficiently if made perpendicular. Four standard parking spaces should take up 36 feet in width; spaces 9-12 take up 53 feet. Vehicle projection from the retaining wall is similar regardless. Perpendicular parking in this area nets up to 6 spaces instead of 4. Similarly, 4 perpendicular spaces can fit in the horizontal and vertical area used by spaces 17-19.*
- *Spaces 1-5 are parallel or severely diagonal, resulting in a 22-foot drive aisle. Less severe angled spaces could net additional parking spaces with similar drive aisle. A draft parking dimension detail is attached.*

Response: The applicant intends to manage parking similarly to how the rest of the Boatyard is currently managed for parking as well as for surface treatment. The Boatyard operations require parking flexibility for both vehicles and vessels since the number and size of vessels on the site at one time is unpredictable. The Portland Yacht Services staff basically park as needed around the site depending on the placement of vessels. This will remain true with the occupancy of Building F by Navatek (aka Martin Defense Group), who will be conducting their business of advanced modeling, simulation, design, and construction in the marine industry. Their staff will likely trade time between the buildings, the shorefront/berthing where their vessels are worked on and tested or at offsite locations. The applicant will be working with the Navatek staff to



assure they always have reasonable parking accommodations on the site at all times. Navatek staff do not follow an established work schedule and they are often offsite, thus decreasing their need for onsite parking at any one time.

The objective is to use the Boatyard surface material consisting of a crushed stone layer overlying granular material below to a depth of 2' to 3'. The Boatyard surface acts as a permeable material that generates no stormwater runoff and also allows the convenience of vessel parking as needed throughout the boatyard. To date, the use of flexible parking practices has been successful, largely due to the fact that the site is private property that is highly managed by the owner and it has only minor traffic and turnover throughout the course of a business day. Another priority is that the applicant always assures that ample space for emergency vehicle access is provided around the site. This will remain a priority as part of the proposed building work.

- *Additional clarity should be provided with regard to the accessible parking space. Will this space be marked, or simply signed? If no markings are present, the 8-foot clear area should be signed as appropriate so it is not used as a parking space.*

Response: The ADA space will be properly signed to assure the adequacy of the space and clear zone satisfying ADA requirements.

- *There is no proposed driveway treatment onto West Commercial Street. The Applicant should narrow the driveway area to 30 feet maximum, as specified in the Technical Manual.*

Response: The driveway is configured to allow for the movement of vehicles hauling various length boats on trailers and thus is wider than outlined in the technical manual for this reason. The existing pavement limits have been in place for a long period of time and are suitable for the purposes of the boatyard access. In fact, the proposed layout does slightly modify the opening width by narrowing it by approximately 15 feet. Per Figure 1 in Attachment A, the travel path for a motorhome vehicle hauling a trailer (total length about 53 feet) shows how the existing driveway adequately accommodates this movement. On occasion even larger boat trailer lengths will access the site. For this reason, the applicant requests the driveway remain generally unchanged at this time.

- *Installation of the proposed water services will require close coordination with PWD and DPW. All efforts shall be taken to maintain bidirectional traffic at all times.*

Response: The applicant has completed similar water service installation work for previous project phases and they are familiar with the requirements associated with the street opening, traffic controls and trench surface restoration. All work will be performed in accordance with the City's street opening requirements.



Zoning Comments:

- 1. They need to provide a site plan of the whole site that shows all the buildings that have been approved and the footprints of the proposed buildings F and G*

Response: As requested, see attached Drawing C-3.4 Overall Development Plan showing the site area. We note that the positioning of Building G has been refined based on the input of the project's geotechnical engineer and the structural designer. The building will be moved slightly away from the rear of the revetment wall to avoid conflicts with the building's support footings and the existing revetment.

- 2. Under section 14-320.3 Performance Standards they need to "submit an impact mitigation narrative summarizing how the project intends meets the applicable performance standards".*

Response: The accompanying Impact Mitigation narrative in Attachment B provides evidence as to how the proposal satisfies the performance standards. We are proposing additional waivers which we have included in the revised Waiver Request Sheet attached to this letter and which have been uploaded to Eplan.

- 3. The average grade of 19.295' provided on Plan A1.00, needs to be shown on the elevation plan, A2.01.*

Response: A revised Plan A2.01 has been prepared and uploaded to ePlan and a copy also accompanies this letter.

- 4. The basement plan, sheet A1.00 divides the space up into 3 tenants. The use is labeled office, industrial. Office is not a permitted use in the zone and industrial is pretty vague. Can you ask them if they have specific tenants in mind?*

Response: Currently the basement space is being considered for occupancy by Navatek. If they do not occupy the full space, then Portland Yacht Services will occupy any remaining area of the building. Any occupant of the basement space will conform to the approved Waterfront Port Development Zone permitted uses. The applicant has no intent on leasing to a non-permitted use.

- 5. Is Building G part of this site plan review? If so, we need elevations and more information on the use.*

Response: Building G is part of the application. Building G is a salvaged Tension Fabric Structure that was previously erected at 1 Lincoln Street in South Portland. The steel framing and the fabric covering have been dismantled/disassembled and will be reused at the Canal Landing site. The images below show the structure as it looked when in use in South Portland. The reassembled structure will not have a concrete foundation like shown in the images. The overall height of the tension fabric assembly is expected to be approximately 34 feet to the ridgeline. The applicant intends to put boats under the fabric roof so they may work on prepping vessels prior to offsite delivery and retail sale by others. The applicant will be receiving shipments of a large quantity of boats over time that require this prep work. In addition, the applicant sees



continued need for covered work zones as they complete typical boat repair and vessel maintenance work and this covered space will aid in these activities.



6. *Building G is located in the A2 Flood zone with an elevation of 10. Section 14-450.8(g)(1) requires new construction to have the lowest floor elevated to at least two feet above base flood elevation or be flood proofed to at least two feet above the base flood elevation, be able to resist hydrostatic and hydrodynamic loads and be certified by a registered engineer or architect. In addition to submitting a Flood Hazard Development Permit they will need to*



either submit an elevation certificate or a flood proofing certificate. This can happen at the building permit stage but I want to make sure that they are aware of this.

Response: A Flood Hazard Development Permit will be submitted under separate cover. The applicant intends to use the boatyard surface material as the at grade ground covering. The at grade surface will be leveled to approximately Elevation 11.0' since that elevation works well with the existing revetment height as well as with the existing adjacent boat ramp which needs to be accessible for boats that need to be put in or taken out of the water during servicing from Building G. The ground area within the covered area is really no different than much of the yard area and the applicant is aware of the potential hazards associated with the existing flood conditions. The tension fabric structure will be secured for anti-flotation by multiple concrete footers to be buried in the ground and tied to the structural framework of the building. For these reasons, the Building G is really just acting as a tent over a work zone.

We are looking forward to scheduling of a hearing with the Planning Board and consideration for an approval. The Canal Landing development has been before the Board many times and we are hopeful that the current proposal might be considered to go directly to a Public hearing for an approval action if the staff supports this approach.

If you have any questions regarding the materials being submitted, please contact this office.

Sincerely,

GORRILL-PALMER

Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Attachments

c: Phineas Sprague, Jr. – Canal Landing, LLC
Jim Keeley
Clint Marshall
eplan

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IMPACT MITIGATION

Sec. 14-320.3. Performance Standards – Division 18.5 Waterfront Port Development Zone

In accordance with Section 14-320.3, the following impact mitigation narrative is offered to address compliance with the following standards:

- (a) **Outdoor Storage of Materials:** The proposed Phase V (Buildings F and G) activity includes the ongoing construction and expansion of marine related operations at the Canal Landing Yard. The facility does not involve large scale outdoor storage of materials although vessels, trailers and related equipment associated with the boat preparation, repair and maintenance operations may be placed outside. In no case will these materials exceed a height of 45 feet, except for boat masts which may be taller than 45 feet and the marine travel lift equipment. The yard area has been stabilized with the boat yard surface material which helps contain and manage stormwater runoff. The yard use complies with the practices outlined in the MaineDEP Brightwork Manual for boat yards and marine facilities.
- (b) **Noise:**
1. The proposed Phase V facilities at Canal Landing involve a new marine design space called Building F and a new Tension Fabric building called Building G. Typical working hours will be 7:00 am to 5:00 pm. The noise generated by the development are considered minor in nature and will not exceed the fifty-five (55) decibels level during the hours from 7:00 pm to 7:00 am. There is existing background noise attributable to the nearby streets, Jetport flight path and related commercial activities that are considered greater than those activities at the boat yard.
 2. The applicant requests a waiver of any further noise measurements for the site, based on their operating history and absence of any complaints regarding noise generated from the Canal Landing site. Based on the prevalence of nearby land uses, including the IMT, Sprague Energy, Portland Jetport, rail operations and general commercial development, it is believed that the Canal Landing operations are and will continue to be an insignificant generator of noise in the region.
 3. The proposed Phase V activity will employ HVAC equipment that will not exceed the City's noise standards at the property line.
- (c) **Vibration:** The proposed Phase V activities will not result in significant vibration as the activity is primarily associated with the development of a new marine design services building (F) and a new tension fabric building (G) for the temporary placement of vessels that need to be prepped for future delivery/sale to offsite locations. Building G is basically proposed to offer a covered workspace for vessels while they are being worked on. No significant vibration sources are expected as a result of this development activity.

- (d) **Federal and State Environmental Regulations:** The boat repair and maintenance activities are performed in accordance with State and Federal emission regulations so actions such as sand blasting and related boat work are managed and controlled to minimize emissions.
- (e) **Discharges into Harbor Areas:** The Canal Landing site is served by public wastewater collection so there are no onsite wastewater disposal systems. The yard contains several sources of collection for domestic wastewater from vessels and this wastewater is discharged to the municipal collection system. Other bilge related waste sources are handled in accordance with the State regulations and no discharges of hydrocarbons or related waste are allowed to enter the sewer flows going to the WWTP. The applicant does not foresee activities including the construction of Buildings F and G, requiring a Waste Discharge License from the MaineDEP.
- (f) **Storage of Vehicles:** The Canal Landing development does not involve the storage of automobiles. Any storage is typically related to vessels due for repairs and maintenance. Some Vessels do remain on the site for greater than 60 days simply due to the amount of work required on them.
- (g) **Landfill of Docking and Berthing Areas:** The proposed development does not involve landfill of docking or berthing areas. The Phase V development involves only activity along the street front for Building F and along the waterfront for Building G. Building G will involve a limited amount of excavation work for some foundations to support the tension fabric structure.
- (h) **Off-street Parking:** The approximately 17 acre site area contains ample parking for the boat yard as well as Phase V development activity. The applicant is requesting a waiver of Section 14-332 (h) which indicates a parking requirement of 1 parking space for each one thousand (1000) SF of space not used for bulk storage. The applicant will continue to manage parking throughout the yard in a manner that keeps yard areas flexible for the parking of vehicles and vessels. The applicant is also not in favor of any paved parking areas within the site since those areas contribute unnecessarily to runoff and are otherwise unsuitable for vessel placement since pavement does not work well with the use of jack stands, on which many vessels are placed.
- (i) **Off-street Loading:** The proposed Tension Fabric Building G will contain overhead doors on each end to allow for movement in/out of the covered area. Building F does not require any loading space.
- (j) **Shoreland and Flood Plain Management Regulations:** The proposed Building F activities are located beyond the Shoreland zone. Building G is located within 250 feet off the site's waterfront revetment. There are no clearing restrictions on the site and activity will be compliant with any Shoreland and Flood Plain regulations. The Building F floor elevation will be at Elevation 16.0' which is 6 feet above the Fore River Flood elevation. The Tension Fabric building G will have a boatyard surface as its primary at grade surface material. The site grading will be completed to provide the finish gravel grade to elevation 11.0'. Because the

tension fabric building will be used as basically a covered enclosure and it will not have any completed floor surface, or interior finishes, the applicant is seeking a waiver of the provisions under 14-450.8 (g) pertaining to floodproofing and related standards. A Flood Hazard Area Development Permit will be submitted as part of the application materials.

- (k) Lighting:** All onsite lighting will be shielded and of low intensity. Building mounted lights on the Phase V building will be cutoff style and be installed for safety and security and will be placed around the perimeter of the building. The fixtures will match those previously installed on the other onsite buildings.
- (l) Signs:** No new signs are proposed. All tenant signage will require a separate permit for which the tenant is responsible to secure a permit from the City.
- (m) Storage of Pollutants and Oily Wastes:** The Phase V activity does not involve the bulk storage of pollutants or oily waste. Canal Landing does collect oily waste and either recycles or disposes of this material. They generally burn collected oil waste in their two waste oil heaters. All other waste items are collected and disposed of by a qualified third party following MaineDEP regulations and protocols. Manifests of shipped waste products can be provided upon request.
- (n) Compatibility of non-marine uses with marine uses:** The proposed Phase V activity is a use that is considered marine related therefore, this design standard is not applicable.
- (o) Design and Visual Character shall:**

 - 1. The proposed Phase V Building F has been designed to be consistent with the previously constructed structures within the Canal Landing site and to also work with nearby buildings and uses. Building F has been positioned to align parallel with the street front and in alignment with Buildings C/D, thus anchoring its presence to the street, as well as affording a view corridor from the street to the waterfront. The roof line includes a pitched roof to provide some break up and provide visual interest. The tension fabric structure Building G is similar to the original Building A on the site and nearest the waterfront and thus complements that aspect of the site.
 - 2. The Building F is a modest sized structure intended to complement existing Buildings C/D. The space between Building D and proposed Building F will provide a view corridor from the street as well as from the proposed pedestrian trail down the former Emery Street Right of Way that will extend from Salem Street down to West Commercial Street. The tension fabric building will be largely obscured from view by the existing Buildings B and E.
 - 3. The building elevations renderings prepared by Archetype PA attempt to show consistency between the proposed building F space and the existing Buildings C/D.

4. The accompanying building elevations again attempt to address this standard by the use of windows, colors and accents.
5. Building F is not located within 50 feet of West Commercial Street. Building G is also not within 50 feet of West Commercial Street.

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.
<i>Technical Manual Section 14-320.3 Performance Standards – Division 18.5 Waterfront Port Development Zone</i>	<i>b. Noise: In measuring sound levels under this section, sounds with a continuous duration of less than sixty (60) seconds shall be measured by the maximum reading on a sound level meter set to the A weighted scale and the fast meter response (L maxfast). Sounds with a continuous duration of sixty (60) seconds or more shall be measured on the basis of the energy average sound level over a period of sixty (60) seconds (LEQ1).</i>	The applicant is seeking a waiver for this requirement for further noise assessments.	We are seeking this waiver for any further noise measurements for the site, based on their operating history and absence of any complaints regarding noise generated from the Canal Landing site. Based on the prevalence of nearby land uses, including the IMT, Sprague Energy, Portland Jetport, rail operations and general commercial development, it is believed that the Canal Landing operations are and will continue to be an insignificant generator of noise in the region.
<i>Technical Manual Section 14-320.3 Performance Standards – Division 18.5 Waterfront Port Development Zone</i>	<i>h. Off-street Parking: Off-street parking is required as provided in division 20 (off-street parking) of this article.</i>	We are seeking a waiver for this requirement.	The approximately 17 acre site area contains ample parking for the boat yard as well as Phase V development activity. The applicant is requesting a waiver of Section 14-332 (h) which indicates a parking requirement of 1 parking space for each one thousand (1000) SF of space not used for bulk storage. The applicant will continue to manage parking throughout the yard in a manner that keeps yard areas flexible for the parking of vehicles and vessels. The applicant is also not in favor of any paved parking areas within the site since those areas contribute unnecessarily to runoff and are otherwise unsuitable for vessel placement since pavement does not work well with the use of jack stands, on which many vessels are placed.

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.
<i>Technical Manual Section 14-320.3 Performance Standards – Division 18.5 Waterfront Port Development Zone</i>	<i>j. Shoreland and flood plain management regulations: Any lot or portion of a lot located in a shoreland zone as identified on the city shoreland zoning map or in a flood hazard zone shall be subject to the requirements of division 26 and/or division 26.5.</i>	We are seeking a waiver of the provisions pertaining to floodproofing and related standards.	The proposed Building F activities are located beyond the Shoreland zone. Building G is located within 250 feet off the site’s waterfront revetment. There are no clearing restrictions on the site and activity will be compliant with any Shoreland and Flood Plain regulations. The Building F floor elevation will be at Elevation 16.0’ which is 6 feet above the Fore River Flood elevation. The Tension Fabric building G will have a boatyard surface as its primary at grade surface material. The site grading will be completed to provide the finish gravel grade to elevation 11.0’. Because the tension fabric building will be used as basically a covered enclosure and it will not have any completed floor surface, or interior finishes, the applicant is seeking a waiver of the provisions under 14-450.8 (g) pertaining to floodproofing and related standards. A Flood Hazard Area Development Permit will be submitted as part of the application materials.
<i>Technical Manual Section 5.III – Chapter 500 Flooding standard</i>	<i>MeDEP Chapter 500 provisions related to Stormwater management</i>	The applicant is seeking a waiver of the flooding standard, whereby stormwater water quantity control is not required.	The site discharges stormwater runoff to the Tidal conditions of the Fore River therefore quantity control is not required. Water quality treatment will continue to be provided by means of proprietary Water quality treatment devices and the permeable boatyard surface material.
<i>Technical Manual Section 12 Site Lighting Standards</i>	<u>Uniformity</u>: As measured in foot candles at grade, maximum to minimum illumination levels shall not exceed a ratio of twenty (20) to one (1.) <u>Illumination Levels</u>: Minimum, Maximum, and Average illumination	<i>Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that adequate lighting will be present at the property for the proposed uses. Comments from the residential neighbors during the previous review periods indicate that</i>	- Existing ambient light levels at the property are between 0 and 0.3 foot-candles at the interior and 0.8 to 1.5 fc at the edges of the lot; - Proposed lighting will raise the light levels needed for safe access and egress in and

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.
	<i>levels for areas intended to be lighted, as measured at grade, shall be:</i> <i>Minimum 0.2 foot candles (fc)</i> <i>Maximum 5.0 foot candles (fc)</i> <i>Average 1.25 foot candles (fc)</i>	<i>additional lighting to raise the overall level of light at the property is not desired.</i>	out of the property onto West Commercial Street to reasonable average levels of 1.25; and 3. Proposed lighting will provide for security, safety, and nighttime use of the new buildings and work yards; and 4. Illumination of the property to the levels required by the City Ordinance might impact the residences located uphill within the west end and is therefore discouraged.
Section 14-526 (a) 3 Public Transit Access	a. <i>For any residential development consisting of twenty (20) or more dwelling units or commercial or institutional development of at least 20,000 square feet gross floor area, a transit facility shall be constructed where the following criteria are met</i>	New Transit Stop is not proposed.	<i>The Applicant requests a waiver of the transit facility requirement due to its usage</i>
Section 14-526 (a) 4 b Bicycle Parking	(i) <i>The site plan shall provide secure bicycle parking in conformance with Section 1 of the Technical Manual and shall meet the following requirements:</i> (a) <i>Residential structures. Two (2) bicycle parking spaces for every five (5) dwelling units shall be required.</i> (b) <i>Non-residential structures. Two (2) bicycle parking spaces for every ten (10) vehicle parking spaces for the first one hundred (100) required vehicle parking spaces, plus one (1) bicycle parking space for every twenty (20) required motor vehicle parking space over one hundred (100) required vehicle parking spaces.</i> (c) <i>Development with zero (0) to ten (10) required vehicle parking spaces shall provide at least two (2) bicycle parking spaces.</i>	The Applicant requests a waiver of the Bicycle parking requirement.	The proposed development is expected to generate a reduced demand for bicycle parking due to the site's uses.

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.
<i>Section 14-526 (a) 4 c Motorcycle/Scooter Parking</i>	<i>c. Motorcycle and Scooter Parking. (i) The site plan shall accommodate access and parking for two-wheeled motorized vehicles such as motorcycles and scooters.</i>	The Applicant requests a waiver of the Motorcycle/Scooter parking requirement.	The proposed development is expected to generate a reduced demand for motorcycle/scooter parking due to the site’s primarily industrial use.
<i>Section 14-526 (b) 2 a) Landscaping and Landscape Preservation</i>	<i>(iv) Waiver: Where the applicant can demonstrate that preservation of existing vegetation would compromise development of the site, the Reviewing Authority may permit the substitution of replacement landscaping in other areas of the site, and/or a financial contribution to the City of Portland Tree Fund for an amount proportionate to the cost of trees removed, as described below: (a) For each tree required to be preserved that is removed and is greater than 16” in caliper DBH, two (2) replacement trees of a species identified on the City of Portland Recommended Tree List shall be planted on the site as detailed in Section 4 of the Technical Manual). (b) For each tree required to be preserved that is removed and is between ten (10) and sixteen (16) inch DBH, one (1) replacement tree of a species identified on the City of Portland Recommended Tree List shall be planted on the site as detailed in Section 4 of the Technical Manual). (c) Where the planting of replacement trees on the site is not feasible, the applicant shall contribute an amount proportionate to the cost of required replacement trees to the City of Portland Tree Fund, as detailed in Section 4 of the Technical Manual.</i>	The Applicant is seeking a waiver of the Landscape Preservation requirement.	The site’s existing tree population is limited, and the City’s Shoreland Zoning vegetation management provisions do not require tree protection in the Waterfront Development Zone. There are no trees within the Phase V work limits.

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.
<i>Section 14-526 (b) 2 b ii) Parking Lot Landscaping</i>	<i>(ii) Parking Lot Landscaping:</i> <i>(a) Developments with five (5) or more parking spaces shall include at least two (2) trees (or one (1) tree and three (3) shrubs) per five (5) parking spaces planted in landscaped islands to screen shade and break up parking. Trees and shrubs in parking lots may be in informal groups, straight rows, or concentrated in clusters as detailed in Section 4 of the Technical Manual.</i> <i>(b) Landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces.</i> <i>(c) Landscaped islands shall be curbed and a minimum of eight (8) feet in width, not including curbing. The incorporation of bioretention into landscaped islands is strongly encouraged.</i> <i>(d) Vehicle display lots shall be subject to the parking lot landscaping standards of this section.</i> <i>(e) Waiver: Where site constraints prevent implementation of all or a portion of required parking lot landscaping, as determined by the Reviewing Authority, the requirements may be all or partially waived and the applicant shall contribute an amount proportionate to the cost of required parking lot trees to the City of Portland Tree Fund.</i>	The applicant is seeking a waiver of the Parking Lot Landscaping Standards.	The applicant is requesting a waiver of the landscape requirements based on the proposed boatyard use and the need for flexibility with respect to boat parking and heavy vehicle maneuvering. This need remains applicable for the Phase V building which will be located within the heart of the boatyard.



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 207.772.2515

January 4, 2021

Mr. Andrew Tufts

Planning and Development Department
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509

Subject: Canal Landing New Yard – Phase V (Buildings F & G)
100 West Commercial Street
Peer Review Comments Dated December 21, 2020
Applicant: New Yard, LLC
Letter of Response #2

Dear Andrew:

We have received peer review comments via email transmission on December 21, 2022. For ease of reference, we have repeated the comments below in italics followed by our responses.

- *The project is required to provide stormwater management in accordance with Maine DEP Chapter 500 and City of Portland Technical Manual Section 5 requirements for Basic, General, Flooding and Redevelopment Standards as applicable. We have the following comments:*
 - *Basic Standards: The Applicant has provided for erosion and sedimentation control in accordance with the Basic Standards.*
 - *General/Redevelopment Standards – A majority of the site surface will be the permeable boatyard surface used throughout the rest of the site, providing for stormwater management. The Applicant is proposing to install a downspout filter to provide for treatment of the rooftop stormwater. A detail has been provided, but no design information or confirmation of sizing has been included. This should be provided, to ensure that the device is adequately sized, and there will be no issues with the connection to the outfall.*
 - *Flooding Standards – The Applicant has requested a waiver of the Flooding Standards due to the site's proximity to the Fore River. No stormwater is proposed to be discharged to any City of Portland closed drainage system. This is consistent with previous phases of work on this site and is acceptable with the proposed conditions.*
 - *A stormwater management plan has not been submitted as part of the Application. A brief report, that can be an expansion upon what was submitted with the last phase of work should be provided. A stormwater agreement, or an update to the prior stormwater agreement that was created for Phases III and IV should be provided.*

Response: See the accompanying narrative and updated Stormwater Maintenance Agreement.



- *The Applicant has requested ability to serve confirmation from utilities and will forward when received.*

Response: We continue to await a reply from the utility companies on the ability to serve determinations.

- *The grading plan shows proposed grading into the existing paved entrance as well as the construction of a retaining wall, and the erosion and sedimentation control plan shows a temporary construction entrance in this area. The plans should clearly identify the extent of repaving, noting any impact beyond the ROW line. Similarly, any impacts within the street for utility installation should be shown as pavement repair. A detail should be provided for the proposed pavement sections.*

Response: The accompanying Site Plan Sheets C-3.0 and C-3.1 have been updated and details have been updated to address these comments.

- *A detail should be provided as part of this plan set for the proposed boatyard surface. Most of the utility details refer to paved and non-paved areas, and do not include the boatyard surface finish.*

Response: The boatyard surface detail has been added to Sheet C-8.0.

If you have any questions regarding the materials being submitted, please contact this office.

Sincerely,

GORRILL-PALMER

Stephen Bushey, PE

Senior Associate

Phone: 207-772-2515 x286

sbushey@gorrillpalmer.com

Attachments

c: Phineas Sprague, Jr. – Canal Landing, LLC
Jim Keeley
Clint Marshall
eplan

u:\3561.02_canal landing buildings f, g & h - portland, melp applications\local\level iii site plan application - phase vi final\level iii site plan application\lor\lor #2\lor #2_tufts 2021.01.04.docx

**STORMWATER MANAGEMENT REPORT
(GENERAL STANDARDS)**

**CANAL LANDING NEW YARD
PHASE V
100 WEST COMMERCIAL STREET
PORTLAND, ME**

PREPARED FOR

**New Yard, LLC
100 WEST COMMERCIAL STREET
PORTLAND, MAINE 04101
(207) 774-1067**

PREPARED BY

**GORRILL PALMER CONSULTING ENGINEERS
707 SABLE OAKS DRIVE
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January 2021

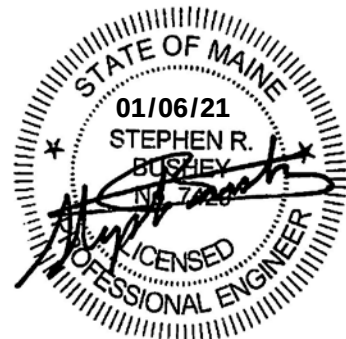


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Figures and Photographs (Previously provided in Phase III – Available upon request)

- Figure 2 – USGS Location Map
- Figure 3 – Tax Map
- Figure 4 – Zoning Map
- Figure 5 – Aerial Photograph
- Figure 7 – FEMA Flood Map
- Figure 8 – USDA SCS Soils Map
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- Figure 10 – Surficial Geology Map
- Figure 11 – NWI Map

STORMWATER MANAGEMENT REPORT

1.0 INTRODUCTION

New Yard, LLC owns and operates the existing boat maintenance and repair yard within approximately 17 acres of land located prominently along the West Commercial Street waterfront. The project represents an ideal marine related use within the Waterfront Port Development Zone.

The project includes multiple buildings that have been constructed over multiple phases along with new shorefront uses including one or more boat ramps, docks, new or reconstructed piers and a travel lift basin. The applicant's current plan includes a new free-standing Building F constructed to a marine related business, located along east end of the site's West Commercial Street frontage. A second building G, consisting of a tension fabric structure will be positioned over existing boatyard surface area within the shorefront parcel in the area in front of Buildings A and B.

The Phase V project includes very limited site development activities involving the buildings, limited earthwork and grading, utilities services into the building F, and a limited amount of groundwork around the immediate building areas. Each of the buildings is within existing boatyard surface areas and each area has been used for the operations of temporary vessel parking, maintenance operations and overall boatyard activities.

This section of the Level III permit application presents the Stormwater Management Plan designed for the building F and G project activities. The stormwater management design presented herein will show that the site continues to meet the criterion of the City of Portland stormwater requirements and the adopted MeDEP Chapter 500 Regulations.

The site discharges to the mouth of the Fore River where it meets the ocean. Due to these tidal conditions, **the applicant is requesting a waiver of the flooding standards as has been previously granted for earlier project phases.** As discussed below the site's current conditions are characterized by the substantial use of a pervious Boatyard Surface material over much of the site. The surface consists of clean crushed stone overlying a thick (>24" layer) of heavy granular fill and geotextile fabric material. The surface is ideal for the support of heavy travel lift equipment and the placement of vessels.

The proposed stormwater quality treatment plan utilizes the 'Manmade Pervious Surface' approach listed in the Maine Best Management Practices (BMPs) to meet the stormwater quality standards required under the general standards as outlined in the adopted MeDEP Chapter 500 Stormwater Management Technical Manual. The manmade pervious surface (throughout most of the boatyard site) is intended to provide water quality treatment for close to 100 percent of the proposed development area. The applicant has also studied the guidelines set forth in the Brightwork BMP Manual for Maine's Boatyards and Marinas regarding typical boatyard processes and potential sources of

contamination and has conducted boatyard activities in accordance with these guidelines.

USGS, aerial photographs, and related maps have been previously supplied to the City in previous applications and are available upon request.

The applicant has prepared this report to show the proposed Phase V Building F and G Stormwater Management Plan meets the City's General Stormwater Standards.

2.0 EXISTING SITE CONDITIONS

The overall site consists of approximately 17.77 acres of land that is composed of three primary areas described as follows:

- 1. Retained Parcel (Map 59A, Lots 3 & 4):** Consists of the retained 5.03-acre area owned by New Yard, LLC and it represents the retained land originally permitted by the Applicant during late 2012 – 2013. Within this land area New Yard, LLC has constructed Building A and Building B amounting to approximately 48,000 SF of building space. This parcel contains a new boat ramp and boat yard area currently in use by Portland Yacht Services.
- 2. Shorefront Parcel (Map 60F, Lots 3 & 4):** This area is irregularly shaped and contains approximately 1,581 LF of waterfront. The site area is approximately 5.99 acres. This area is currently developed with the recently constructed travel lift basin, Building E, and the now completed shorefront revetment improvements, float system and various support features for boatyard operations.
- 3. Street Front Parcel (Map 60F, Lot 1):** This 6.75-acre area contains approximately 2,160 LF of street front. The property is now developed with Buildings C and D.

Existing development in the area includes the following:

- The City of Portland Marine Terminal and expansion area is located to the east of the site.
- Commercial activity including Nova Seafood and Graybar Electric operate out of buildings on the north side of Commercial Street.
- The Portland Star Match Co. building lines up opposite the site.
- The State of Maine now operates rail tracks into the IMT expansion area. These tracks were completed in 2016.
- The VA Community Based Outpatient Clinic (CBOC) and parking garage are under construction on the north side of West Commercial Street, opposite the site.

Owen Haskell, Inc. has completed a topographic survey of the property. The site is relatively flat with the highest points along the Commercial Street frontage, sloping to the shorefront. Site elevations along Commercial Street trend down from west to east from elevation 23' (NGVD 1929) to elevation 16' at the westerly end of the Commercial Street frontage. The site's low areas were previously near

elevation 9'-10' while most of the waterfront top of bank was between elevation 9'-11'. During the Travel Lift construction phase (in 2019), the site grades were raised to elevation 12' or higher. The High Annual Tide Line (HAT) for the Fore River is elevation 7.4' and mean low water is approximately elevation -4.0'. Owen Haskell, Inc. has also completed bathymetric survey data collection and found water depths within 50' of the low water line to be 10' to 30'. The Federal Channel is also represented on the project's drawings and it is generally located 60' to 120' off the shorefront. No activities are proposed beyond the Federal Channel line. The manmade pervious surface approach is considered the most practical choice for meeting the projects stormwater management needs. The experience thus far on the completed site areas has been positive with respect to how the Boatyard surface functions for handling rainfall and stormwater.

The site's runoff either infiltrates into the ground or drains directly to the Fore River via overland flow. There are no drainage systems on site, although there is a closed storm drainage system within Commercial Street and along the rail corridor that bisects the site. The recently replaced Commercial Street drainage system ultimately ties into a CSO line located on the west end of the site. The applicant has provided easements to the Portland Water District and City of Portland for the operations of these CSO pipes crossing the site.

Due to the site's historic industrial condition nearly all the predevelopment surfaces consisted of sand and gravel fill, rail ballast or otherwise sparsely vegetated ground surface.

The site's soil layers are generally characterized as follows:

- 10 to 15 feet of sand and gravel fill, there is little to no organic surface layer throughout the site.
- 5 to 10 feet of silt and sand.
- 10 to 40 feet of gray clay identified as the Presumpscot formation.
- 30 to 40 feet of dense silty marine sands.
- An undetermined thickness of dense silty sand and gravel identified as glacial till overlaying bedrock.

Observed soils conditions at the original ground surface included fill material containing coal, and coal ash comingled with scarified sand and gravel. Eroded soils conditions were previously observed along the shoreline in and behind the existing granite revetment wall and remnant pier areas. Work has now been completed to repair all these areas and the site is considered well stabilized throughout.

According to various investigation data, depth to groundwater varies from 6 to 9 feet and this likely varies with tidal conditions in the Fore River. The groundwater flows from the northwest to the southeast across the site.

3.0 PROPOSED PROJECT

The applicant has redeveloped the property in a manner consistent with the WPDZ Standards. The development program includes the following components:

ONSITE

The development program includes phased development of boat maintenance facilities and supporting ancillary marine related uses. Phase V activities are summarized as follows:

Phase V – Will Include:

- Building F area preparation for foundation construction.
- Building G area preparation for foundation construction to support the tension fabric structure. The fabric building will retain the existing boatyard surface as the surface material. The tension fabric building will act simply as a cover over a boatyard operations area.
- Installation of utilities for building F.
- Minor ground improvements around the building perimeters.
- Minor reshaping of boatyard ground surfaces around the work zones, as needed.

4.0 REFERENCES

- Brightwork – A Best Management Practice Manual for Maine's Boatyards and Marinas, December 2005
- Erosion and Sediment – *Maine Erosion and Sediment Control BMPs*", published by the MeDEP in 2003
<http://www.maine.gov/dep/blwg/docstand/escbmps/index.htm>
- City of Portland –Code of ordinances, Section 32 Rev. 9-17-09
- Portland Stormwater Management –Section 5 Adopted 7-19-10.
- Stormwater Management for Maine Volume III – BMP Technical Design Manual
- Chapter 500 DEP Rules, revision October 2010.

5.0 MODELING SOFTWARE

Microsoft Excel 2007, Microsoft Corporation – used for spreadsheet computations.

6.0 PRESENTATION OF ANALYSIS

The stormwater analysis has been performed for the project to satisfy the requirements of the City of Portland, Section 5 and adopted MeDEP Chapter 500

Stormwater Rules and to show a plan which will generally meet the requirements with the exceptions noted herein.

7.0 ASSUMPTIONS

- That detention will not be required to reduce the peak flow rate or meet the flooding standards. **A waiver of the flooding standards is again requested on the basis that similar waivers have been granted in the past.**
- That the native soils/gravels will have infiltrative properties that meet the requirements of the Maine DEP BMP proposed. Note: **A waiver is being sought for infiltration testing.** Evidence from the previously developed area for earlier phases and the shorefront area for the Travel lift operations supports the proposition that the soils are highly infiltrative. The same approach will be continued around the perimeter of the Buildings F and G site locations. Building F roof runoff will be collected and discharged through a proprietary filter system before discharge into the drainage line passing under the tracks. Roof runoff from the tension fabric building will sheet onto the porous boatyard surfaces and be absorbed and infiltrated into the ground.

8.0 STORMWATER MANAGEMENT OBJECTIVES

The goal of the Stormwater Management Plan is to design, operate, and maintain the development to avoid downstream erosion or significant water quality impairment.

This goal will be achieved by:

- Designing the project to meet the Portland Stormwater Management Standards adopted 7/19/10 and General Stormwater Standards of MeDEP (revised October 2010).
- Designing water quality measures to provide long-term removal of non-point contaminants.
- Implementing a plan to control erosion, sedimentation, or fugitive dust emissions during construction.
- Implementing operational processes to avoid toxic pollutants from boat yard activities, both organic chemicals and heavy metals, from entering ground and adjacent water bodies.
- Maintenance of the Stormwater Management System in accordance with the Stormwater O&M Manual (provided as a separate document) and MeDEP Brightwork Manual.

The plan has been therefore been designed in accordance with the City of Portland Stormwater Rules.

9.0 STORMWATER MANAGEMENT QUALITY SUMMARY

Approach

To meet the General Standards, our office reviewed the list of options of MeDEP's accepted Best Management Practice (BMP) options to provide water quality

treatment including grassed underdrained filter, bio-filter, proprietary devices, and infiltration trenches for the expanded New Yard site. Following this review and incorporating knowledge of the site and the goals of the client, it was realized that developing a method for providing stormwater quality treatment that utilizes the proposed crushed stone surface (desirable to applicant for boatyard use and related activities) and infiltrating the runoff into the underlying soils would be preferable both functionally and economically. According to the MaineDEP BMPs this is known as a “Manmade Pervious Surface” approach to stormwater quality treatment.

A pervious pavement consists of a permeable surface material and subbase materials that allow penetration of runoff into the underlying soils. The system must be designed to store and infiltrate the water quality volume (1.0” of impervious area and 0.4” pervious area) with the remainder (larger storm events) discharged through an ‘over-flow’ device. The effectiveness of the system depends heavily on long term inspection and maintenance.

Following a review of the design criteria for a “Manmade Pervious Surface”, it was determined that the selection of at least a 3” to 6” thick crushed stone surface across the entire ‘prepared surface’ area designated on the site plan is appropriate. This layer of stone will act as a reservoir for the 1” storm event. The material may be placed over a thicker (>24” thick layer) of heavier granular soils and geotextile fabric and infiltration into the existing underlying gravel will meet the requirements of this BMP. Runoff from the site is nearly non-existent as even during higher rainfalls exceeding 3”, the installed surfaces have functioned to absorb and store rainfall. Proper management of parked vessels and adherence to the Brightwork manual will minimize the potential for petroleum and other contaminants from site activities, etc. to enter the stone areas.

Our office has laid out a plan which utilizes the “Manmade Pervious Surface” BMP to provide water quality treatment as described in Chapter 7.7 of the MeDEP Volume III BMPs Technical Design Manual meeting the minimum treatment standards as required by the General Standards. The project drawings provide limits and details of the manmade pervious surface proposed. This pervious surface is represented by the ‘prepared surface for boatyard’ on the site.

The basis of design of treatment method is as follows:

Compliance with BMP Design Criteria:

Traffic Volumes:

Traffic volumes will be low around the Building F and G areas as is the case around most of the site. Some heavy vehicles including tractor trailer trucks and the Marine Travel Lift will maneuver across the crushed stone surface. However, much of the surface will be utilized for boat storage. The applicant proposes to manage the crushed stone surface by routinely raking and grading to minimize the buildup of fine particles that might impact the materials absorptive capacity. Removal and replacement of this gravel layer may be required over time.

Grading:

Grades across the crushed stone area will range from 1 - 2%, thus meeting the <5% slope recommendation.

Sediment Loading:

The crushed stone area is not expected to receive high volumes of sediments. Over time any buildup of fines that impact the stone surface absorption capacity will be removed and replaced. In the winter, calcium chloride may be placed to minimize icing.

Reservoir Course:

The reservoir course will consist of clean double washed 3/4" stone free of debris. The stone depth will be 3" to 6" typically.

Pretreatment Layer

A pretreatment layer will be achieved by providing a 12" -24" subbase gravel layer (like MDOT Type D) beneath the crushed stone.

Separation to Groundwater:

Based on the test pit data included in previous subsurface explorations, the groundwater table throughout the site is six to nine feet below existing grade thus there is ample separation from any underlying groundwater resources

Infiltration Testing:

The applicant is seeking a waiver from the infiltration testing requirement. The applicant has observed the existing site after heavy rain events and observed ponding for only a couple of hours. The existing site has a surface gravel/sand layer, and it is expected that the proposed stone surface will not negatively impact the infiltration properties below.

Flooding Standard:

Due to the direct discharge to the Fore River, **a waiver from the flooding standard is being requested.**

Storm events larger than the 3-inch storm may result in sheet flow to one of the following:

- The shorefront parcel will generally generate overland flow to the waterfront and the river.
- High rainfall events may generate runoff on the street front parcel that may reach one or more catch basins in the rail ROW that bisects the site, and which discharge directly to the Fore River.

10.0 CHAPTER 500 TREATMENT PERCENT COMPLIANCE

The proposed Phase V Building F project creates 0.172 acres of improved surface area (roof) and less than 0.1 acres of other hard surface. The pervious boat yard surface area will be restored around the building perimeter for a total disturbed area of about 0.30 acres. A Fabco Two Cartridge roof filter will treat up to 230 gpm from the roof, which is more than sufficient to meet the standards for roof treatment which are generally tied to thermal treatment when a non-asphalt roof is proposed, as is the case for this building.

Within the Building G tension fabric building area, the proposed stormwater management plan provides treatment for the entire area as the Boatyard surface will provide for storage of runoff from the roof and for any direct rainfall amounts yielding 100% treatment. Hence, the strategies proposed herein meets the minimum requirements stated in the General Standards. Again, the absorption of runoff from the tension fabric roof will result in thermal cooling before the water enters the Fore River.

11.0 BOATYARD ACTIVITY PLANNING

A major issue associated with boatyard and marine related use is the proximity to the shorefront. Any pollutants that are generated on the site may eventually reach the water. As such, the applicant has continually implemented thoughtful planning and processes to avoid toxic pollutants including organic chemicals and heavy metals from spills.

Activities such as hull prep, sandblasting, painting, washing, engine repairs and maintenance are performed in accordance with the guidelines set forth in the Brightworks manual. Storage, handling, and disposal of waste material from these activities is carried out in accordance with the manual and the applicant utilizes local waste companies who specialize in this environment. A plan is in place to manage spills if they occur. This plan will identify potential spill sources, hazardous materials stored, prevention measures (including training, security, etc.), spill emergency procedures (including health and safety measures, notification information, spill containment, etc.), emergency phone numbers, location of spill containment and control materials and a drainage plan. The applicant is a current boatyard operator and is very familiar with the guidelines and requirements set forth in the Brightwork Manual. They have successfully complied with these requirements for many years and they are confident that similar operations will be maintained at the current site.

12.0 EROSION CONTROL

An Erosion Control Narrative, Plan, and Details have been previously prepared for the project and are part of the project record. These materials continue to apply as they relate to the Phase V construction activities. There is very little earthwork involved during the building construction except for foundation work and excavated granular material is stored onsite for reuse and non-granular material is generally deposited in yard areas and covered with boatyard surface material.

13.0 OPERATIONS AND MAINTENANCE

An Operations & Maintenance Manual has been previously prepared and is part of the project record. The requirements of this O&M Manual continue to apply to this Phase V project.

14.0 PERMIT REQUIREMENTS

City of Portland review and permitting of the Stormwater Management Plan is required and will be completed with the review of the Site Plan Application submitted to the City of Portland Planning Authority.

STORMWATER DRAINAGE SYSTEM MAINTENANCE AGREEMENT

Canal Landing Phase V – 100 West Commercial Street

IN CONSIDERATION OF the site plan approval granted by the Planning Board of the City of Portland to the proposed Canal Landing project at 100 West Commercial Street Project ID _____ shown on the Site Layout Plan submitted by Gorrill Palmer Consulting of 707 Sable Oaks Drive, South Portland, Maine dated last revised _____ and pursuant to a condition thereof, New Yard LLC, a Maine limited liability company with a principal place of business in Portland, Maine, and having a mailing address of 100 West Commercial Street, Portland, Maine 04102, the owner of the subject premises, does hereby agree, for itself, its successors and assigns (the “Owner”), as follows:

Maintenance Agreement

That it, its successors and assigns, will, at its own cost and expense and at all times in perpetuity, maintain in good repair and in proper working order the Roof Filter Cartridge systems, Boatyard Surfaces, Pervious pavement systems and related onsite drainage infrastructure, (hereinafter collectively referred to as the “stormwater system”), as shown on the Phase V Plans and in strict compliance with the approved Stormwater Inspection and Maintenance Manual prepared for the Owner by Gorrill-Palmer Consulting Engineers (copy attached in Exhibit B) and Chapter 32 of the Portland City Code.

Owner of the subject premises further agrees, at its own cost, to keep a Stormwater Maintenance Log. Such log shall be made available for inspection by the City of Portland upon reasonable notice and request.

Said agreement is for the benefit of the said City of Portland and all persons in lawful possession of said premises and abutters thereto; further, that the said City of Portland and said persons in lawful possession may enforce this Agreement by an action at law or in equity in any court of competent jurisdiction; further, that after giving the Owner written notice and a stated time to perform, the said City of Portland, by its authorized agents or representatives, may, but is not obligated to, enter upon said premises to maintain, repair, or replace said stormwater system in the event of any failure or neglect thereof, the cost and expense thereof to be reimbursed in full to the said City of Portland by the Owner upon written demand. Any funds owed to the City under this paragraph shall be secured by a lien on the property.

This Agreement shall also not be construed to allow any change or deviation from the requirements of the subdivision and/or site plan most recently and formally approved by the Planning Board of the City of Portland.

This agreement shall bind the undersigned only so long as it retains any interest in said premises, and shall run with the land and be binding upon the Owner’s successors and assigns as their interests may from time to time appear.

The Owner agrees to record a copy of this Agreement in the Cumberland County Registry of Deeds within thirty (30) days of final execution of this Agreement. The Owner further agrees to provide a copy of this Agreement to any successor or assign and to forward to the City an Addendum signed by any successor or assign in which the successor or assign states that the successor or assign has read the Agreement, agrees to all

its terms and conditions and the successor or assign will obtain and forward to the City’s Department of Public Services and Department of Planning and Urban Development a similar Addendum from any other successor or assign.

For the purpose of this agreement and release “Owner” includes any person or entity who is a successor or assign and has a legal interest in part, or all, of the real estate and any building. The real estate shown by chart, block and lot number in the records on file in the City Assessor’s office shall constitute “the property” that may be entered by the City and liened if the City is not paid all of its costs and charges following the mailing of a written demand for payment to the owner pursuant to the process and with the same force and effect as that established by 36 M.R.S.A. §§ 942 and 943 for real estate tax liens.

Any written notices or demands required by the agreement shall be complete on the date the notice is attached to one or more doors providing entry to any buildings and mailed by certified mail, return receipt requested or ordinary mail or both to the owner of record as shown on the tax roles on file in the City Assessor’s Office.

If the property has more than one owner on the tax rolls, service shall be complete by mailing it to only the first listed owner. The failure to receive any written notice required by this agreement shall not prevent the City from entering the property and performing maintenance or repairs on the stormwater system, or any component thereof, or liening it or create a cause of action against the City.

Dated at Portland, Maine this ____ day of _____, 2021.

New Yard LLC,

(representative of owner, name and title)

STATE OF MAINE
CUMBERLAND, ss.

Date: _____

Personally appeared the above-named _____(name and title), and acknowledged the foregoing instrument to be his free act and deed in his said capacity.

Before me,

Notary Public/Attorney at Law

Print name: _____

- Exhibit A: Approved Phase V Site Layout Plan
- Exhibit B: Approved Stormwater Inspection and Maintenance Manual

PROJECT PARCEL SITE			
ZONING: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)			
PORTLAND TAX ASSESSOR'S MAP AND LOT NUMBERS			
MAP	BLOCK	LOTS	OWNER
59	A	1, 2, 5, 6, 7, 8, 9, 10, 11	MAINE DEPARTMENT OF TRANSPORTATION
59	A	3, 4	NEW YARD LLC
60	F	1, 2, 3, 4	NEW YARD LLC
71	F	2, 4, 5, 6	NEW YARD LLC

OWNER / APPLICANT:
NEW YARD, LLC
101 WEST COMMERCIAL STREET
PORTLAND, ME 04101
ATTN: PHINEAS SPRAGUE, JR

C.C.R.D. BOOK 35107, PAGE 310

REFERENCE PLANS:

- STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 2014. D.O.T. FILE No. 3-595.
- "BOUNDARY AND TOPOGRAPHIC SURVEY - WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB & THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014. D.O.T. FILE NO. 3-595.
- "LAND ON WEST COMMERCIAL STREET, PORTLAND, MAINE
MAINE CENTRAL RAILROAD, CO. TO CANAL LANDING LLC" BY OWEN HASKELL, INC. DATED APRIL 29, 2015.

INDEX

- C-1.0 COVER SHEET
- C-1.1 GENERAL NOTES & LEGEND
- C-1.2 BOUNDARY SURVEY
- C-2.0 EXISTING CONDITIONS & REMOVALS PLAN
- C-3.0 BUILDING F OVERALL SITE PLAN
- C-3.1 BUILDING F SITE LAYOUT & UTILITY PLAN
- C-3.2 CIRCULATION PLAN
- C-4.0 BUILDING F GRADING & DRAINAGE PLAN
- C-5.0 SITE SECTIONS PLAN VIEW
- C-5.1 SITE SECTIONS A-A & B-B
- C-5.2 SITE SECTION C-C
- C-6.0 EROSION AND SEDIMENT CONTROL PLAN
- C-6.1 EROSION AND SEDIMENT CONTROL DETAILS
- C-6.2 EROSION AND SEDIMENT CONTROL NARRATIVE
- *C-7.0 LIGHTING PLAN
- C-8.0 SITE & MISCELLANEOUS DETAILS
- C-8.1 WATER SYSTEM DETAILS
- C-8.2 STORM DRAIN & UTILITY DETAILS
- C-8.3 STORM DRAIN & UTILITY DETAILS
- *C-9.0 FIRE PROTECTION PLAN

* TO BE SUBMITTED AT A LATER DATE

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:

CITY OF PORTLAND
PUBLIC SERVICES DIVISION
212 CANCO ROAD
PORTLAND, MAINE 04103
207.874.8840
CONTACT: KEITH GRAY / BRAD ROLAND

ELECTRIC:

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

TELEPHONE:

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

NATURAL GAS:

NORTHERN UTILITIES / UNITIL
1075 FOREST AVENUE
PORTLAND, MAINE 04103
207.797.8002, EXT. 6220
CONTACT: CRAIG CAMPBELL / SCOTT CARPENTER
207.650.6716

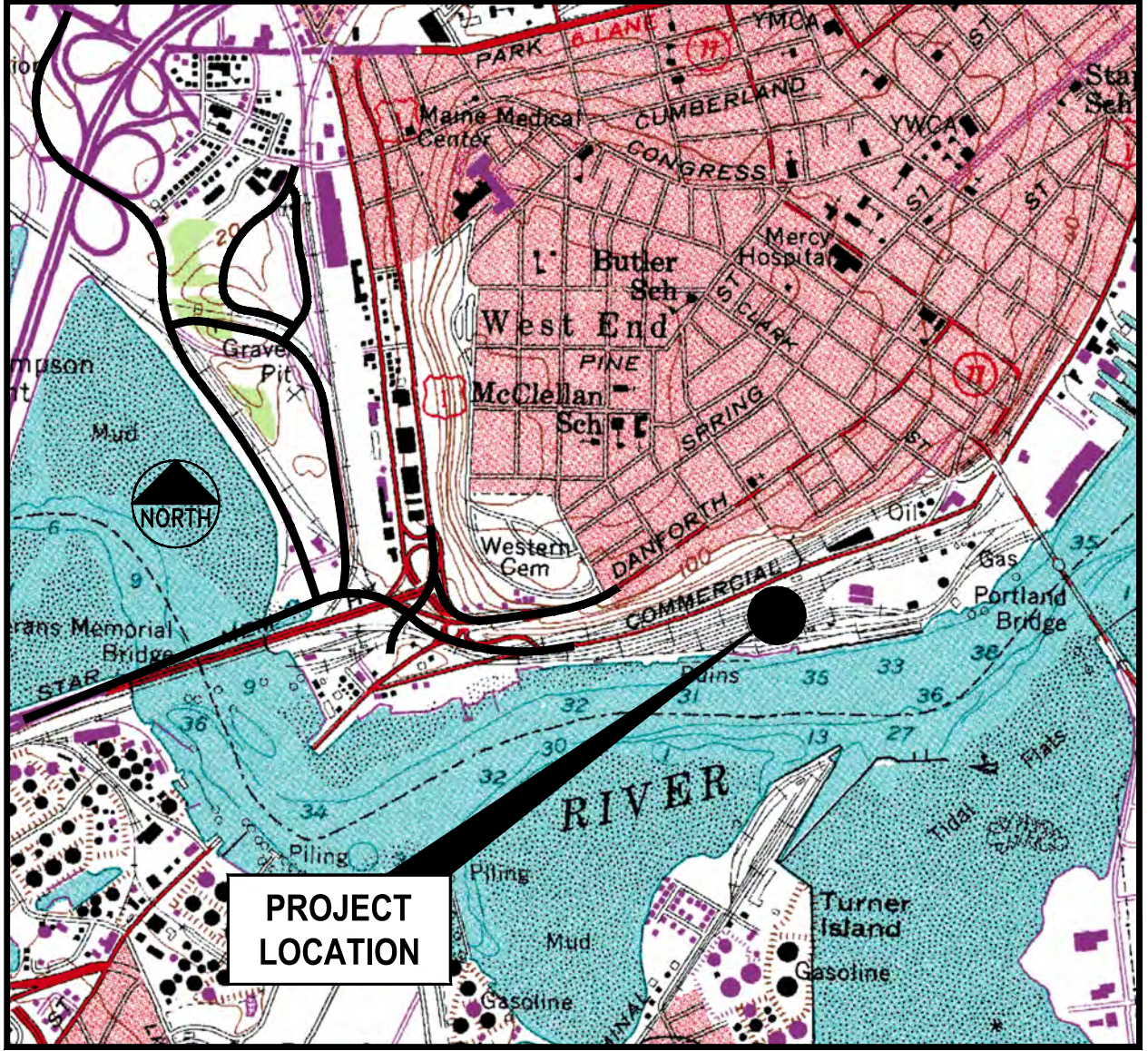
CABLE TV:

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)

SITE DEVELOPMENT PLANS FOR CANAL LANDING NEW YARD EXPANSION - PHASE V BUILDING F - MARINE SHIP BUILDING PORTLAND, MAINE PERMIT PLAN SUBMISSION JULY 2020



LOCATION MAP
N.T.S.

CONSULTANT LIST

CIVIL ENGINEER:

Gorrill Palmer
707 SABLE OAKS DRIVE, SUITE 30
SOUTH PORTLAND, MAINE 04106
207.772.2515
ATTN: STEVE BUSHEY
sbushy@gorrillpalmer.com

SURVEYOR:

Owen Haskell, Inc
390 U.S. ROUTE 1, UNIT 10
FALMOUTH, ME 04105
207.774.0424
ATTN: RANDY LOUBIER, P.L.S.
www.owenhaskell.com

GEOTECHNICAL:

S.W. Cole Engineering, Inc
286 PORTLAND ROAD
GRAY, ME 04039
207.657.2866
ATTN: TIM BOYCE, P.E.
www.swcole.com

ENVIRONMENTAL:

Credere Associates, LLC
776 MAIN STREET
WESTBROOK, ME 04092
207.828.1272
ATTN: RIP PATTEN
www.credereallc.com

ATTORNEY:

Murray, Plumb & Murray
P.O. BOX 9785
PORTLAND, ME 04104
207.773.5651
ATTN: MICHAEL TRAISTER
www.mplaw.com

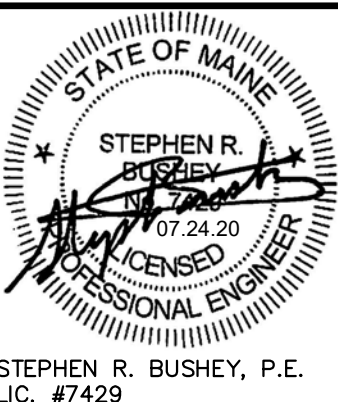
ELECTRICAL DESIGN:

Keeley Electrical Contractors, Inc.
1039 RIVERSIDE STREET
PORTLAND, ME 04103
207.797.3772
ATTN: MIKE KEELEY

ARCHITECT:

ARCHETYPE PA
48 UNION WHARF
PORTLAND, ME 04101
207.772.6022
ATTN: DAVID LLOYD

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.



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

Drawing No.

C-1.0

Drawing Name:

COVER SHEET

Project:

CANAL LANDING PHASE V – BUILDING F
West Commercial Street, Portland, Maine

Client:

NEW YARD LLC
400 West Commercial Street, Portland, Maine 04101

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-COVER.dwg		
This plan shall not be modified without written permission from Gorrill Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorrill Palmer.		



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GENERAL NOTES

- IN ADDITION TO THESE PLANS AND NOTES, THE CONTRACTOR SHALL REFER TO THE PROJECT MANUAL OR MOST CURRENT MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) SPECIFICATIONS FOR CONSTRUCTION SPECIFICATIONS AND BIDDING PROCEDURES.
- THIS PROJECT WILL BE SUBJECT TO THE TERMS AND CONDITIONS OF ALL PERMITS ISSUED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
- 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.
- 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.
- 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, AT ITS SOLE COST.
- 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.
- ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE PROJECT SPECIFICATIONS, THE CITY OF PORTLAND AND SERVICING UTILITY REQUIREMENTS, IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SHALL APPLY AT NO EXTRA COST TO THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS THROUGHOUT THE PROJECT AND PROVIDING THE OWNER WITH A SET OF ELECTRONIC FINAL RECORD DRAWINGS WHEN THE PROJECT IS COMPLETE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES INCLUDING THE MAINE DOT IMT EXPANSION YARD SITE AND EXISTING PORTLAND YACHT SERVICES FACILITIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH OUT THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACT OR CHANGES TO SITE ACCESS CONDITIONS.

PERMITTING NOTES

- THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE SITE PLAN REVIEW PERMIT FROM THE CITY OF PORTLAND WHICH WILL BE MADE A PART OF THE CONTRACT BID DOCUMENTS. THE CONSTRUCTION WILL BE GOVERNED BY THE ZONING ORDINANCES WHICH ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE ENGINEER OR THE MUNICIPAL OFFICE.
- THE CONTRACTOR SHALL REVIEW THE ABOVE-REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.

SITE LAYOUT NOTES

- BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
- ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
- EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE HEAVY DUTY PAVEMENT.
- ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS AND THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS.

GRADING & DRAINAGE NOTES:

- ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
- AN "AS-BUILT" CERTIFICATION AND PLANS OF THE STORMWATER DRAINAGE SYSTEM IS REQUIRED PRIOR TO THE OWNER ACCEPTING ANY BUILDINGS AND PROPERTY. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ANY DEVIATION FROM THE PLANS MAY DELAY THE ACCEPTANCE OF THE PROJECT, WITH CONTRACTOR RESPONSIBLE FOR ANY ASSOCIATED COSTS.
- A DETAILED O&M MANUAL FOR STORMWATER MANAGEMENT SYSTEMS IS (WILL BE) FILED WITH THE CITY OF PORTLAND DURING THE PERMIT REVIEW PROCESS. A SPECIFIC MANUAL HAS BEEN PREPARED FOR O&M OF THE DRAINAGE SYSTEM.
- SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
- SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
- ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
- 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	95%

AND WITHIN 8 INCHES OF THE SLAB-ON-GRADE
*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.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
- 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.
- PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
- NATIVE SOILS RANGE FROM GRANULAR TO CLAYEY AND SILTY. CARE MUST BE EXERCISED TO LIMIT DISTURBANCE OF THE BEARING SOILS. THE NATIVE CLAYEY OR SILTY SOILS SHOULD NOT BE PROOF-ROLLED. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, DISTURBED AREAS SHOULD BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO EXTRA EXPENSE TO THE OWNER. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER.

LOCAL APPROVALS, WAIVERS AND VARIANCES

THE CONSTRUCTION PLANS ARE TO BE SUBMITTED TO THE CITY OF PORTLAND FOR THEIR REVIEW. APPROVAL AND RECORDS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

PENDING SITE PLAN CONDITIONS OF APPROVAL

STANDARD CONDITIONS OF APPROVAL

- 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. MODIFICATION OF ANY APPROVED SITE PLAN OR ALTERATION OF A PARCEL WHICH WAS THE SUBJECT OF SITE PLAN APPROVAL AFTER MAY 20, 1974, SHALL REQUIRE THE PRIOR APPROVAL OF A REVISED SITE PLAN BY THE PLANNING BOARD OR PLANNING AUTHORITY PURSUANT TO THE TERMS OF CHAPTER 14, LAND USE, OF THE PORTLAND CITY CODE.
- 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 INSPECTION DIVISION.
- SITE PLAN EXPIRATION: THE SITE PLAN APPROVAL WILL BE DEEMED TO HAVE EXPIRED UNLESS WORK HAS COMMENCED WITHIN ONE (1) YEAR OF THE APPROVAL OR WITHIN A TIME PERIOD UP TO THREE (3) YEARS FROM THE APPROVAL DATE AS AGREED UPON IN WRITING BY THE CITY AND THE APPLICANT. REQUESTS TO EXTEND APPROVALS MUST BE RECEIVED BEFORE THE ONE (1) YEAR EXPIRATION DATE.
- PERFORMANCE GUARANTEE AND INSPECTION FEES: A PERFORMANCE GUARANTEE COVERING THE SITE IMPROVEMENTS, INSPECTION FEE PAYMENT OF 2.0% OF THE GUARANTEE AMOUNT AND SEVEN (7) FINAL SETS OF PLANS MUST BE SUBMITTED TO AND APPROVED BY THE PLANNING DIVISION AND PUBLIC SERVICES DEPARTMENT PRIOR TO THE RELEASE OF A BUILDING PERMIT, STREET OPENING PERMIT OR CERTIFICATE OF OCCUPANCY FOR SITE PLANS. IF YOU NEED TO MAKE

ANY MODIFICATIONS TO THE APPROVED PLANS, YOU MUST SUBMIT A REVISED SITE PLAN APPLICATION FOR STAFF REVIEW AND APPROVAL.

- DEFECT GUARANTEE:** A DEFECT GUARANTEE, CONSISTING OF 10% OF THE PERFORMANCE GUARANTEE, MUST BE POSTED BEFORE THE PERFORMANCE GUARANTEE WILL BE RELEASED.
- PRECONSTRUCTION MEETING:** PRIOR TO THE RELEASE OF A BUILDING PERMIT OR SITE CONSTRUCTION, A PRE-CONSTRUCTION MEETING SHALL BE HELD AT THE PROJECT SITE. THIS MEETING WILL BE HELD WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC SERVICE'S 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. THE SITE/BUILDING CONTRACTOR SHALL PROVIDE THREE (3) COPIES OF A DETAILED CONSTRUCTION SCHEDULE TO THE ATTENDING CITY REPRESENTATIVES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE A MUTUALLY AGREEABLE TIME FOR THE PRE-CONSTRUCTION MEETING (IF APPLICABLE).
- DEPARTMENT OF PUBLIC SERVICES PERMITS:** IF WORK WILL OCCUR WITHIN THE PUBLIC RIGHT-OF-WAY SUCH AS UTILITIES, CURB, SIDEWALK AND DRIVEWAY CONSTRUCTION, A STREET OPENING PERMIT(S) IS REQUIRED FOR YOUR SITE. PLEASE CONTACT CAROL MERRITT AT 874-8300, EXT. 8828. (ONLY EXCAVATORS LICENSED BY THE CITY OF PORTLAND ARE ELIGIBLE.)
- AS-BUILT FINAL PLANS:** FINAL SETS OF AS-BUILT PLANS SHALL BE SUBMITTED DIGITALLY TO THE PLANNING DIVISION, ON A CD OR DVD, IN AUTOCAD FORMAT (*.DWG), RELEASE AUTOCAD 2005 OR GREATER.
- STORMWATER MANAGEMENT:** THAT THE DEVELOPER/ CONTRACTOR/ SUBCONTRACTOR MUST COMPLY WITH CONDITIONS OF THE CONSTRUCTION STORMWATER MANAGEMENT PLAN AND SEDIMENT & EROSION CONTROL PLAN BASED ON CITY STANDARDS AND STATE GUIDELINES; THAT THE OWNER/OPERATOR OF THE APPROVED STORMWATER MANAGEMENT SYSTEM AND ALL ASSIGNS SHALL COMPLY WITH THE CONDITIONS OF CHAPTER 32 STORMWATER INCLUDING ARTICLE III. POST CONSTRUCTION STORMWATER MANAGEMENT, WHICH SPECIFIES THE ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS; AND THAT A MAINTENANCE AGREEMENT FOR THE STORMWATER DRAINAGE SYSTEM, AS ATTACHED, OR IN SUBSTANTIALLY THE SAME FORM WITH ANY CHANGES TO BE APPROVED BY CORPORATION COUNSEL, SHALL BE SUBMITTED AND SIGNED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY WITH A COPY TO THE DEPARTMENT OF PUBLIC SERVICES.

UTILITY NOTES

- ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED AND CONSTRUCTED BY THE SITE CONTRACTOR TO WITHIN 5 FEET OF THE BUILDINGS, AT A LOCATION COORDINATED WITH THE MEP CONTRACTOR(S) 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.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
- ALL SANITARY SEWER WORK SHALL MEET THE STANDARDS OF THE MAINE STATE PLUMBING CODE AND CITY OF PORTLAND PUBLIC SERVICES DIVISION. CONNECTIONS TO THE 48" SAN. SEWER AND 24" CSO LINE SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF PORTLAND PUBLIC SERVICES DIVISION RECOMMENDATIONS AND REGULATIONS.
- THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, CONDUIT AND BACKFILLING ASSOCIATED WITH UNDERGROUND POWER, COMMUNICATIONS AND CABLE.
- COORDINATE ALL OTHER UTILITY WORK WITH THE APPROPRIATE UTILITY COMPANY. ALL UTILITY WORK SHALL CONFORM TO THE STANDARDS OF THE UTILITY COMPANY AND PROJECT SPECIFICATIONS, WHICHEVER IS MORE STRINGENT, AT NO EXTRA EXPENSE TO THE OWNER.
- THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
- UNDERGROUND ELECTRICAL, CONDUIT MATERIAL AND INSTALLATION SHALL CONFORM TO CENTRAL MAINE POWER STANDARDS AND PROJECT SPECIFICATIONS, WHICH EVER IS MORE STRINGENT. THE EXISTING 115KV TRANSMISSION LINE SHALL BE MARKED/FLAGGED AND PROTECTED DURING CONSTRUCTION. WORK ADJACENT TO THE UNE SHALL BE MONITORED BY CENTRAL MAINE POWER.
- ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
- ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
- 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.
- 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.
- 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.
- THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOB SITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER AND AFFECTED BUSINESSES.
- REMOVAL AND RELOCATION OF THE EXISTING GAS RELATED FACILITIES SHALL BE COORDINATED WITH UNITIL AND THEIR ASSIGNS. CONTRACTOR TO COORDINATE WITH UNITIL'S CONTRACTOR FOR RELOCATION OF THE 8" GAS LINE AND INSTALLATION OF VAULT (SEE UTILITY PLAN FOR LOCATION).

EROSION CONTROL NOTES:

- 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 SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
- 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.
- PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
- ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
- SILT BARIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
- THE CONTRACTOR SHALL REPAIR AND ADD STONE TO THE CONSTRUCTION ENTRANCES 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 ON AN AS NEEDED BASIS, BUT AT A MINIMUM ONCE A WEEK.
- 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.
- LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUED AREAS ON THE SITE DURING CONSTRUCTION.
- 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.
- A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
- 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.
- INSPECT EROSION AND SEDIMENT CONTROL DEVICES AFTER EACH RAIN STORM OF 0.25 INCHES OR GREATER. REPAIR/MODIFY PROTECTION AS NECESSARY TO MAXIMIZE FILTER EFFICIENCY. REPLACE ALL FILTERS WHEN SEDIMENT IS 1/3 OF THE STRUCTURE HEIGHT.
- INSTALL CURLEX EROSION CONTROL MAT OR EQUAL ON ALL SLOPES STEEPER THAN 4:1. TURF REINFORCEMENT (NORTH AMERICAN GREEN OR EQUAL) SHALL BE USED ON SLOPES STEEPER THAN 3:1 IF NOT CALLED OUT FOR RIPRAP STABILIZATION.
- THE CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES, CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, 2014".

EXISTING

- IRON PIPE OR ROD FND
- MONUMENT FOUND
- GAS VALVE
- WATER VALVE
- HYDRANT
- UTILITY POLE
- LIGHT POLE
- COMMUNICATION MANHOLE
- DRAINAGE MANHOLE
- ELECTRIC MANHOLE
- SEWER MANHOLE
- CATCH BASIN
- SIGN
- FENCE
- EDGE OF PAVEMENT
- CURB
- OHW OVERHEAD WIRES
- UGE UNDERGROUND ELECTRIC
- T TELEPHONE
- W WATER LINE
- G GAS LINE
- SS SANITARY SEWER
- SD STORM DRAIN
- 1:5 1' CONTOUR
- MONITORING WELL
- SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RAIL TRACKS
- RIPRAP
- STONE BASE AT RAILROAD CROSSING
- TIMBERS AT RAILROAD CROSSING
- BOATYARD SURFACE
- RETAINING WALL

- FENCE
- EDGE OF PAVEMENT
- CURB
- OHW OVERHEAD WIRES
- UGE UNDERGROUND ELECTRIC
- T TELEPHONE
- W WATER LINE
- G GAS LINE
- SS SANITARY SEWER
- SD STORM DRAIN
- 1:5 1' CONTOUR
- MONITORING WELL
- SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
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- RAIL TRACKS
- RIPRAP
- STONE BASE AT RAILROAD CROSSING
- TIMBERS AT RAILROAD CROSSING
- BOATYARD SURFACE
- RETAINING WALL

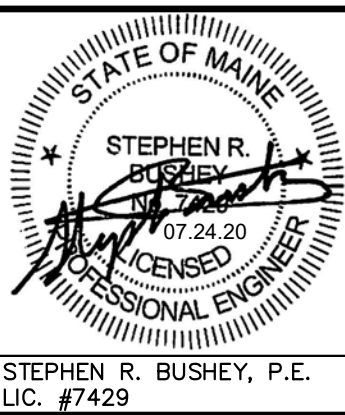
- SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RAIL TRACKS
- RIPRAP
- STONE BASE AT RAILROAD CROSSING
- TIMBERS AT RAILROAD CROSSING
- BOATYARD SURFACE
- RETAINING WALL

- RETAINING WALL

PROPOSED

- BARRIER FREE SYMBOL
- SIGN
- SIGN LABEL
- GUIDERAIL - METAL
- GUIDERAIL - TIMBER
- FENCE - CHAINLINK
- FENCE - WOOD
- BUILDING / BUILDING ACCESS
- RETAINING WALL
- PEDESTRIAN CROSSWALK
- BOLLARD
- VERTICAL GRANITE CURB
- SLOPED GRANITE CURB
- CATCH BASIN
- CONTOUR LABEL
- DRAIN MANHOLE
- RIPRAP INLET / OUTLET APRON
- SLOPE DESIGNATION
- SPOT GRADE
- SPOT GRADE AT RETAINING WALL (TW = TOP WALL / BW = BOTTOM WALL)
- WATER MARK
- UNDERDRAIN
- STORM DRAIN
- CURB STOP
- HYDRANT
- LIGHT POLE WITH FIXTURE(S)
- SANITARY SEWER MANHOLE
- TEST PIT
- TRANSFORMER PAD
- UTILITY POLE
- VALVE
- SANITARY SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND ELECTRIC
- OVERHEAD ELECTRIC
- CONCRETE

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



Rev.	Date	Revision

Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-GEN NOTES.dwg		
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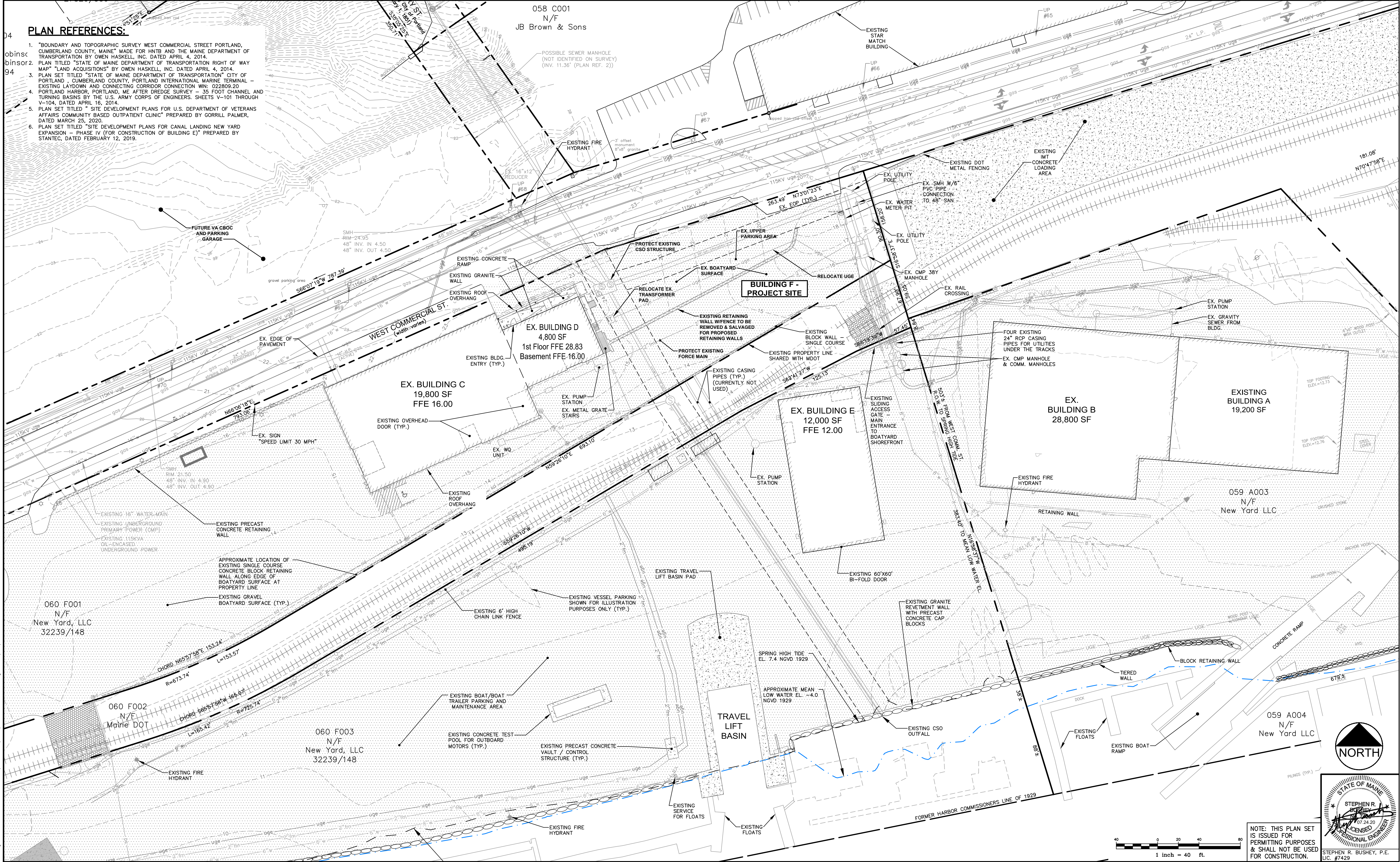


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Drawing Name:	GENERAL NOTES & LEGEND
Project:	CANAL LANDING PHASE V – BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

Drawing No.

C-1.1



PLAN REFERENCES:

- 1. "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
- 2. PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
- 3. PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION W/IN 022809.20
- 4. PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.
- 5. PLAN SET TITLED "SITE DEVELOPMENT PLANS FOR U.S. DEPARTMENT OF VETERANS AFFAIRS COMMUNITY BASED OUTPATIENT CLINIC" PREPARED BY GORRILL PALMER, DATED MARCH 25, 2020.
- 6. PLAN SET TITLED "SITE DEVELOPMENT PLANS FOR CANAL LANDING NEW YARD EXPANSION - PHASE IV (FOR CONSTRUCTION OF BUILDING E)" PREPARED BY STANTEC, DATED FEBRUARY 12, 2019.

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Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 3561.02-EXISTING.dwg		
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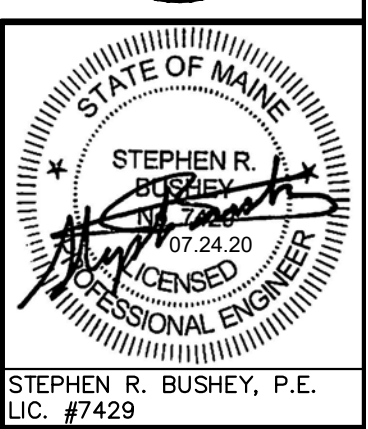
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Drawing Name:	EXISTING CONDITIONS & REMOVALS PLAN
Project:	CANAL LANDING PHASE V - BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

Drawing No.
C-2.0

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



ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)		
PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD / VESSEL CONSTRUCTION		
	<u>REQUIRED</u>	<u>PROVIDED</u>
MINIMUM LOT SIZE	NONE	17.77 AC
MINIMUM LOT FRONTAGE	NONE	NONE
MINIMUM YARD DIMENSIONS		
FRONT	NONE	0 FT
SIDE	NONE	18.1 FT
REAR	NONE	N/A
SETBACK FROM PIER LINE	5 FT	>100 FT
MAXIMUM LOT COVERAGE	100%	9.6%
MAXIMUM BUILDING HEIGHT	75 FT (CONDITIONAL)	<45 FT (BLDG F)

	EXISTING BUILDING
	PROPOSED BUILDING (PHASE V)
	PREPARED BOATYARD PERVIOUS SURFACE FOR VESSEL DISPLAY, STORAGE AND MAINTENANCE
	SIDEWALK SURFACE T.B.D.
	PATIO CONCRETE / BRICK PAVERS
	PORTLAND CEMENT CONCRETE

1. "BOUNDARY AND TOPOGRAPHIC SURVEY WEST COMMERCIAL STREET PORTLAND, CUMBERLAND COUNTY, MAINE" MADE FOR HNTB AND THE MAINE DEPARTMENT OF TRANSPORTATION BY OWEN HASKELL, INC. DATED APRIL 4, 2014.
2. "PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL INC. DATED APRIL 4, 2014.
3. PLAN SET TITLED "STATE OF MAINE DEPARTMENT ON TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION VME: 022809.20
4. PORTLAND HARBOR, PORTLAND, ME AFTER DREDGE SURVEY - 35 FOOT CHANNEL AND TURNING BASINS BY THE U.S. ARMY CORPS OF ENGINEERS. SHEETS V-101 THROUGH V-104, DATED APRIL 16, 2014.

NOTES

1. THE OWNER SHALL BE RESPONSIBLE TO REMOVE PROPOSED STRUCTURES I.E. STAIRS, RAMPS, ETC. WITHIN THE PROPOSED 30' WIDE EASEMENT OVER THE CSO LINE IN THE EVENT THAT THE CITY MUST HAVE ACCESS FOR MAINTENANCE AND REPAIRS TO THE PIPE.
2. THE DEVELOPMENT SITE IS IDENTIFIED AS WITHIN THE AE ZONE ACCORDING TO THE CITY'S FLOOD MAP VIEWER. THE SITE IS LOCATED ABOVE THE 100 YEAR FLOOD ELEVATION (10.0' NGVD 29) AS ELEVATION 10.0' NOW FALLS ALONG THE SHOREFRONT REVEITEMT. GROUND ELEVATIONS WITHIN THE SITE ARE ELEVATION 10.0' UP TO ELEVATION 13.5'. THE PROPOSED BUILDING F FINISH FLOOR ELEVATION WILL BE 13.5' WHICH IS FOUR FEET ABOVE THE 100 YEAR BASE FLOOD ELEVATION, PER CITY CODE REQUIREMENTS.

(INV. 11.36' (PLAN REF. 2))

BUILDING
OVERHANG
(TYP.)

PROPOSED BUILDING F - 3 STORIES
BASEMENT FFE 16.00
FIRST FLOOR FFE 28.83
SECOND FLOOR FFE 41.83
7,500 GROSS SF FOOTPRINT
(SEE BUILDING PLANS BY ARCHETYPE)

16.00
28.83
41.83
34.83
BY ARCHETYPE)

55' 50"

6'

SEE SHEET 3.1 FOR ENLARGEMENT

EXISTING BLOCK WALL - SINGLE COURSE

EXISTING PROPERTY LINE SHARED WITH MDOT

APPROX. LIMIT OF
BOATYARD SURFACE
MODIFICATIONS /
ADJUSTMENTS FOR
BUILDING F PROJECT
(TYP.)



STATE OF MAINE
STEPHEN R. BUSHEY
07.24.20
EXPIRED
PROFESSIONAL ENGINEER

**NOTE: THIS PLAN SET
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& SHALL NOT BE USED
FOR CONSTRUCTION.**

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Design: SRB	Draft: CDD	Date: JULY 2020
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File Name: 356102-SITE.dwg		

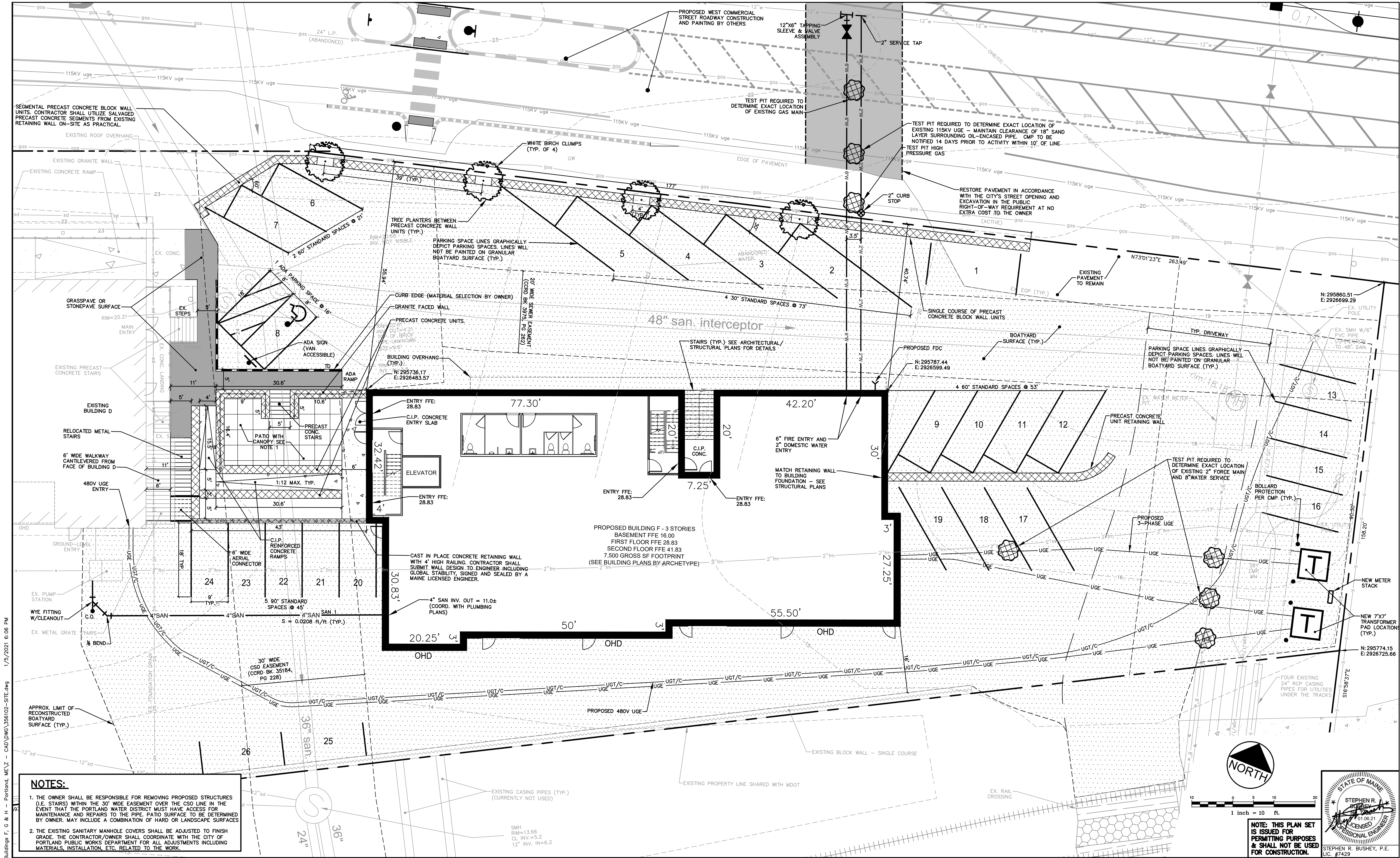
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Drawing Name:	BUILDING F OVERALL SITE PLAN
Project:	CANAL LANDING PHASE V – BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

Drawing No.
C-3.0



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- NOTES:**
1. THE OWNER SHALL BE RESPONSIBLE FOR REMOVING PROPOSED STRUCTURES (I.E. STAIRS) WITHIN THE 30' WIDE EASEMENT OVER THE CSO LINE IN THE EVENT THAT THE PORTLAND WATER DISTRICT MUST HAVE ACCESS FOR MAINTENANCE AND REPAIRS TO THE PIPE. PATIO SURFACE TO BE DETERMINED BY OWNER. MAY INCLUDE A COMBINATION OF HARD OR LANDSCAPE SURFACES
 2. THE EXISTING SANITARY MANHOLE COVERS SHALL BE ADJUSTED TO FINISH GRADE. THE CONTRACTOR/OWNER SHALL COORDINATE WITH THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT FOR ALL ADJUSTMENTS INCLUDING MATERIALS, INSTALLATION, ETC. RELATED TO THE WORK.

Rev.	Date	Revision
4	2021.01.06	RESUBMITTED PER L.O.R. #2
3	2020.11.19	REVISED BUILDING "G" ORIENTATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Rev.	Date	Revision
4	2021.01.06	RESUBMITTED PER L.O.R. #2
3	2020.11.19	REVISED BUILDING "G" ORIENTATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS
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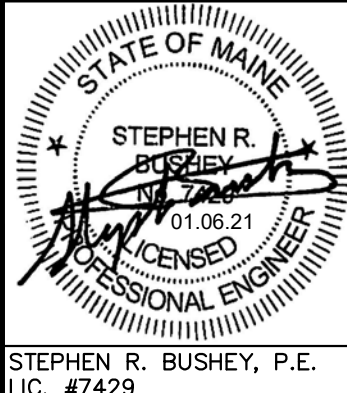
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Drawing Name:
BUILDING F SITE LAYOUT & UTILITY PLAN

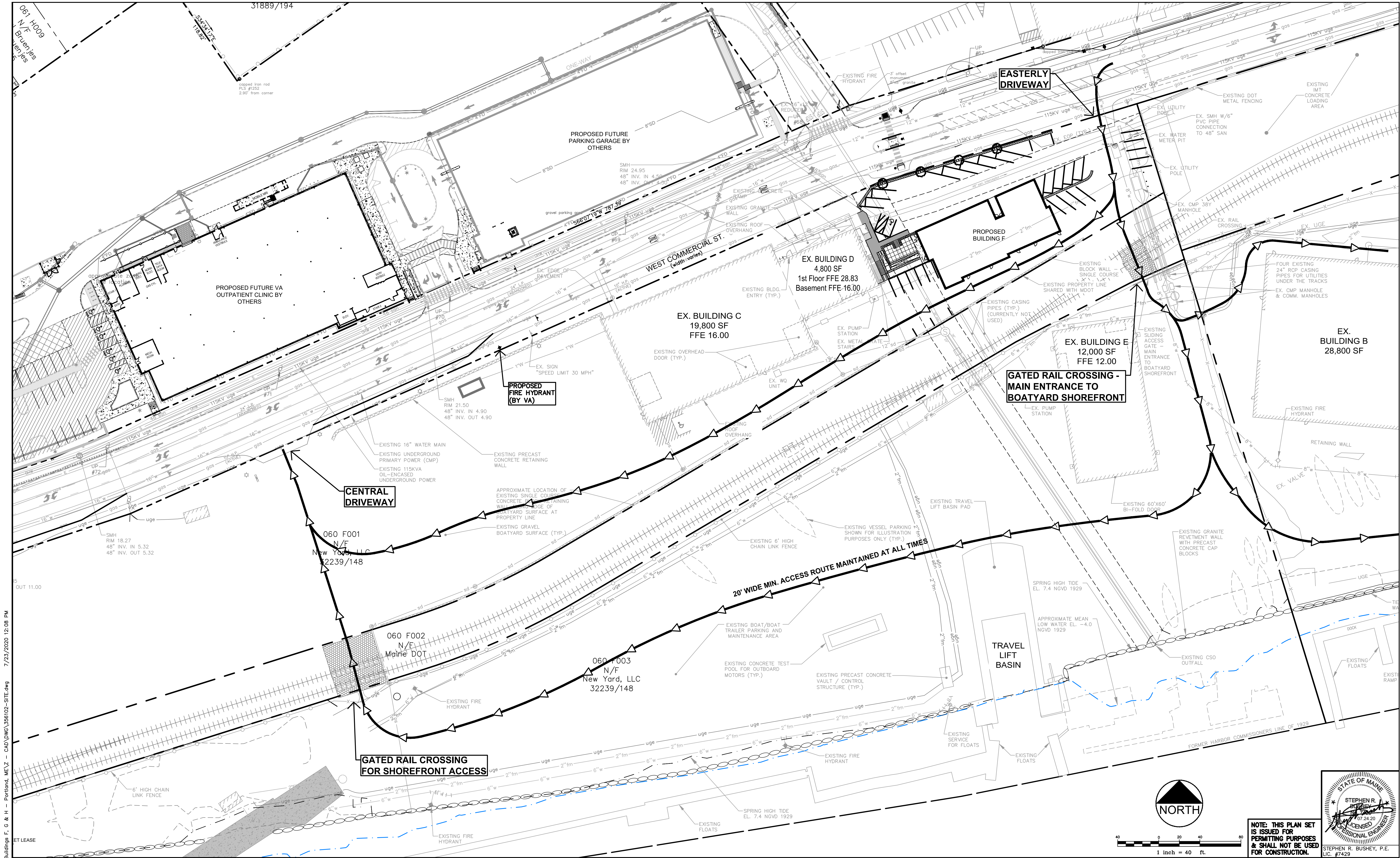
Project:
CANAL LANDING PHASE V - BUILDINGS F, G, H
West Commercial Street, Portland, Maine

Client:
NEW YARD LLC
100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-3.1



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Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

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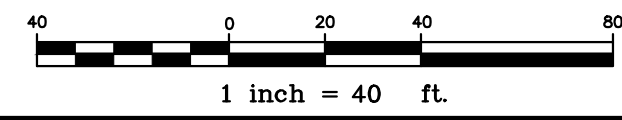


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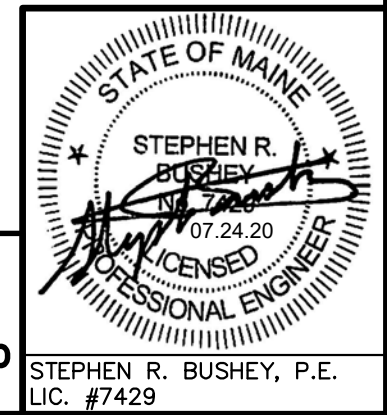
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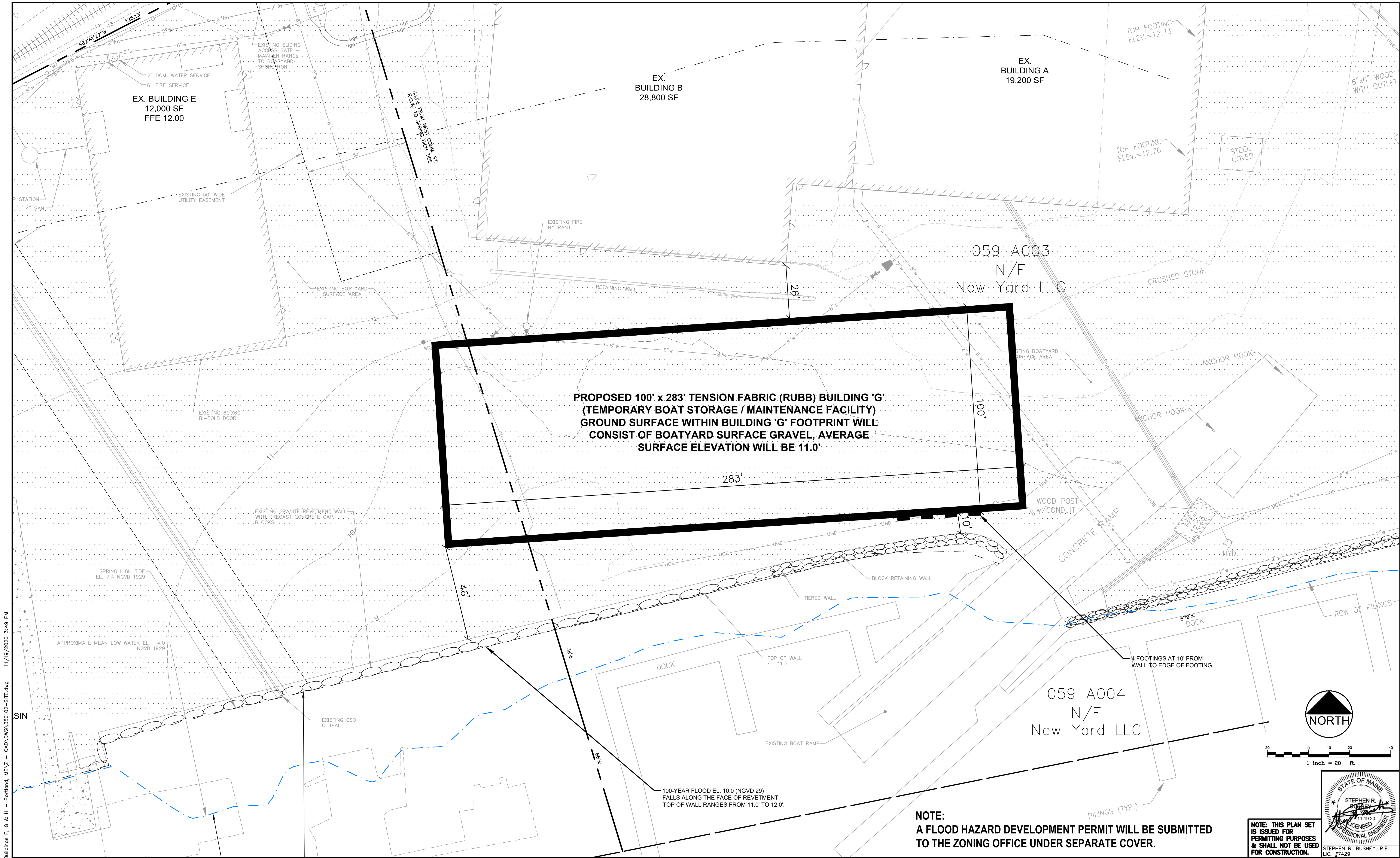
Drawing Name:	CIRCULATION PLAN
Project:	CANAL LANDING PHASE V - BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

Drawing No.
C-3.2



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Rev.	Date	Revision

Rev.	Date	Revision
3	2020.11.19	REVISED BUILDING 'G' ORIENTATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-SITE.dwg		
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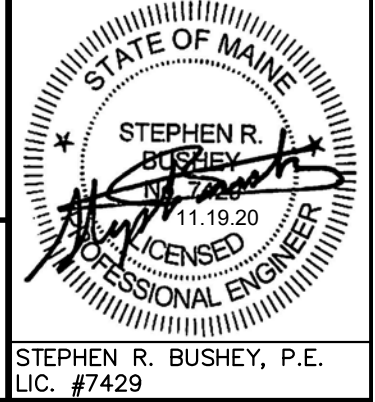
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Drawing Name:	SITE PLAN FOR TEMPORARY TENSION FABRIC BUILDING
Project:	CANAL LANDING PHASE V - BUILDING G West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

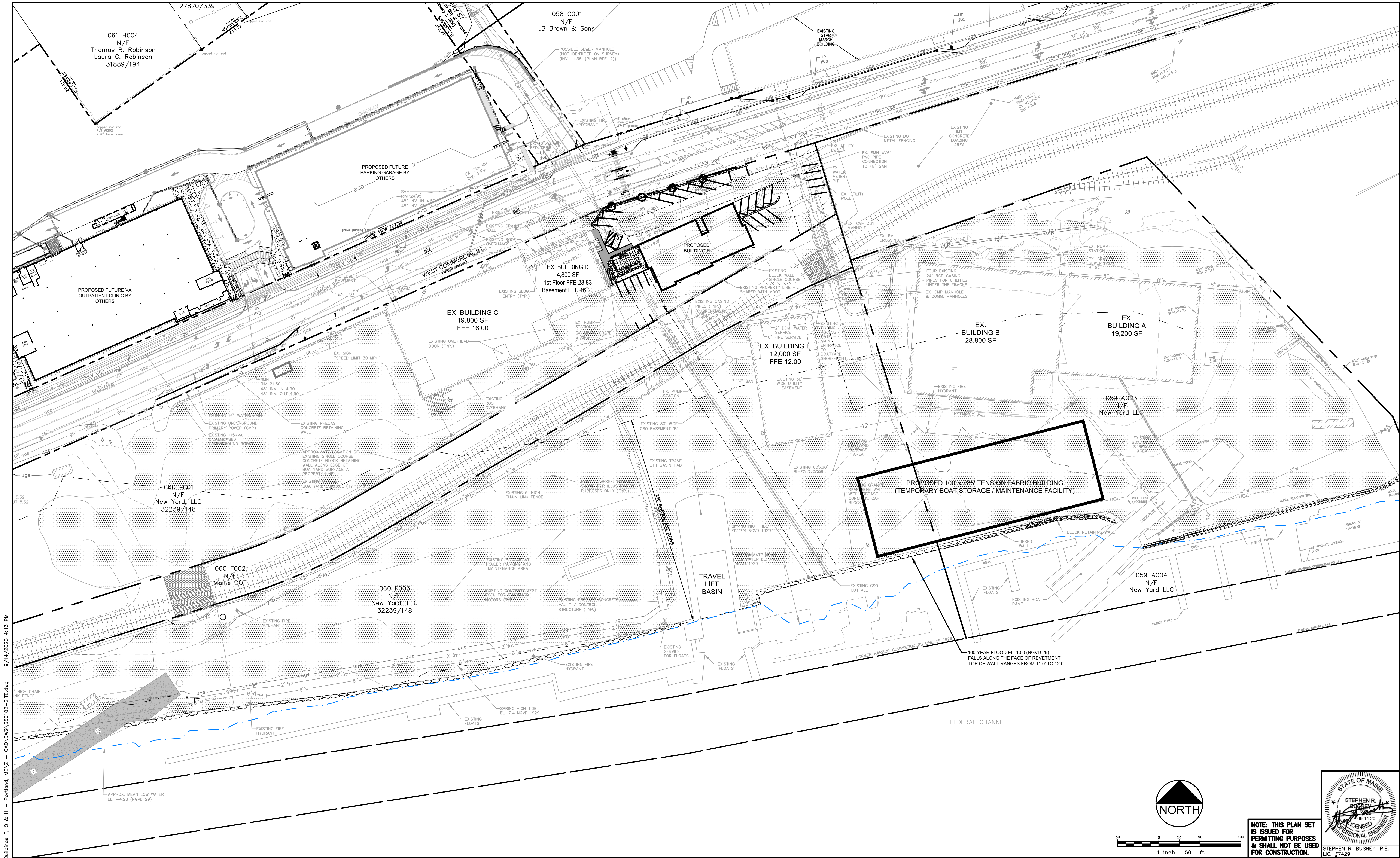
Drawing No.

C-3.3



STATE OF MAINE
STEPHEN R. BUSHEY, P.E.
LICENSED PROFESSIONAL ENGINEER
11-19-20
LIC. #7429

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Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS

Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS

Design: SRB Draft: CDD Date: JULY 2020
Checked: SRB Scale: AS NOTED Job No.: 3561.02
File Name: 3561.02-SITE.dwg
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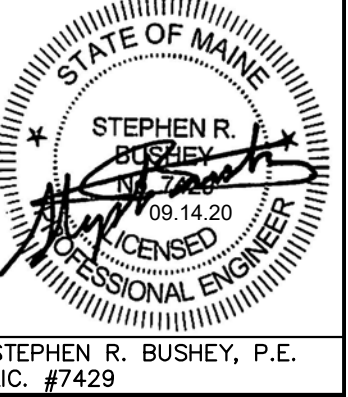
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Drawing Name:
OVERALL DEVELOPMENT PLAN

Project:
CANAL LANDING PHASE V - BUILDING F
West Commercial Street, Portland, Maine

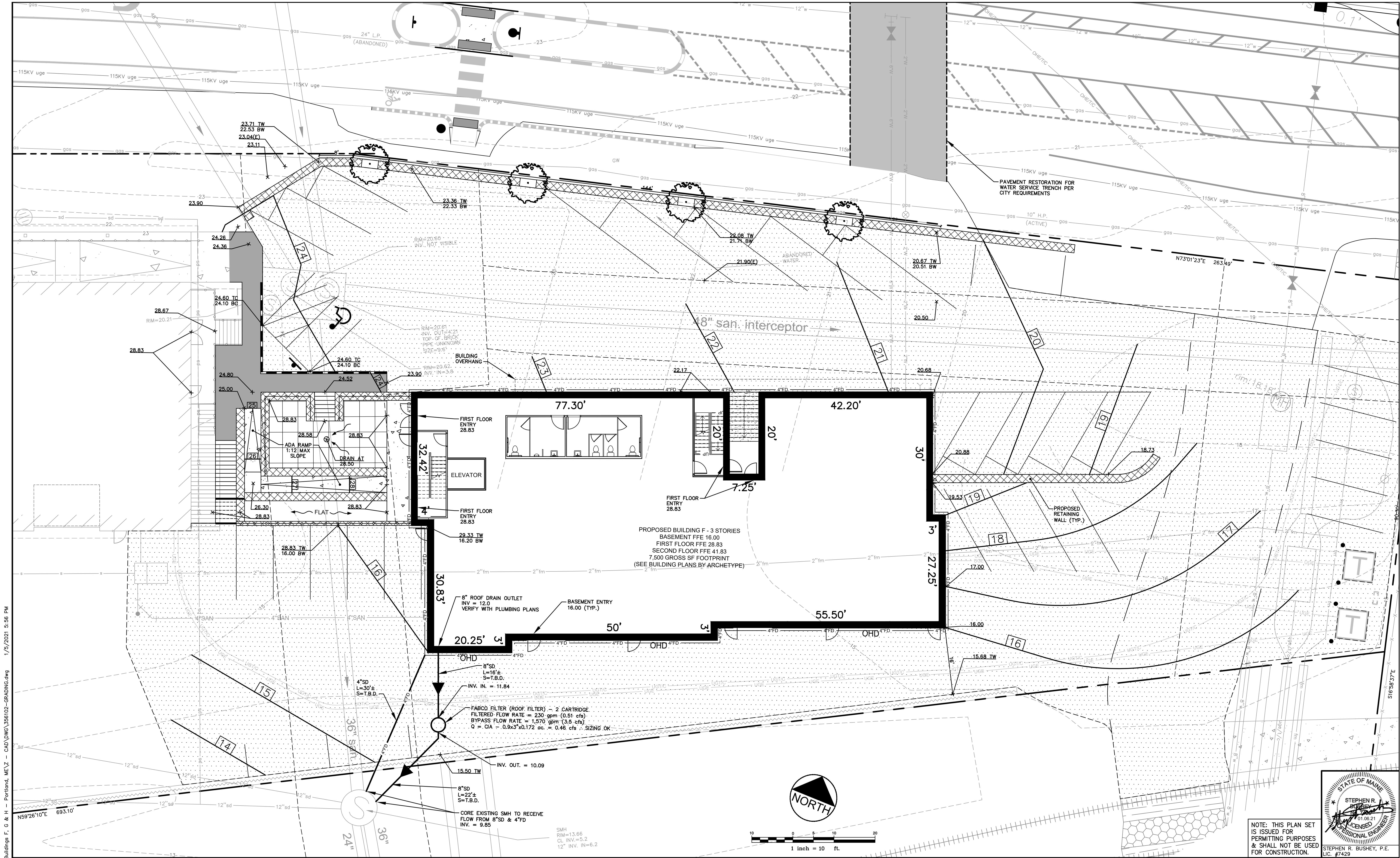
Client:
NEW YARD LLC
100 West Commercial Street, Portland, Maine 04101



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Drawing No.
C-3.4

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Rev.	Date	Revision

Rev.	Date	Revision
4	2021.01.06	RESUBMITTED PER L.O.R. #2
3	2020.11.19	REVISED BUILDING "G" ORIENTATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

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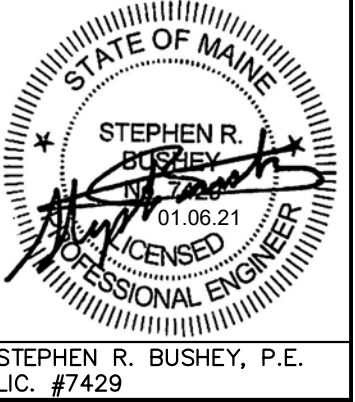


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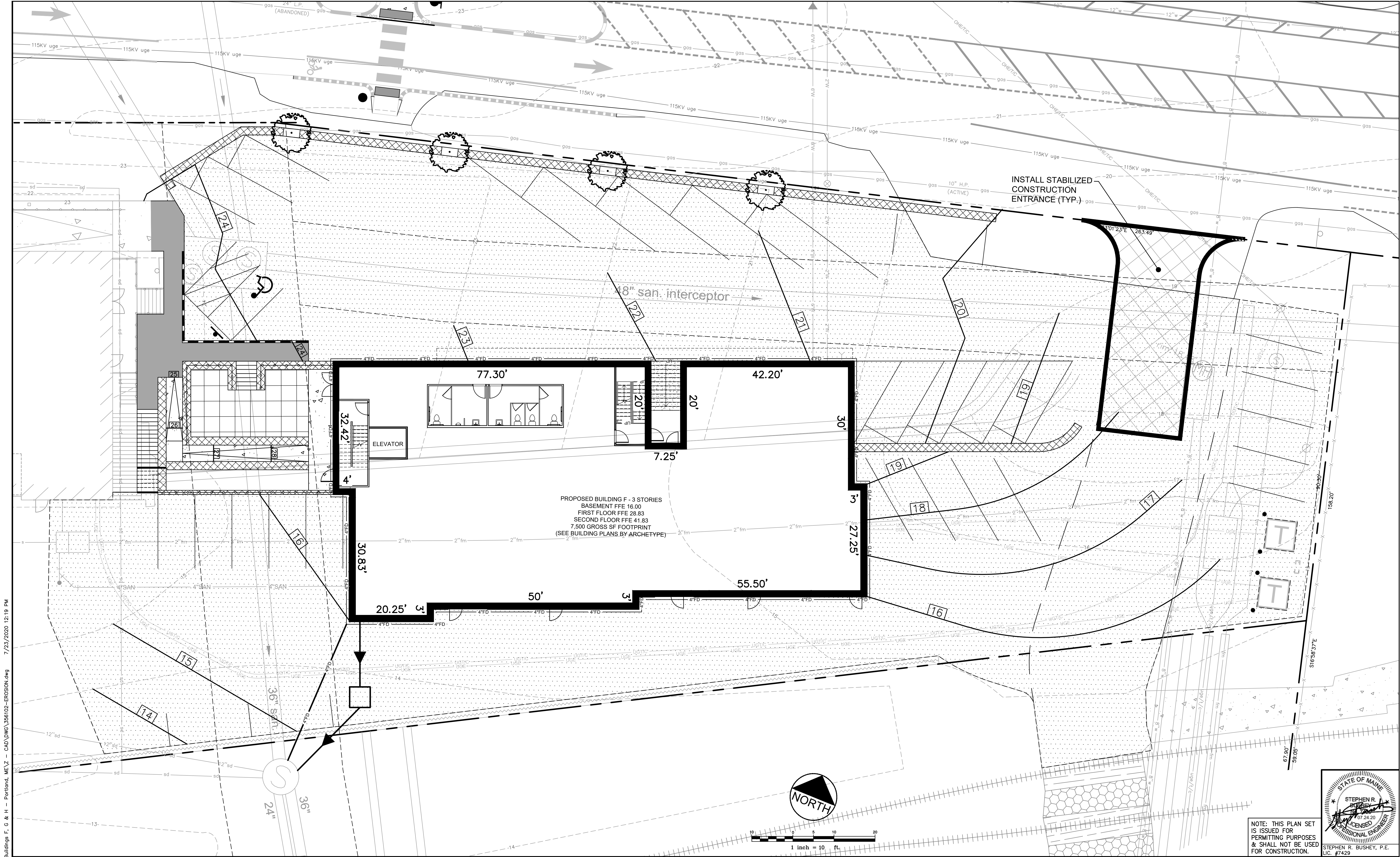
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Drawing Name:	BUILDING F GRADING & DRAINAGE PLAN
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-4.0



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



U:\356102_Canal Landing Buildings F, G & H - Portland, ME\Z - CAD\DWG\356102-EROSION.dwg 7/23/2020 12:19 PM

Rev.	Date	Revision

Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-EROSION.dwg		
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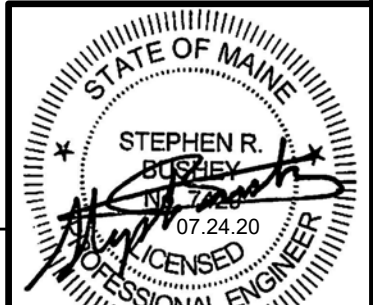


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PALMER**

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Drawing Name:	EROSION & SEDIMENT CONTROL PLAN
Project:	CANAL LANDING PHASE V – BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

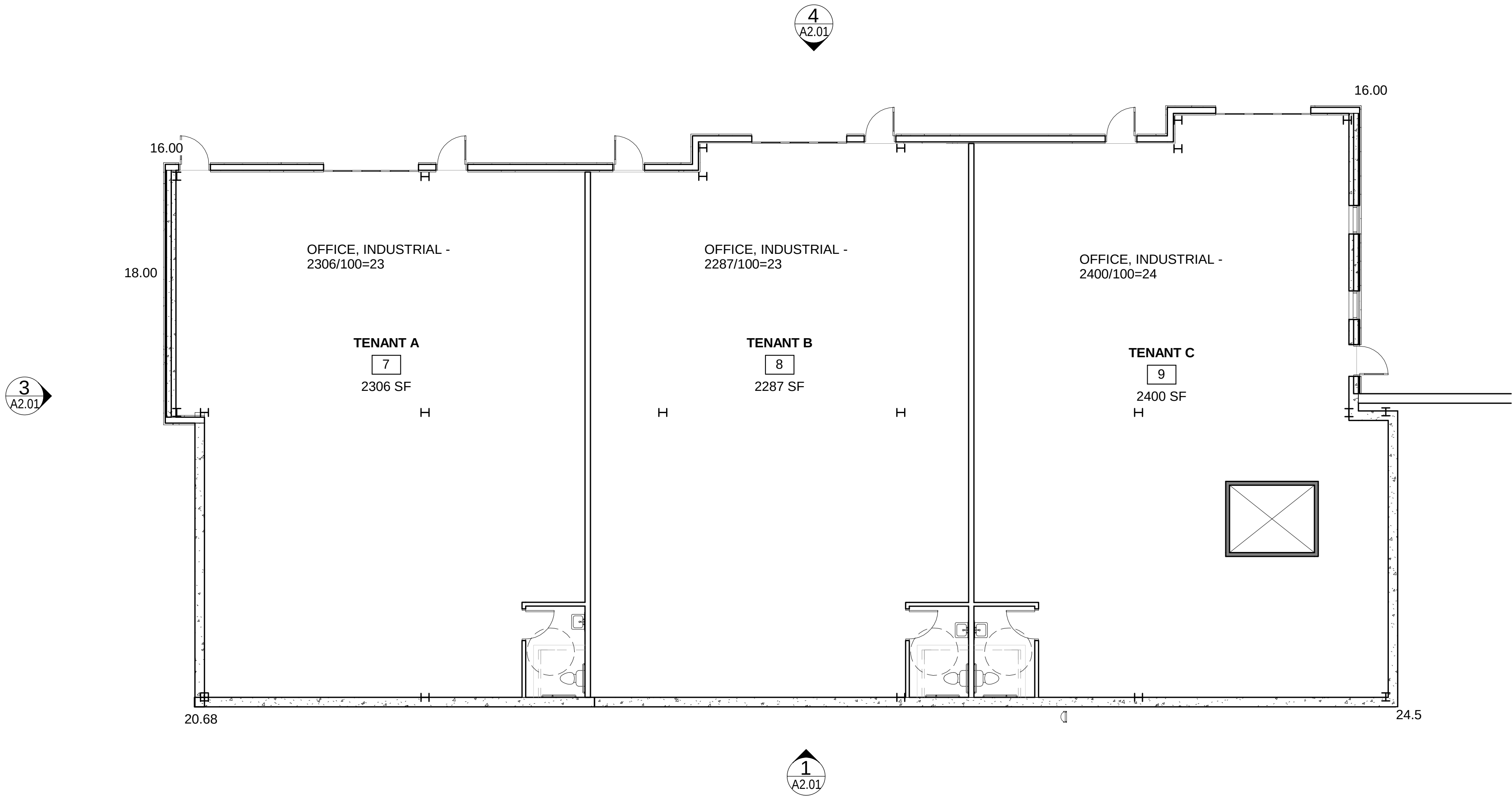
Drawing No.
C-6.0



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LIC. #7429

AVERAGE GRADE 19.295



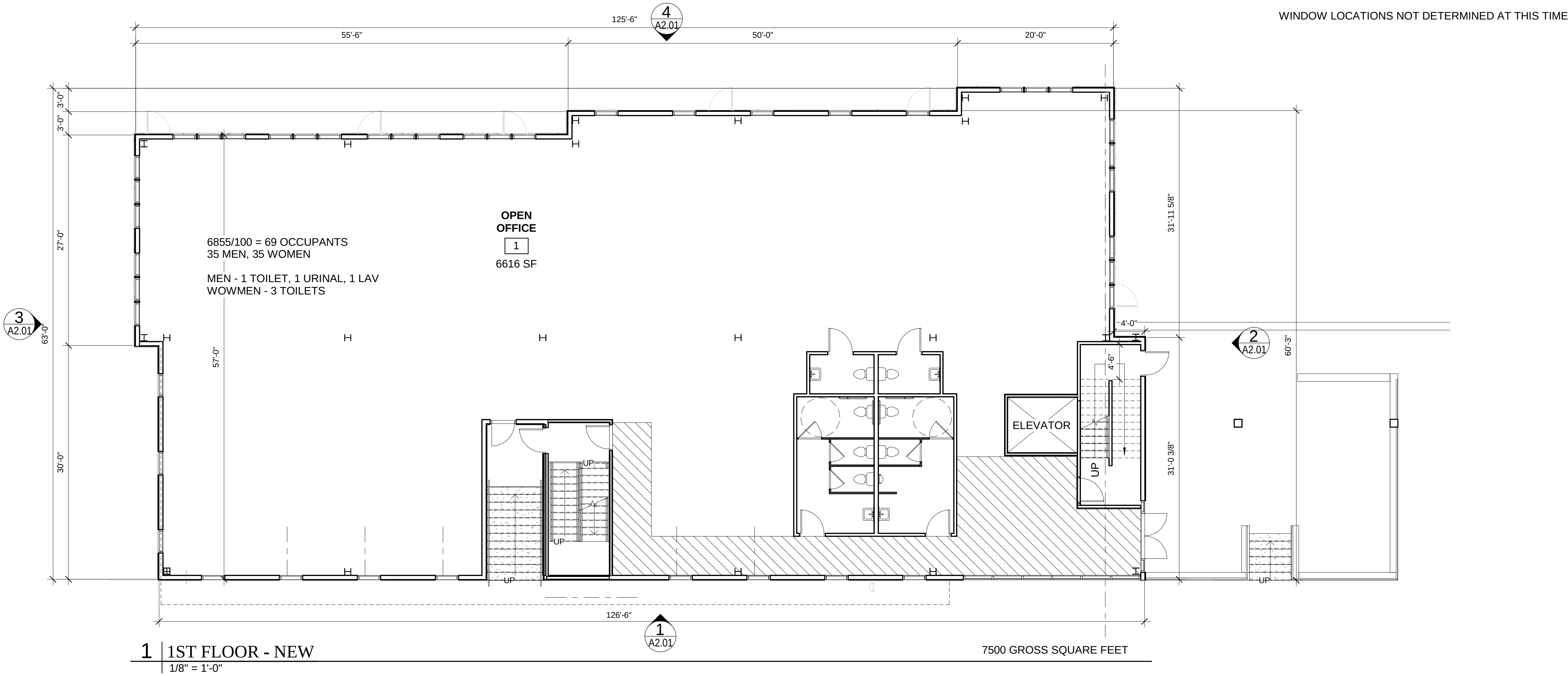
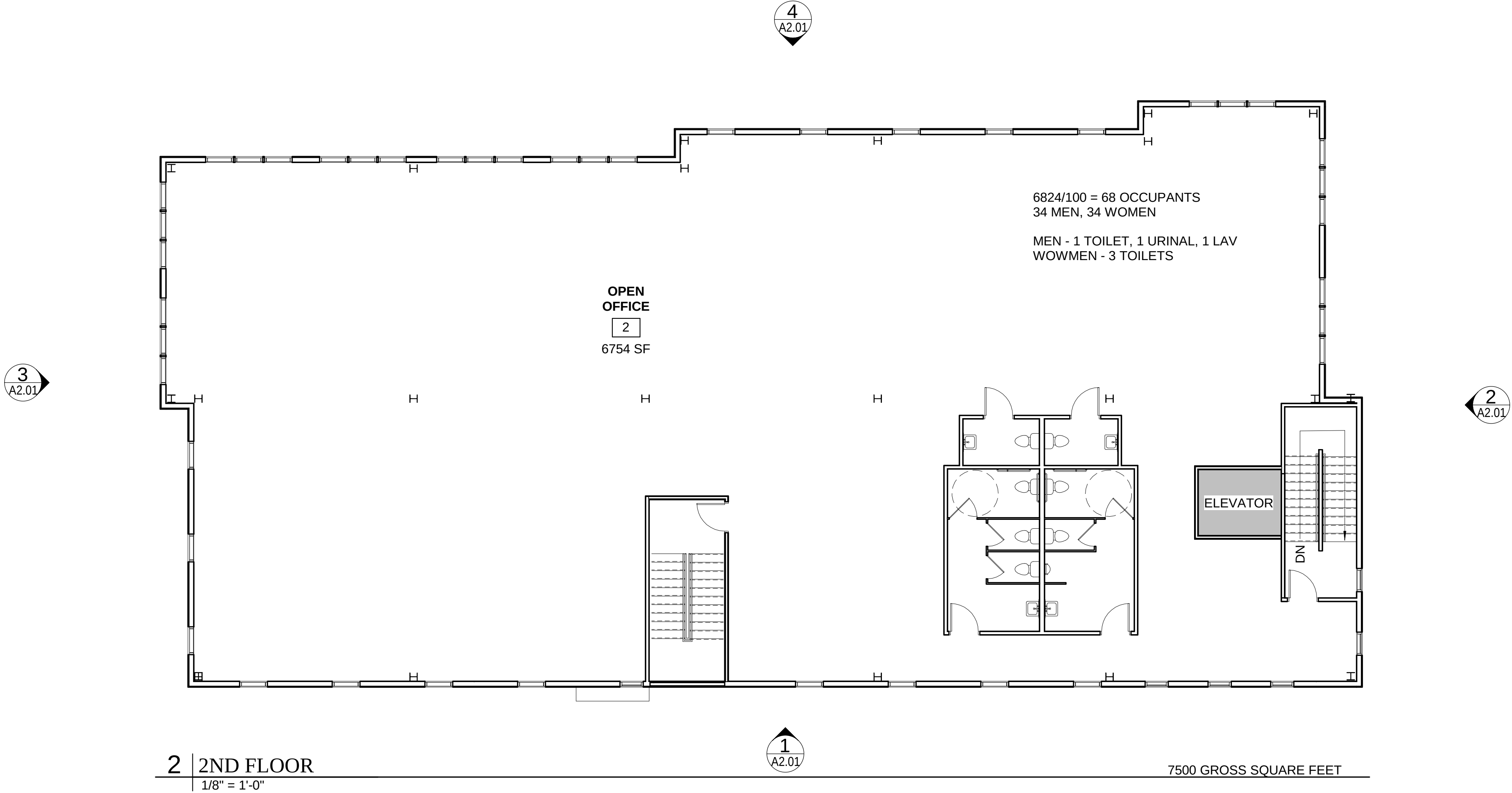
1 | BASEMENT
1/8" = 1'-0"

Date: 7/28/2020	Scale: 1/8" = 1'-0"	Revisions:	Project: CANAL LANDING BUILDING F PORTLAND MAINE	Architect: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	Consultant:	Prepared For:	Owner
A1.00							

BUSINESS USE
SPRINKLERED
3 STORIES

FOOTPRINT - 7432

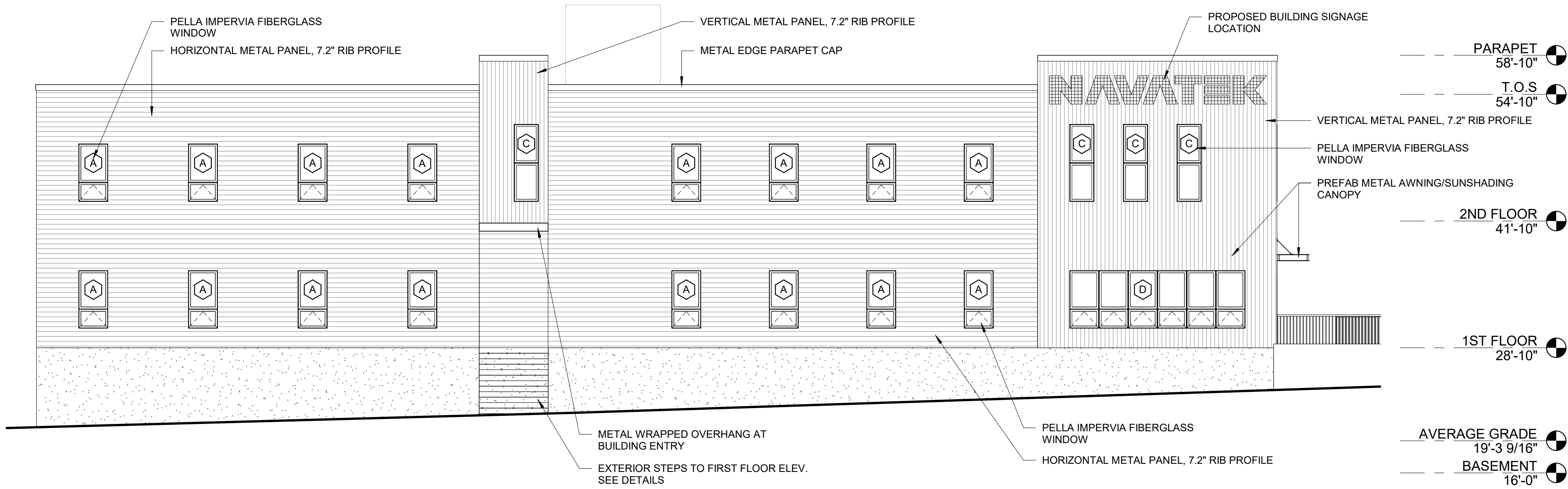
2B CONSTRUCTION



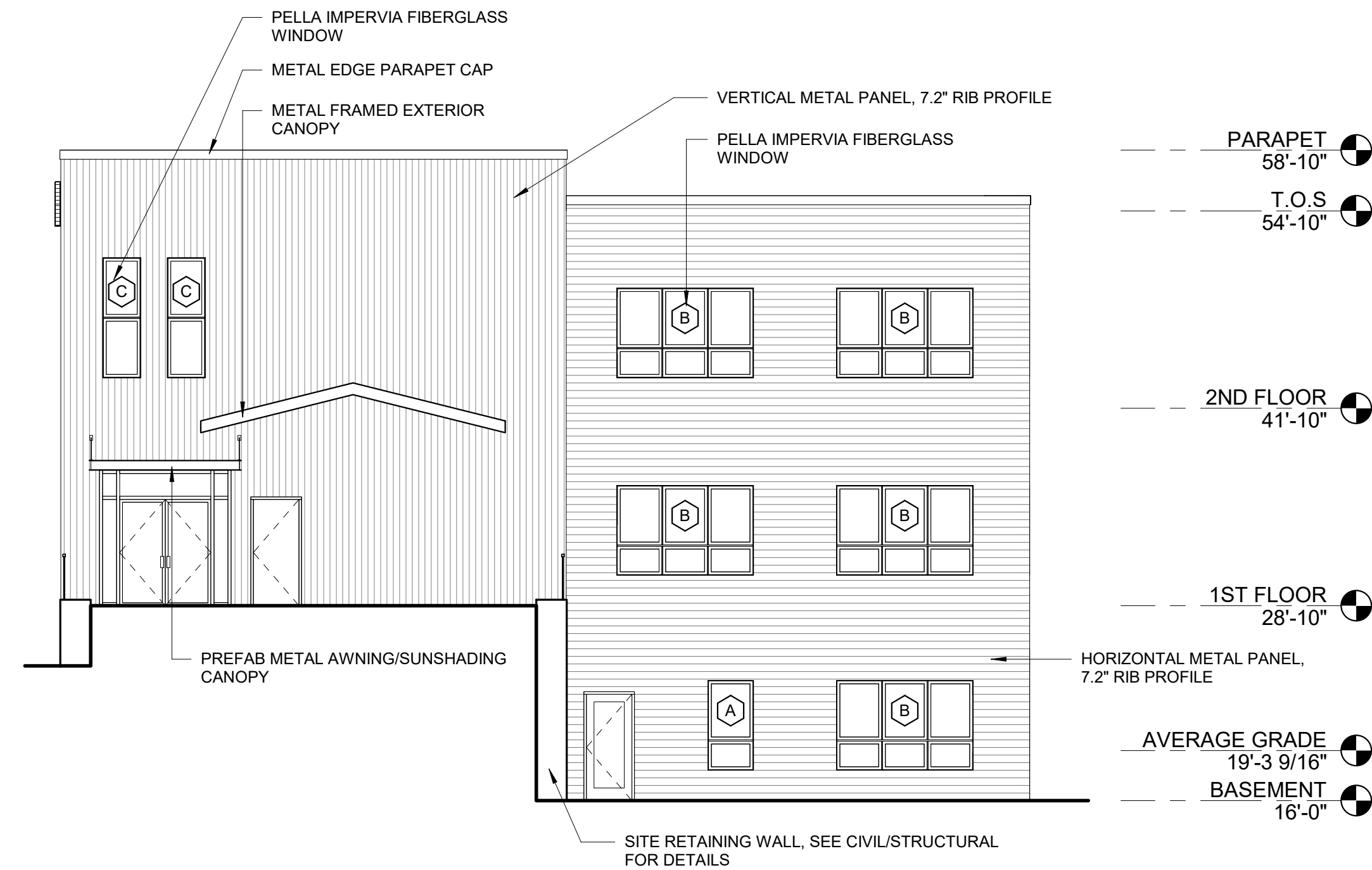
WINDOW LOCATIONS NOT DETERMINED AT THIS TIME

WINDOW LOCATIONS NOT DETERMINED AT THIS TIME

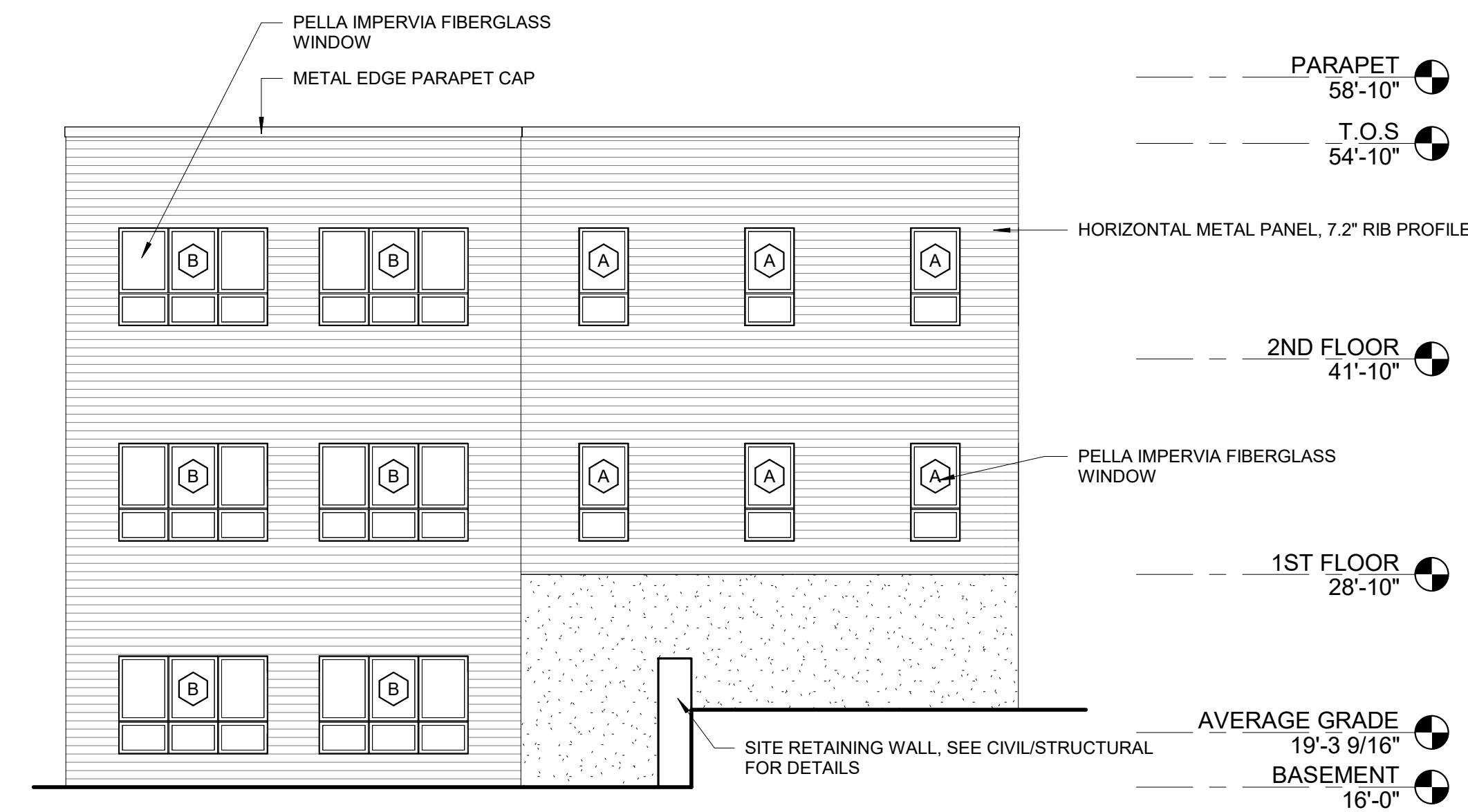
Prepared For:		Owner	
		Address City, State	
Consultant:		Architect:	
		ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Project:		CANAL LANDING BUILDING F	
		PORTLAND MAINE	
Revisions:		Date: 7/28/2020	
		Scale: 1/8" = 1'-0"	
		FLOOR PLANS	
		A1.01	



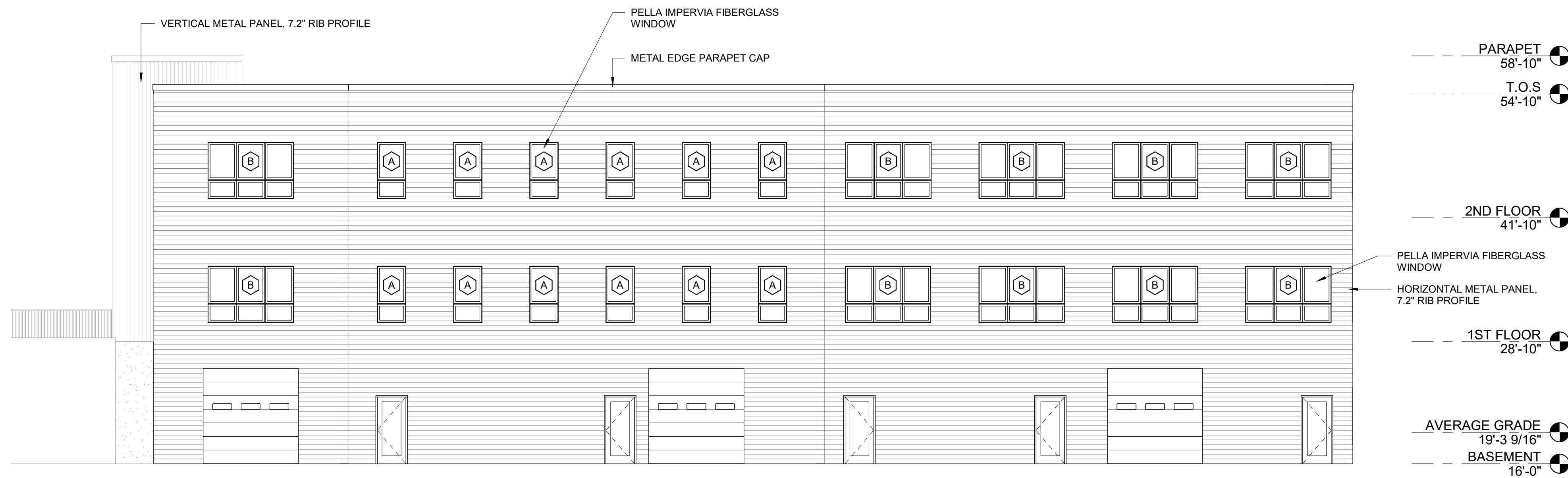
2 | NORTH ELEVATION
1/8" = 1'-0"



4 | WEST ELEVATION
1/8" = 1'-0"



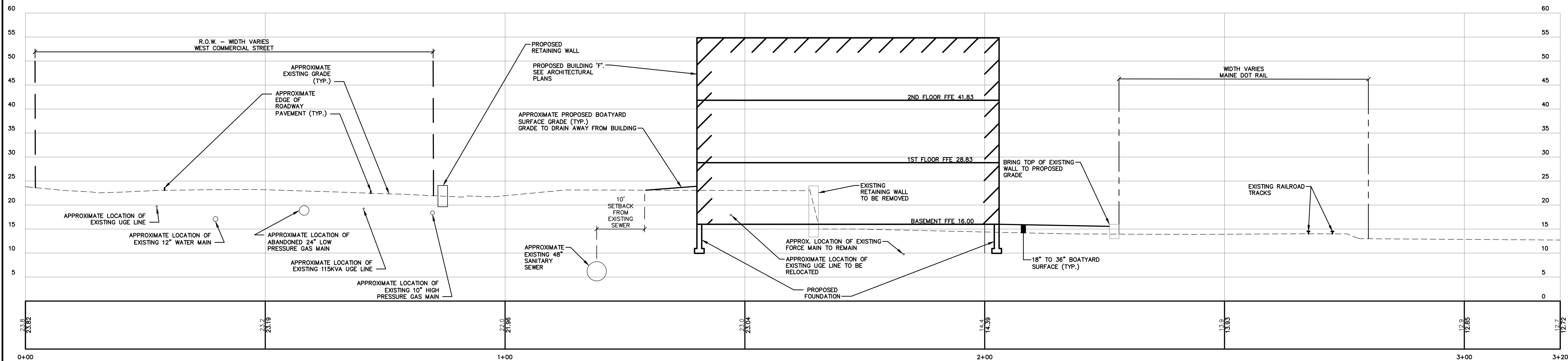
3 | EAST ELEVATION
1/8" = 1'-0"



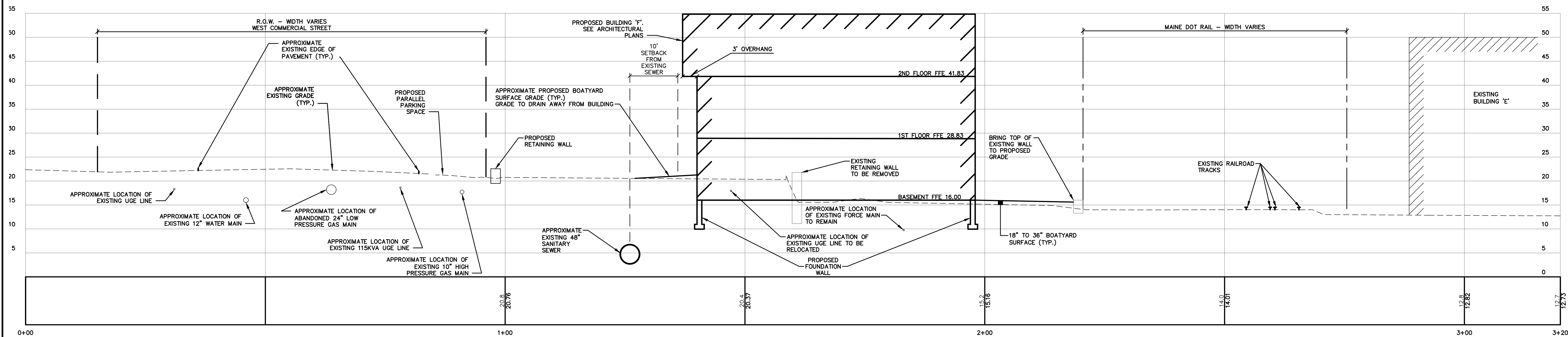
1 | SOUTH ELEVATION
1/8" = 1'-0"

Prepared For:	NEW YARD, LLC	
	Address City, State	
Consultant:	Archetype architects	
	48 Union Wharf Portland, Maine 04101 (207) 772-0022 ARCHETYPE@ARCHETYPAPA.COM	
Architect:	CANAL LANDING BUILDING F	
Project:	400 WEST COMMERCIAL STREET PORTLAND, MAINE	
Revisions:		
Date:	Scale: 1/8" = 1'-0"	Building Elevations
A2.01		

U:\356102_Canal Landing Buildings F, G & H - Portland, ME\3 - CAD\DWG\356102-SECTIONS.dwg 7/23/2020 12:17 PM

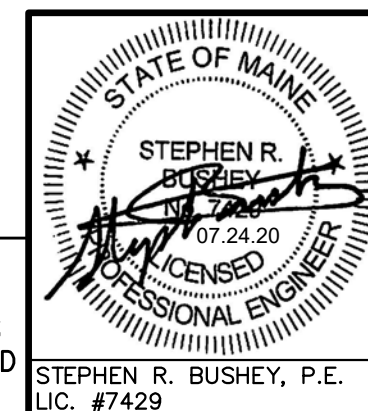


SECTION A-A
1"=10' HORIZ.
1"=10' VERT.



SECTION B-B
1"=10' HORIZ.
1"=10' VERT.

NOTE: THIS PLAN SET
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Rev.	Date	Revision

Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-SECTIONS.dwg		
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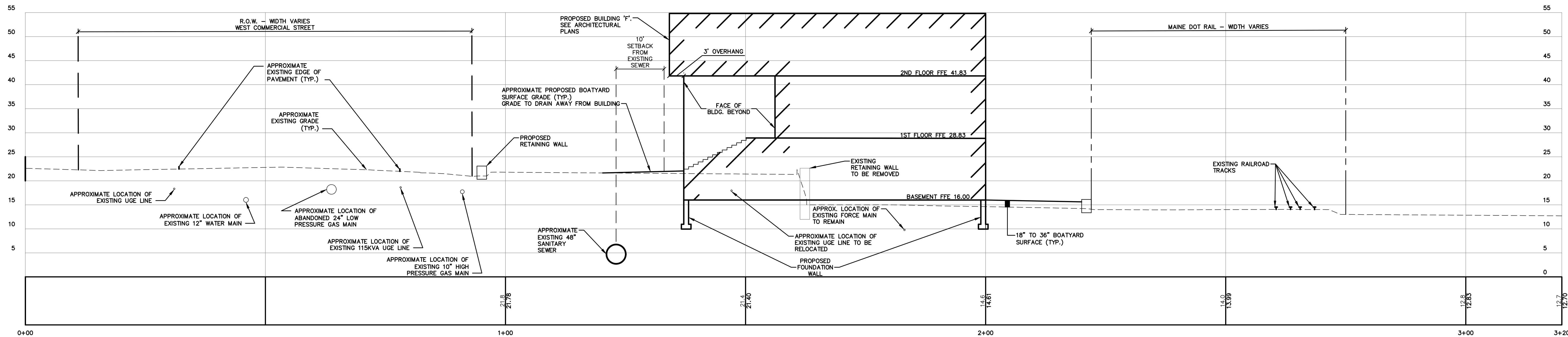


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Drawing Name:	SITE SECTIONS A-A & B-B
Project:	CANAL LANDING PHASE V - BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

Drawing No.
C-5.1

U:\356102_Canal Landing Buildings F, G & H - Portland, ME\3 - CAD\DWG\356102-SECTIONS.dwg 7/23/2020 12:17 PM



SECTION C-C
1"=10' HORIZ.
1"=10' VERT.

Rev.	Date	Revision

Rev.	Date	Revision
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-SECTIONS.dwg		
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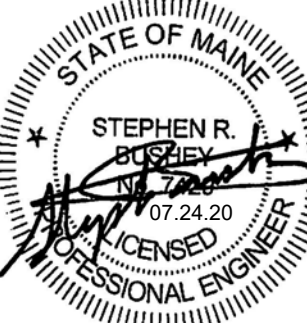


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Drawing Name:	SITE SECTION C-C
Project:	CANAL LANDING PHASE V - BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

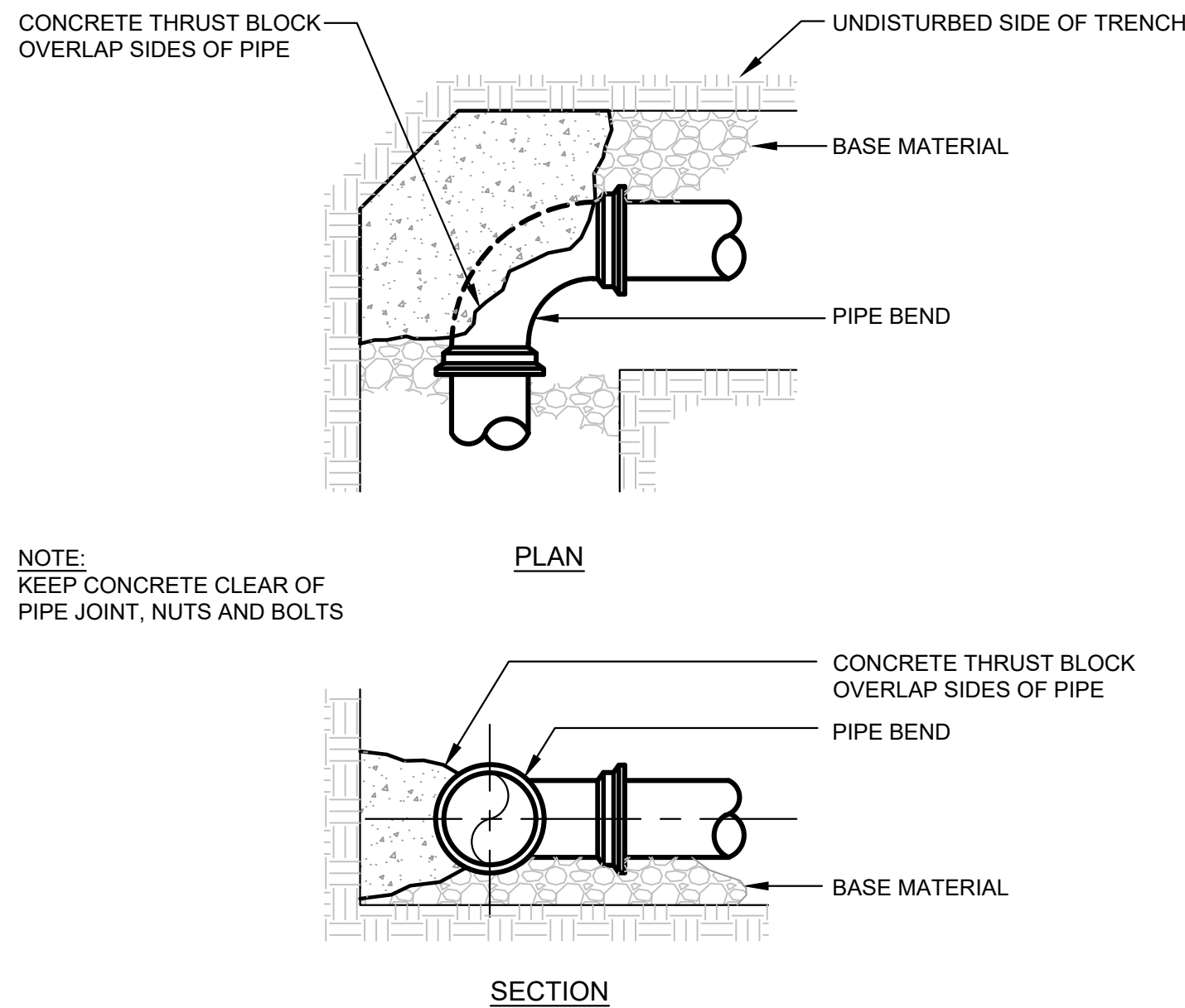
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LIC. #7429

Drawing No.
C-5.2

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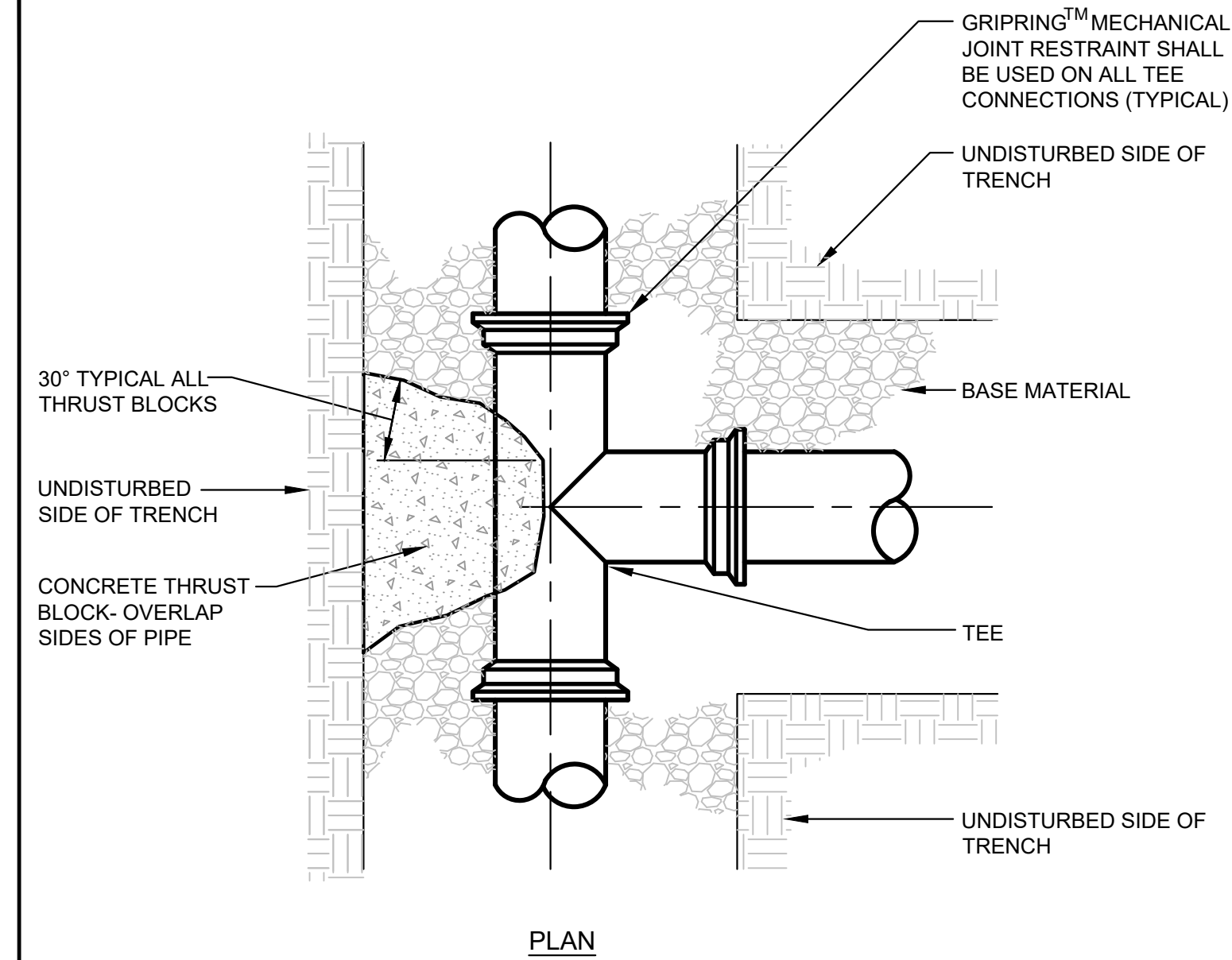
THRUST/RETAINER GLAND SCHEDULE		
1/4 BEND	(90°)	USE POURED-IN-PLACE THRUST BLOCK WITH GRIPRING™ MECHANICAL JOINT RESTRAINT
1/8 BEND	(45°)	THRUST BLOCK W/ GRIPRING™
1/16 BEND	(22 1/2°)	THRUST BLOCK W/ GRIPRING™
1/32 BEND	(11 1/4°)	THRUST BLOCK W/ GRIPRING™

THE ABOVE SCHEDULE IS SUBJECT TO THE APPROVAL OF THE ON-SITE INSPECTOR DUE TO SOILS AND WORKING PRESSURES IN THE AREA.

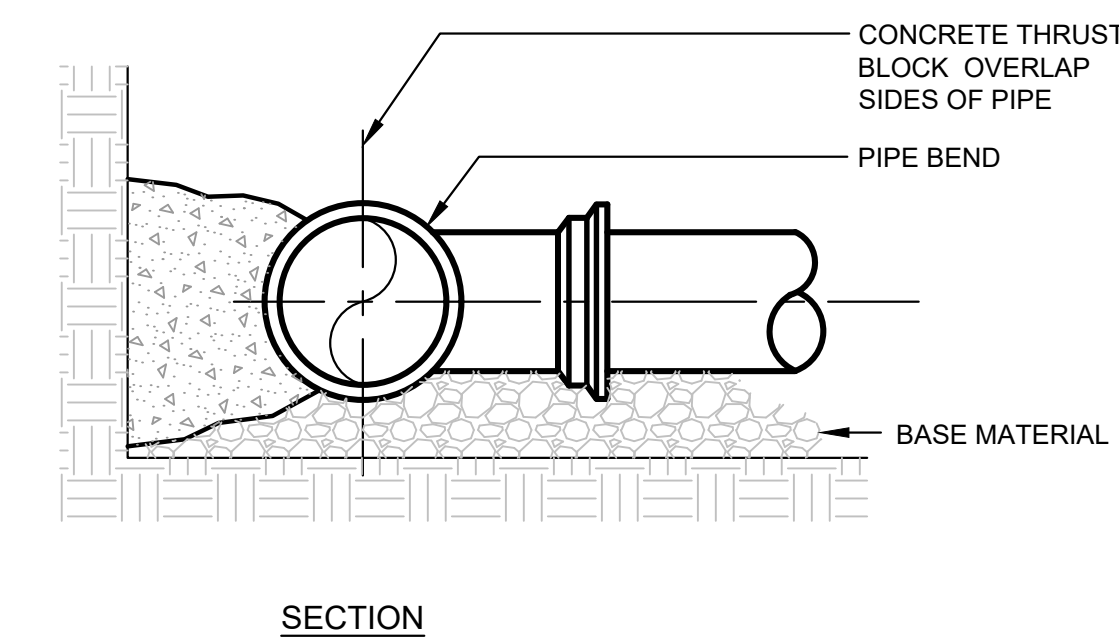
NOTES:

1. THE PORTLAND WATER DISTRICT MAY HAVE INSPECTION FEES AND REQUIRE OBSERVATION OF ALL PIPING INSTALLATION BEFORE BURIAL. REFER TO SPECIFICATIONS.
2. REFER TO SPECIFICATIONS FOR TESTING AND CHLORINATION REQUIREMENTS.
3. ALL HYDRANTS AND VALVES TO BE EPOXY COATED, NUTS & BOLTS TO BE STAINLESS STEEL.
4. SERVICE RODS FOR DOMESTIC SERVICE OR AIR VALVES TO BE STAINLESS STEEL.

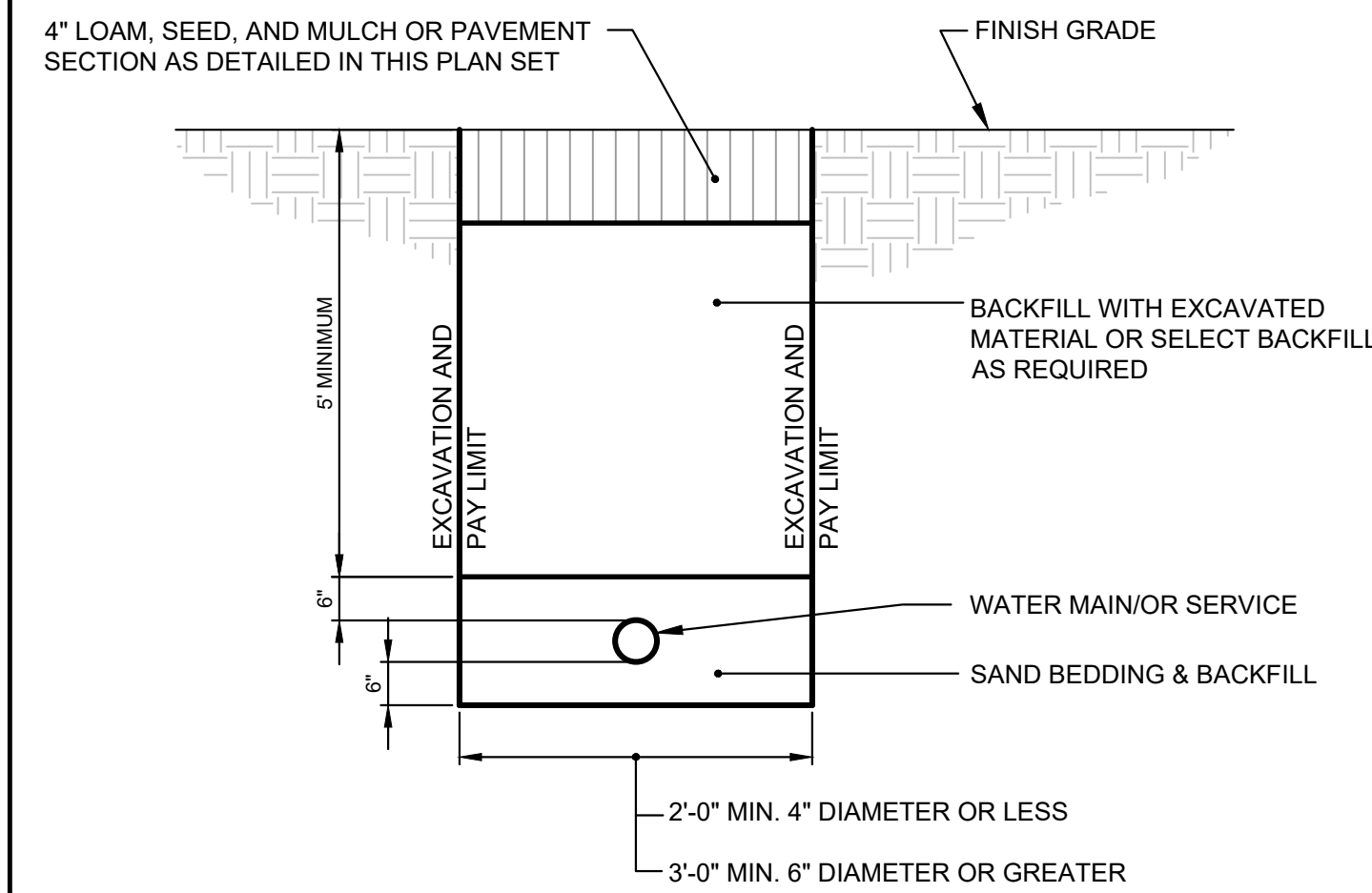
A TYPICAL THRUST BLOCK PLACEMENT ON BENDS DETAIL
N.T.S.



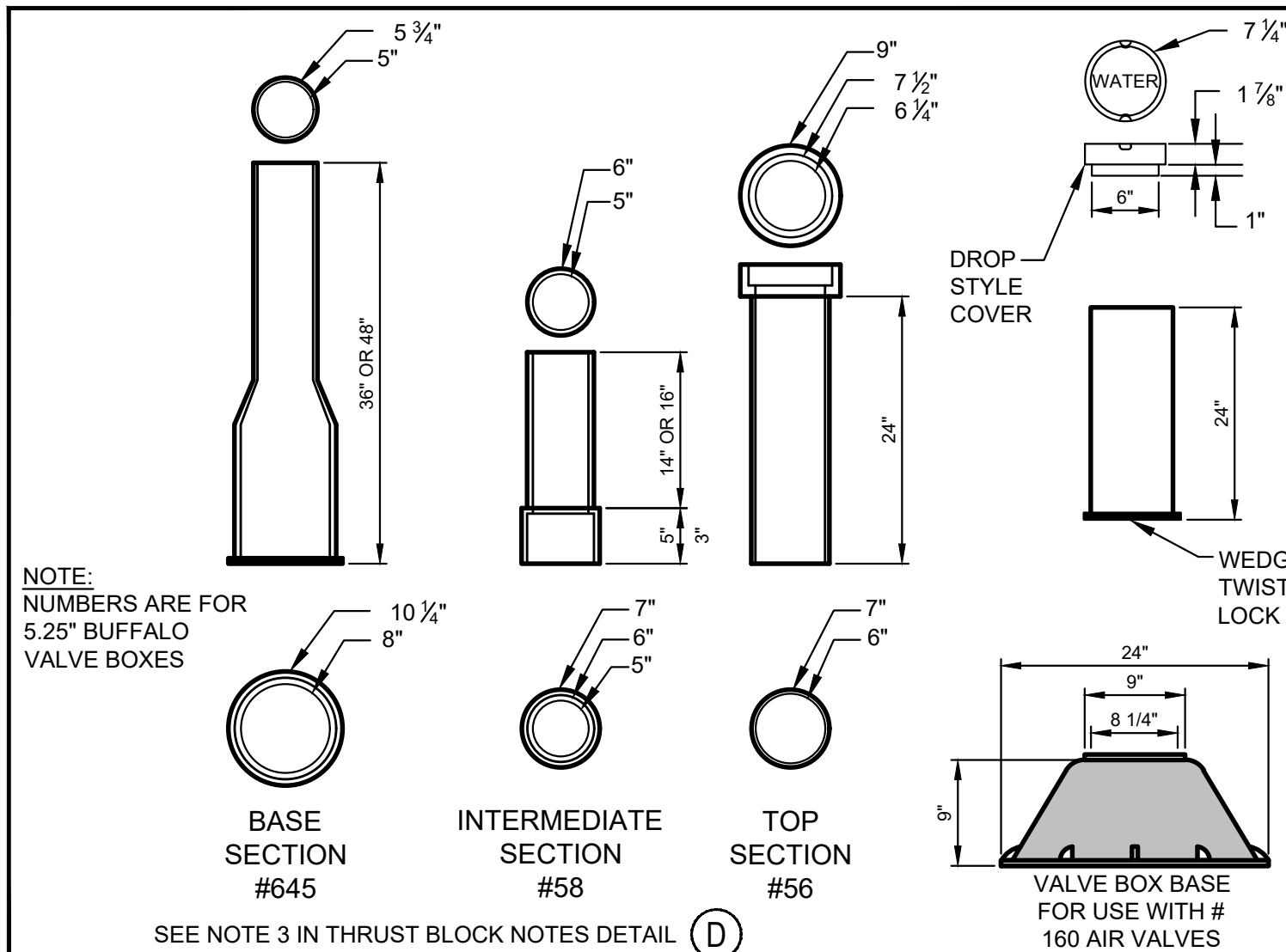
NOTE:
KEEP CONCRETE CLEAR OF PIPE JOINT, NUTS AND BOLTS



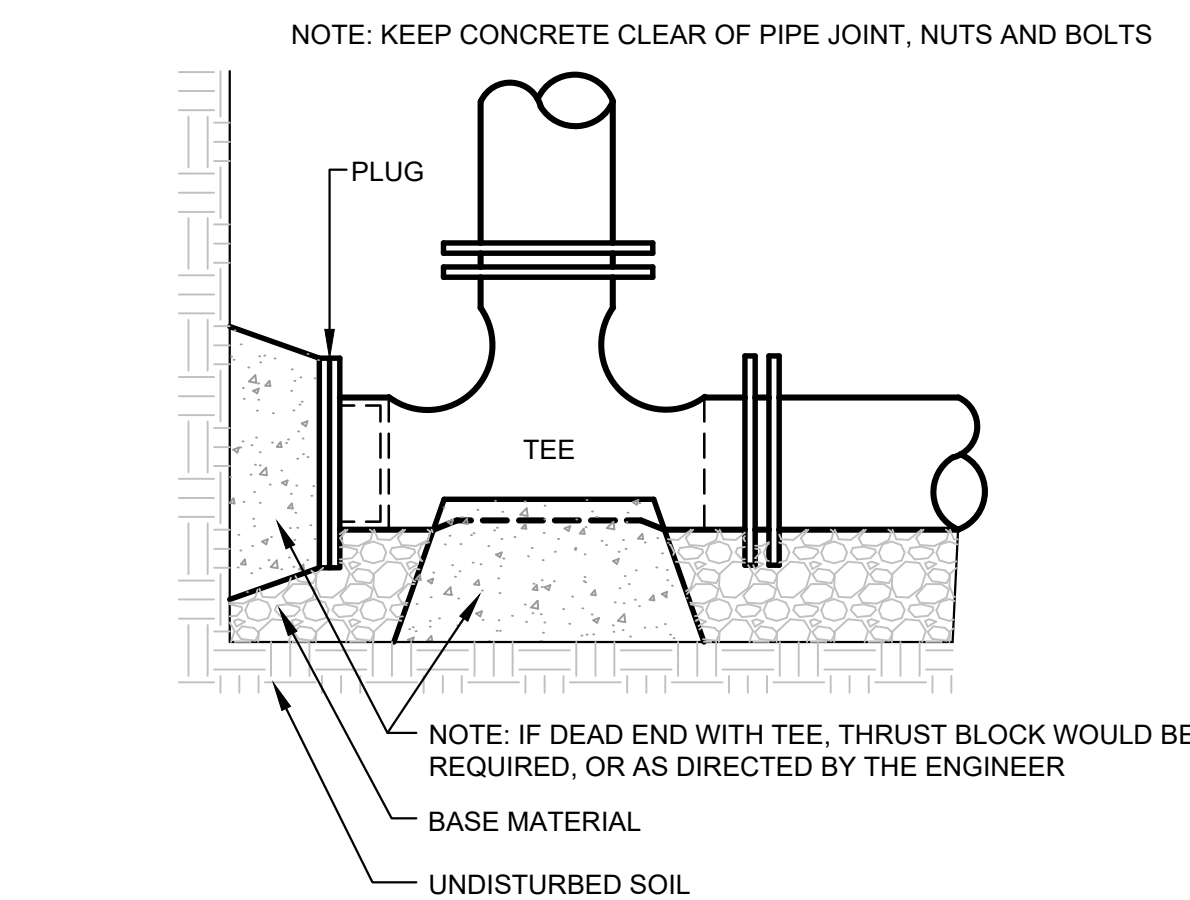
C TYPICAL THRUST BLOCK PLACEMENT ON TEES DETAIL
N.T.S.



SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL **D**
E WATER SERVICE TRENCH SECTION
N.T.S.



SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL **D**
F TYPICAL VALVE BOXES DETAIL
N.T.S.



USE GRIPRINGS™ AT ALL RESTRAINED JOINTS

SEE NOTE 3 IN THRUST BLOCK NOTES DETAIL **D**

B STANDARD TEE BLOCKING DETAIL
N.T.S.

1. INSTALL POLY BARRIER BETWEEN PIPE AND ALL THRUST BLOCKS.
2. ANY MODIFICATION TO THRUST BLOCK SIZING OR PIPE RESTRAINT REVISIONS SHALL BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO IMPLEMENTATION IN THE FIELD.
3. ANY WORK RELATING TO WATER PIPING OR DETAILS SHALL BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS.
4. ALL RESTRAINED JOINTS MUST HAVE GRIPRING™.

BEARING SURFACE REQUIRED IN SQUARE FEET

PIPE SIZE	1/2 BEND	1/8 BEND	1/16 BEND	1/32 BEND	TEES/CAPS
6" / 8"	5.0	5.0	5.0	6.5	5.0
12"	11.5	11.5	11.5	20.0	22.0

D THRUST BLOCK NOTES
N.T.S.

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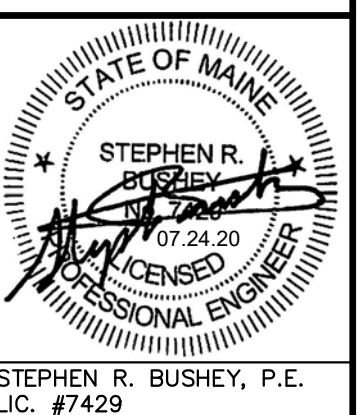


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Drawing Name:	WATER SYSTEM DETAILS
Project:	CANAL LANDING PHASE V - BUILDING F West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 400 West Commercial Street, Portland, Maine 04101

Drawing No.

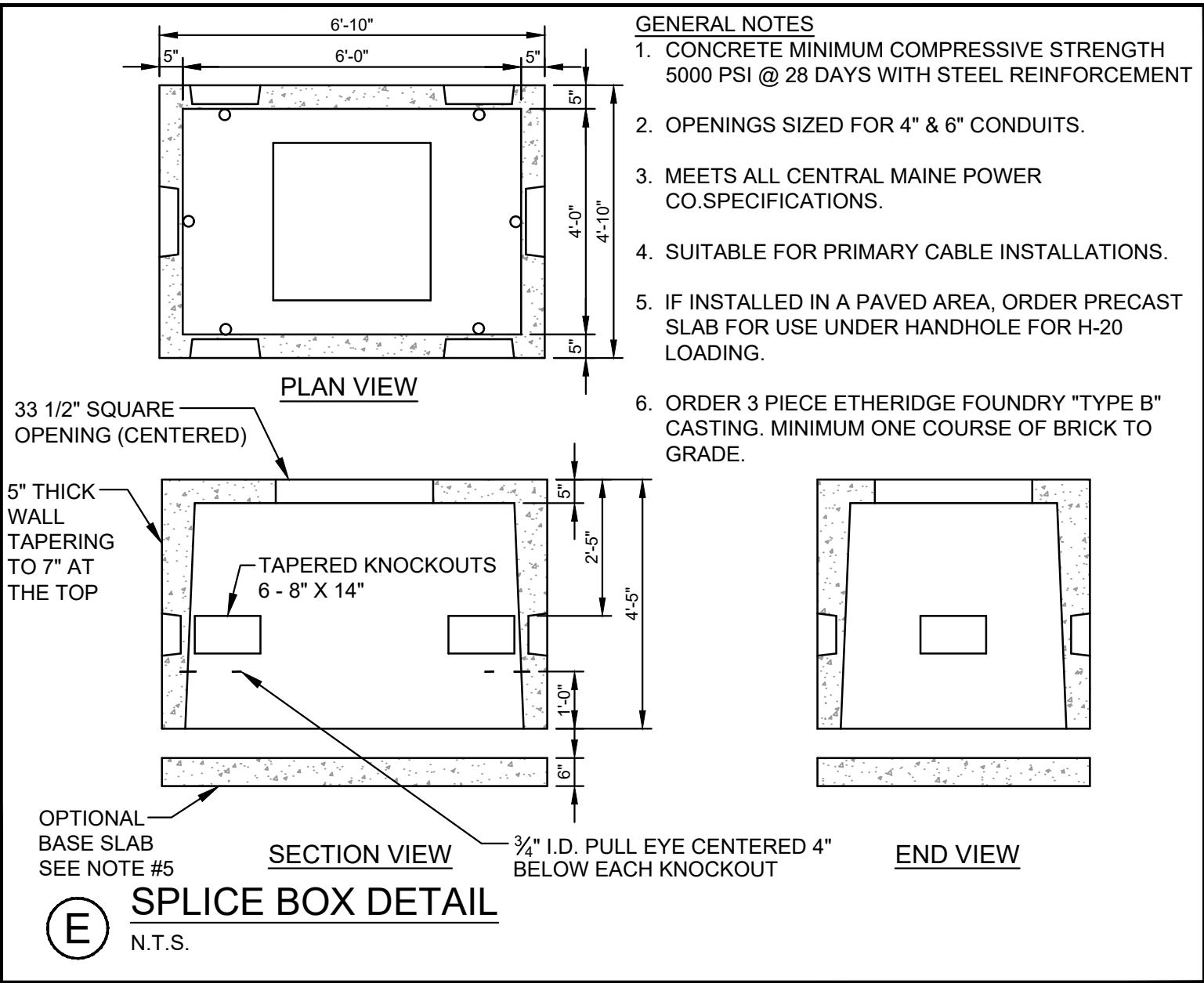
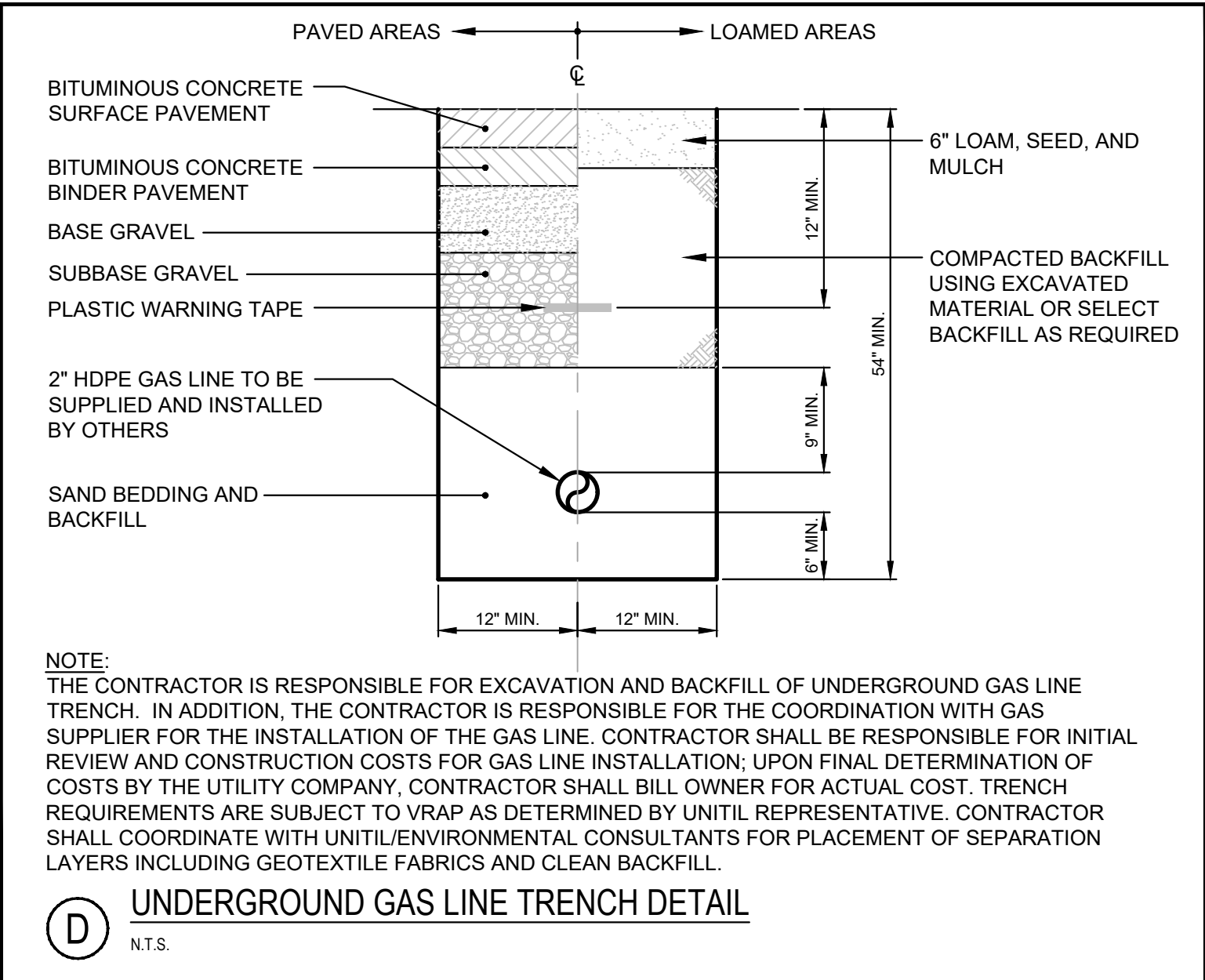
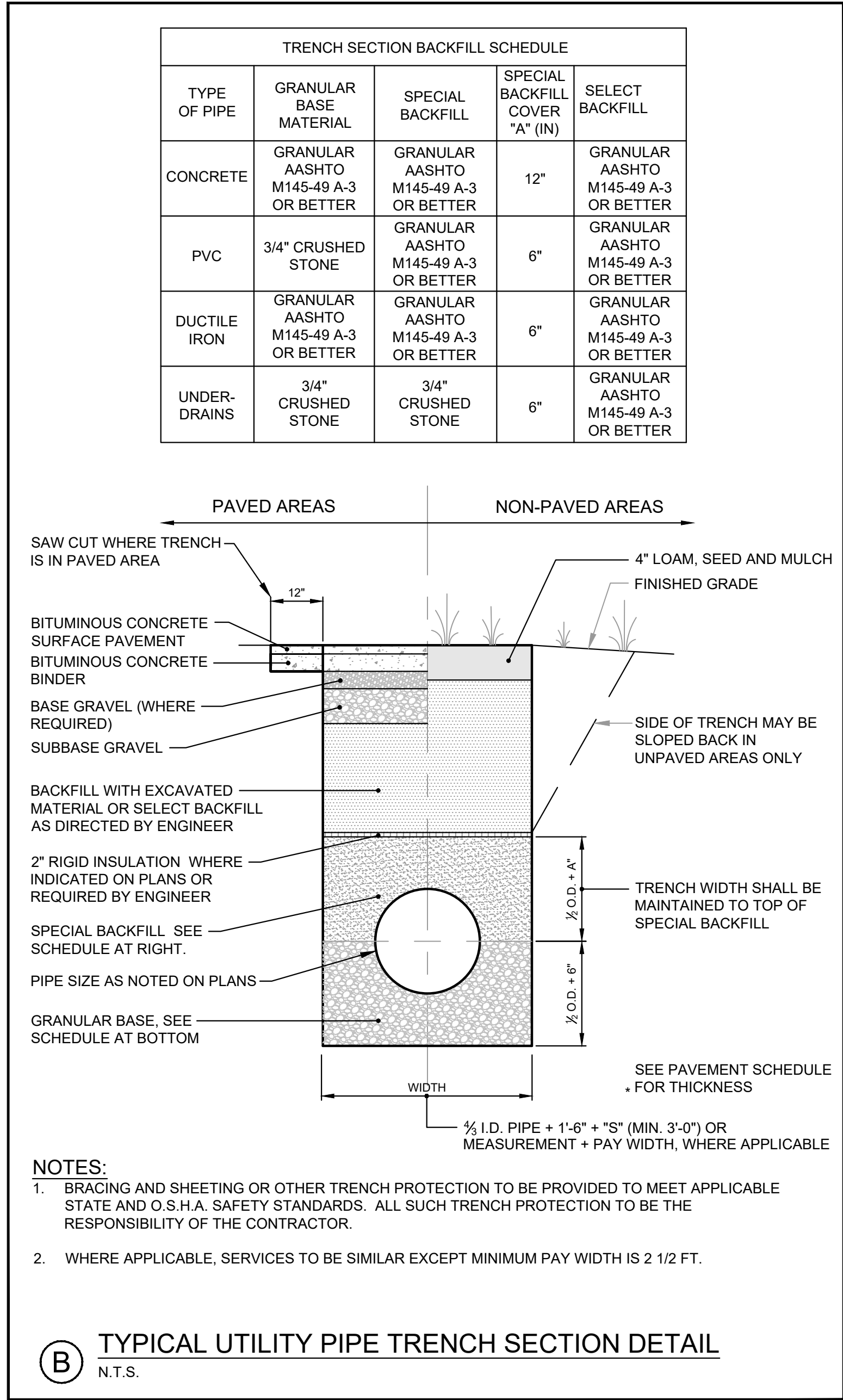
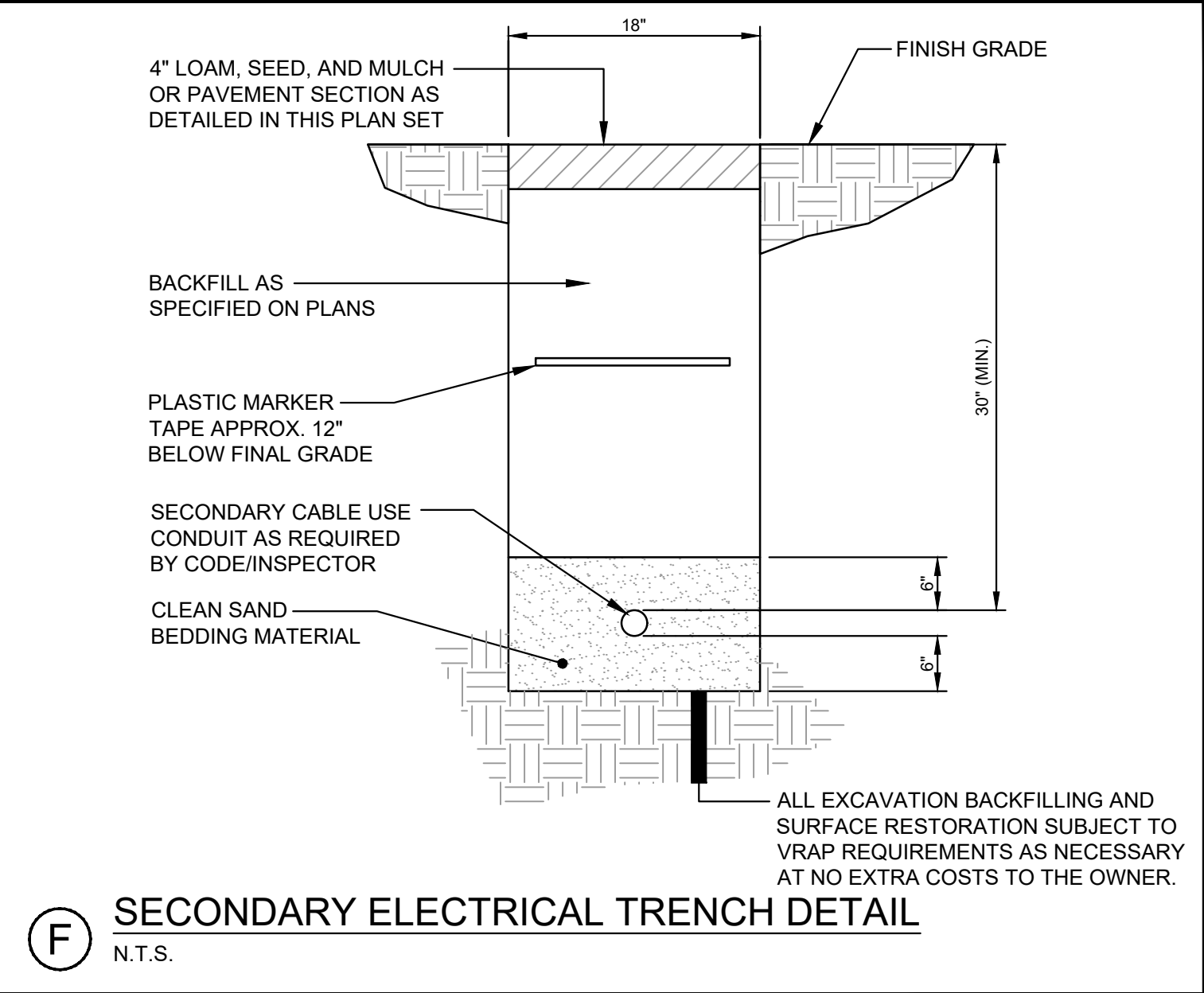
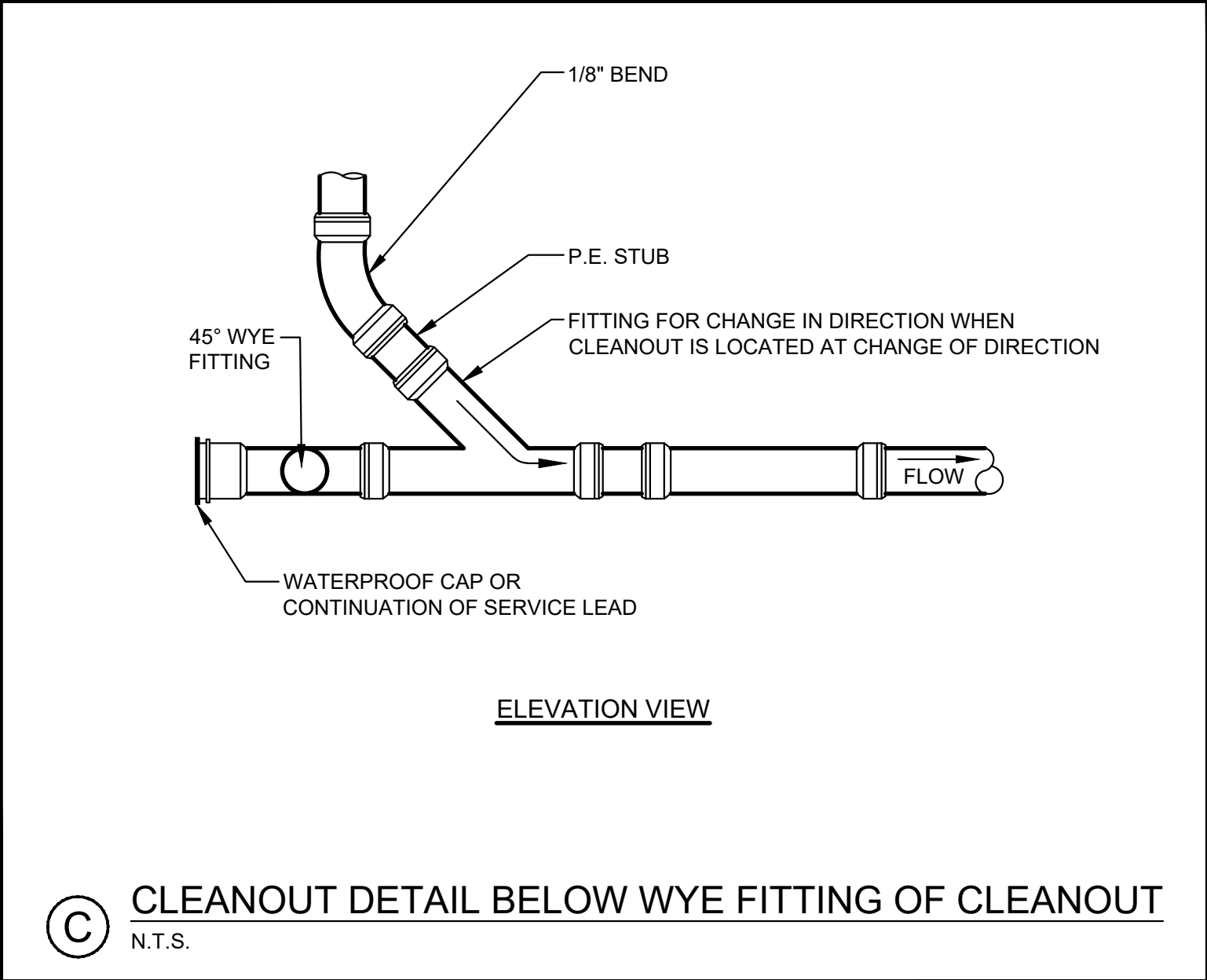
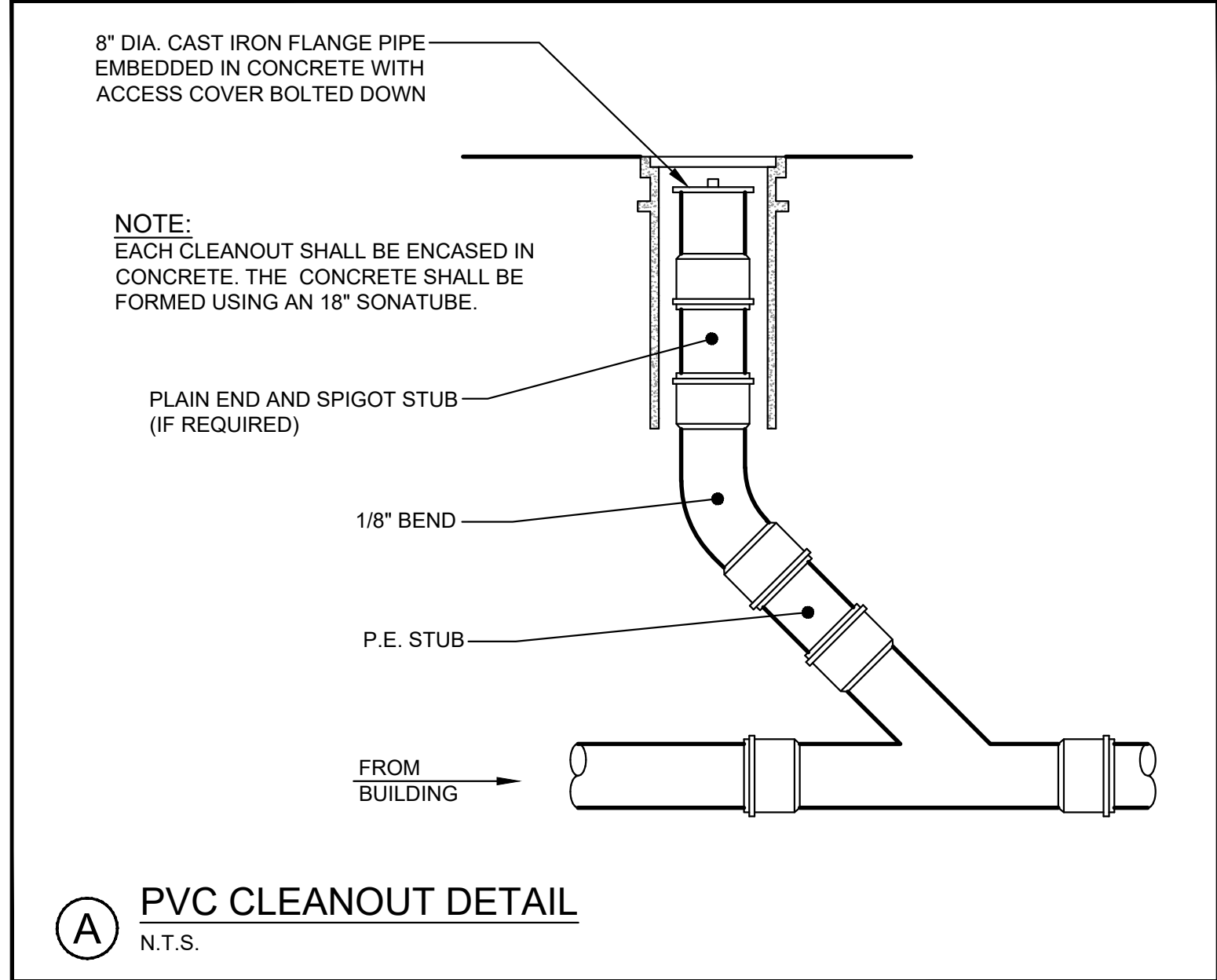
C-8.1



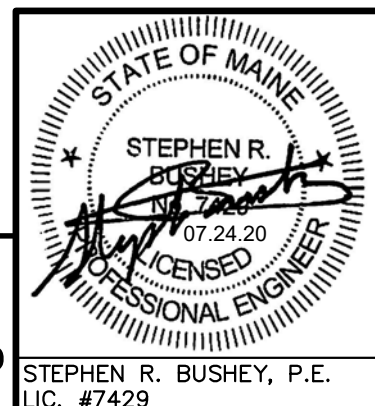
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LIC. #7429

U:\356102_Conrad Landing Buildings F, G & H - Portland, ME\3 - CAD\DWG\356102-DETAILS.dwg 7/23/2020 12:22 PM



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Design: SRB Draft: CDD Date: JULY 2020
Checked: SRB Scale: AS NOTED Job No.: 3561.02
File Name: 356102-DETAILS.dwg
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Drawing Name: **STORM DRAIN & UTILITY DETAILS**
Project: **CANAL LANDING PHASE V - BUILDING F**
West Commercial Street, Portland, Maine
Client: **NEW YARD LLC**
400 West Commercial Street, Portland, Maine 04101

Drawing No.

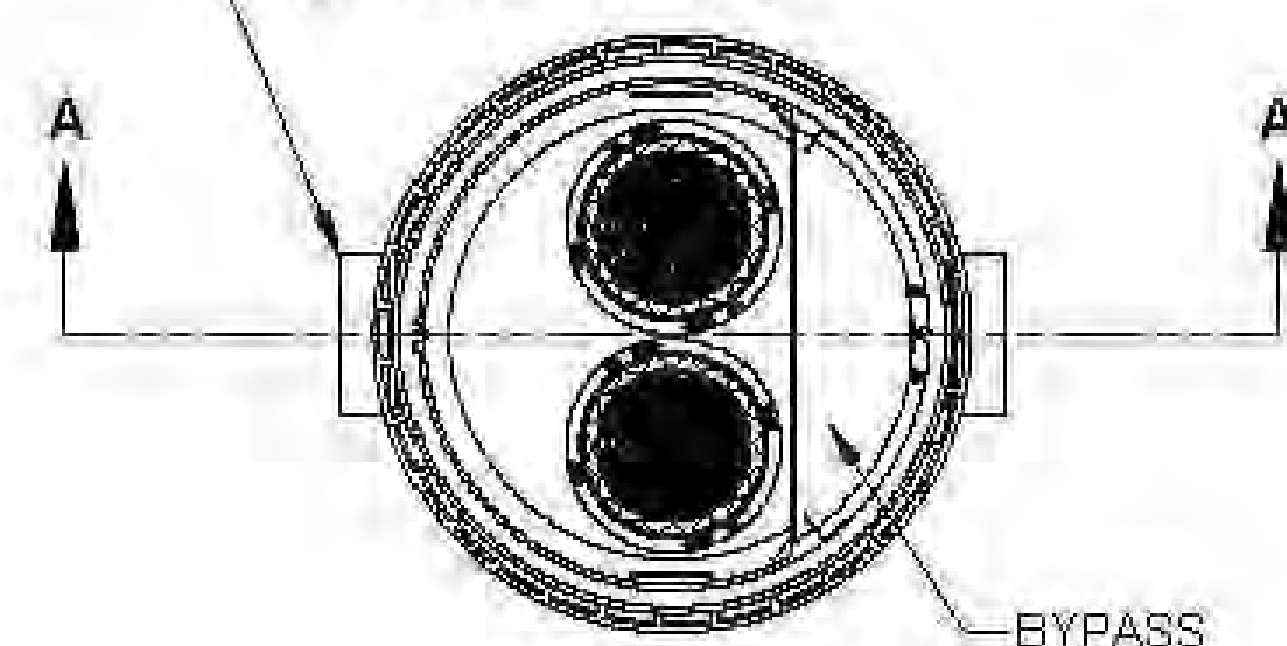
C-8.2

NOTES:

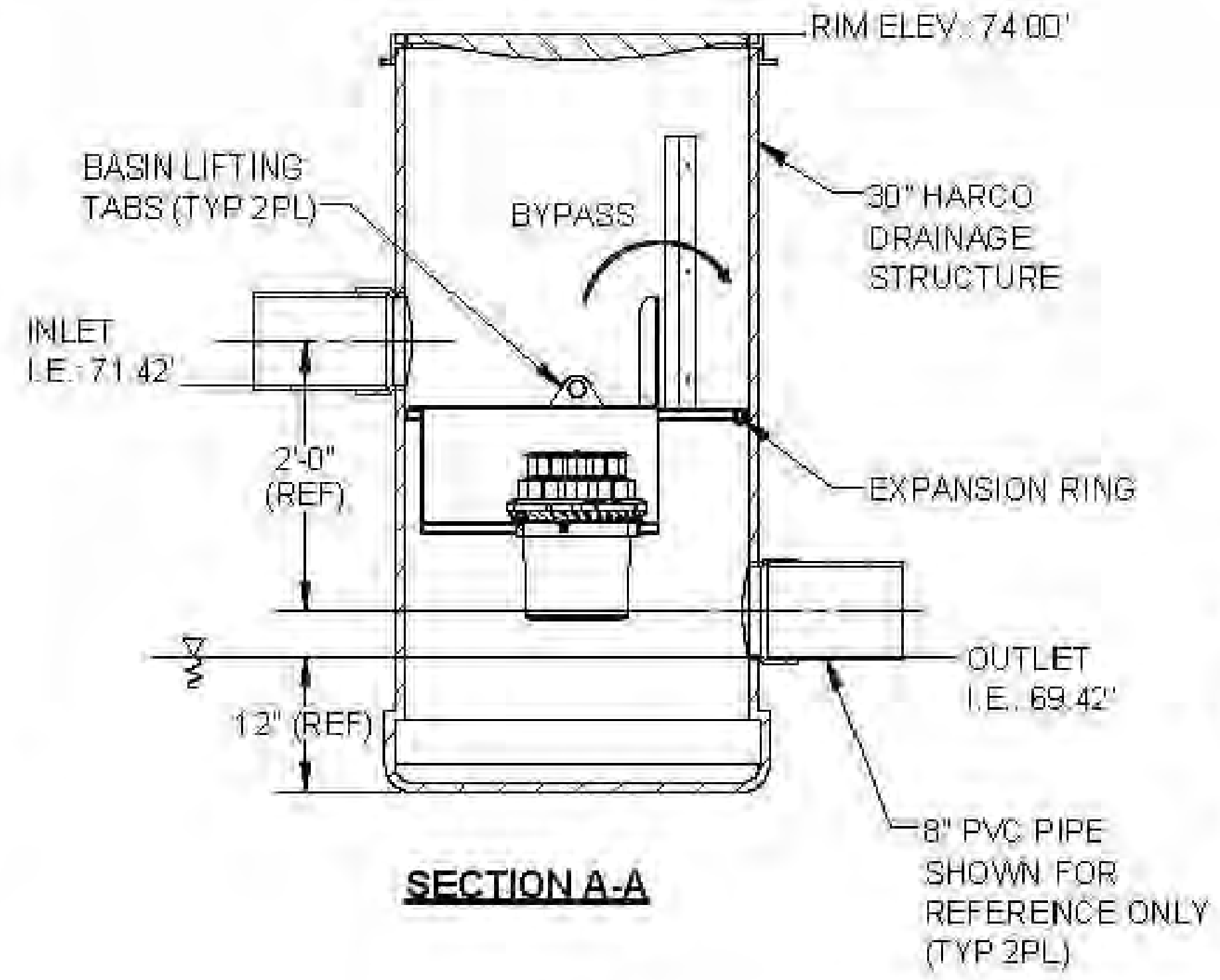
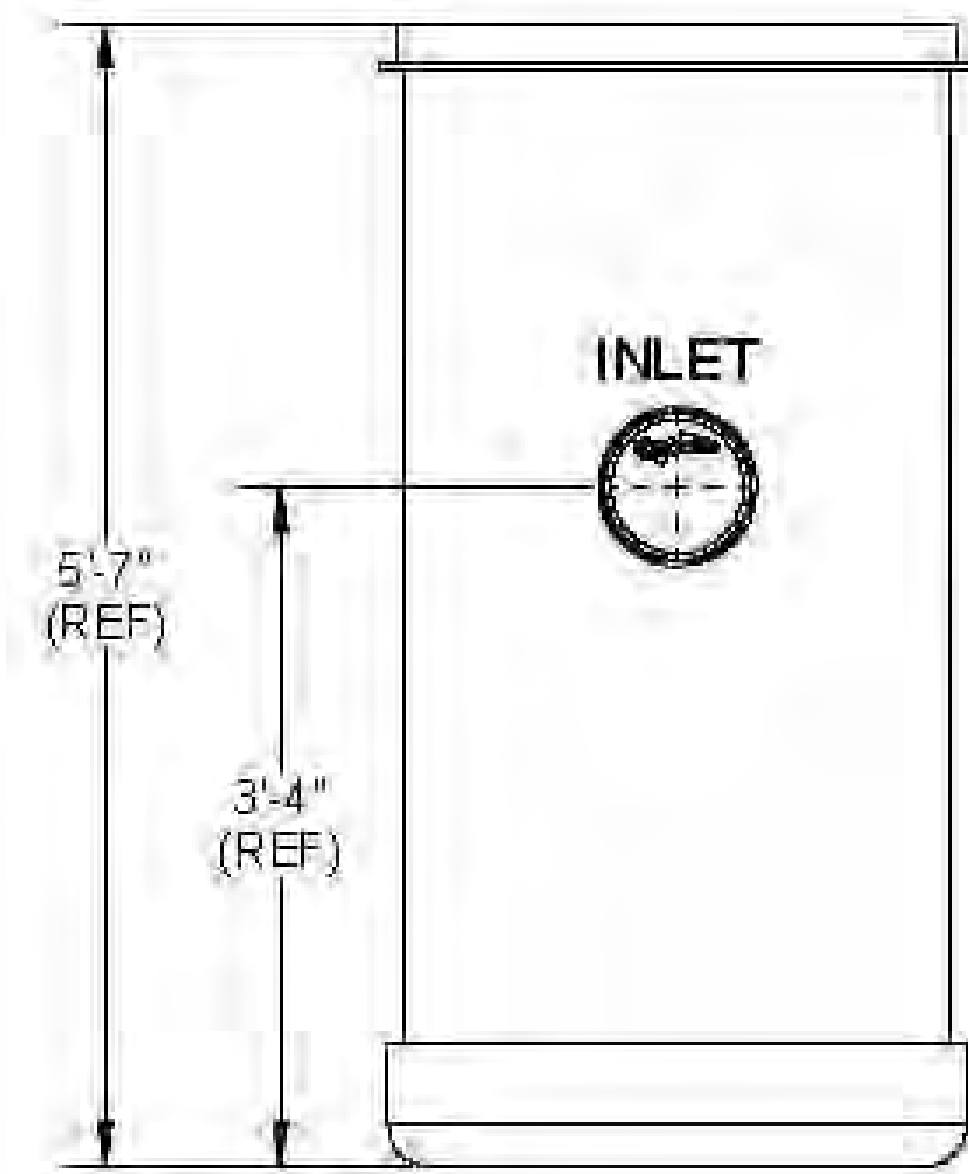
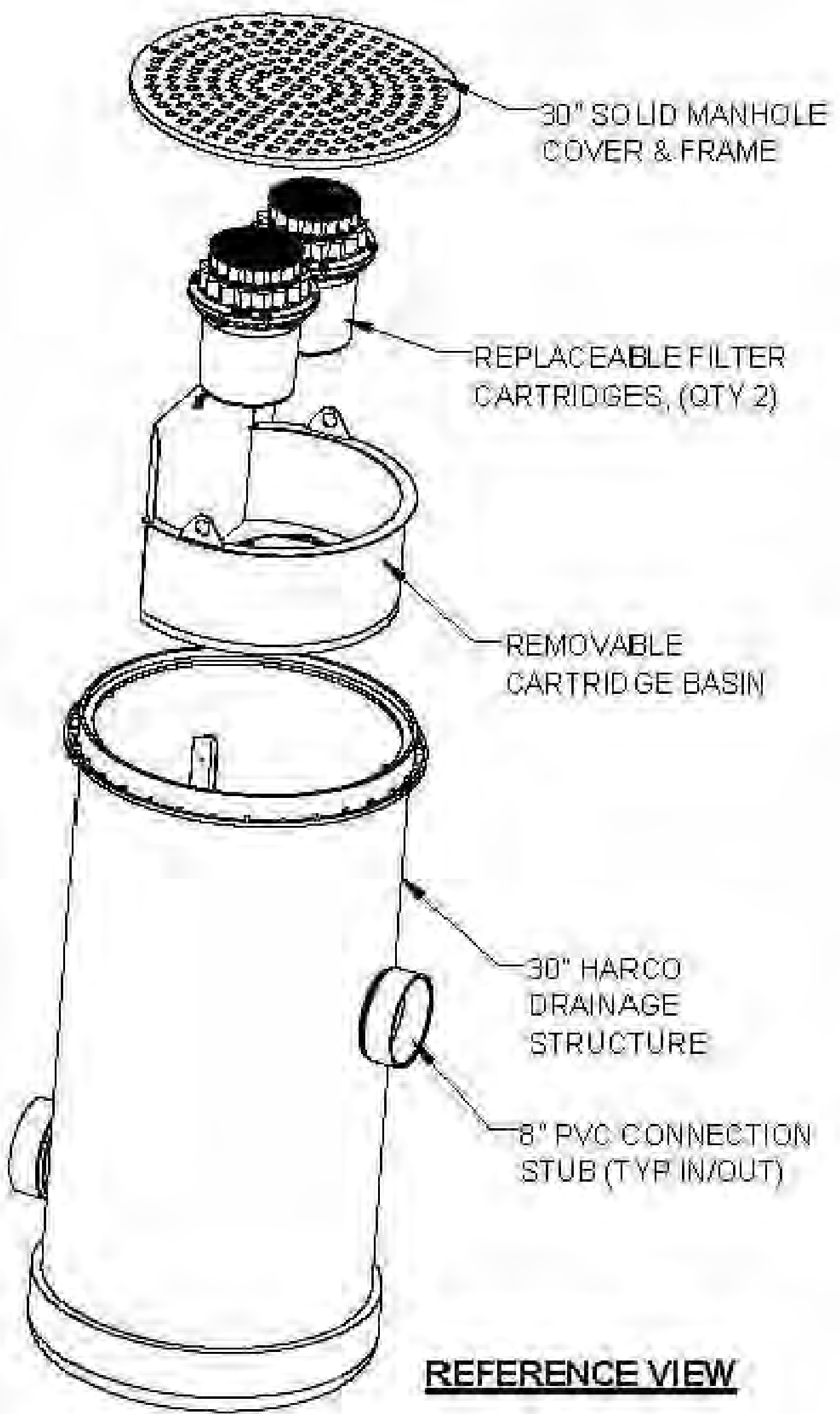
1. ASSEMBLY WEIGHT (EMPTY): 350 LB MAX
2. MATERIAL:
 - A) DRAINAGE STRUCTURE: PVC CONFORMS TO ASTM D1784 CELL CLASS 12454
 - B) CARTRIDGE BASIN ASSEMBLY: WELDED ALUMINUM CONSTRUCTION
 - C) HARDWARE: STAINLESS STEEL, 300 SERIES
 - D) GRATE/FRAME: DUCTILE IRON PER ASTM A536 GRADE 80-55-06 MEETS H25 LOADING
3. PERFORMANCE CHARACTERISTICS (TYP):
 - A) DEBRIS CAPACITY: 2.3 CU-FT
 - B) FILTERED FLOW RATE (STANDARD CARTRIDGE): 230 GPM (0.51 CFS)
 - C) BYPASS FLOW RATE: 1570 GPM (3.5 CFS)
4. USE WITH FABCO REPLACEABLE FILTER CARTRIDGES ONLY
5. THE DRAINAGE STRUCTURE IS DESIGNED TO BE INSTALLED USING ACCEPTED PIPE BACKFILL MATERIALS AND PRACTICES AS REFERENCED IN ASTM D2321. USE OF CLASS 2 RATED BEDDING AND BACKFILL MATERIAL, INCLUDING ANGULAR STONE AND OTHER CRUSHED OR GRANULAR MATERIALS AS CLARIFIED IN ASTM D2321 ARE ACCEPTABLE MATERIALS. ACCEPTABLE BEDDING AND BACKFILL MATERIAL WILL ALSO BE PLACED AND COMPACTED IN LAYERS ACCORDING TO ASTM D2321 GUIDELINES.

REMOVABLE CARTRIDGE BASIN

UNLESS OTHERWISE SPECIFIED,
DRAINAGE STRUCTURE IS PROVIDED
WITH A GASKETED BELL CONNECTION
(TYP INLET/OUTLET)



NOTE: DRAINAGE STRUCTURE
MAY BE SUPPLIED TALLER
THAN REQUIRED TO BE
TRIMMED TO FINAL GRADE

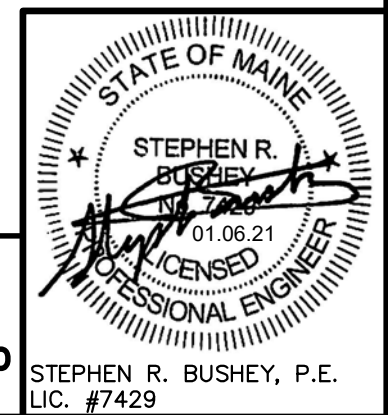


SECTION A-A

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PROJECT: MATERIAL:		FABCO INDUSTRIES, INC. 26 CENTRAL DRIVE FARMINGDALE, NY 11735 WWW.FABCO-INDUSTRIES.COM		OWNER: NEW YORK STATE CHIEF ENGINEER: J.P. DATE: 10/8/2019	
		TITLE: DOWNSPOUT FILTER 2-CARTRIDGE		SIZE: 10/8/2019 B 10162-44-000	
		SCALE: NONE		SHEET 1 OF 1	

A FABCO DOWNSPOUT FILTER DETAIL
N.T.S.

NOTE: THIS PLAN SET
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Rev.	Date	Revision
4	2021.01.06	RESUBMITTED PER L.O.R. #2
3	2020.11.19	REVISED BUILDING 'G' ORIENTATION
2	2020.09.14	REVISED PER CITY REVIEW COMMENTS
1	2020.07.24	LEVEL III SITE PLAN APPLICATION

Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-DETAILS.dwg		
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Drawing Name:	STORM DRAIN & UTILITY DETAILS
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-8.3

TAB 7 – CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan has been prepared by Keeley Crane Construction and is appended to this section.

Construction Management Plan
Canal Landing New Yard – Phase V – Building F
Canal Landing, LLC

This document and its subsequent attachments comprise The Construction Management Plan being submitted to the City of Portland for the Canal Landing development at 100 West Commercial Street. The Construction Management Plan contains information pertaining to the overall planning and coordination of Phase V of the project.

Phase V involves the construction of Building F to be located along the West Commercial Street frontage. The buildings will be used by Navatek, a marine design, fabrication and testing company. Site improvements include parking, utilities, and yard work for the benefit of the tenant as well as the rest of the boatyard.

A. Construction Management Principles

The impact of this project on the public will be minimized via the following construction management principles:

- The construction zone for the buildings will be fully secured with hard barriers/fencing preventing any access into the site by the public. Barriers are not expected to extend into the Public R.O.W. If barriers in the ROW are required the contractor will coordinate with DPW representatives to assure all safety measures are upheld.
- All construction activities will occur within the construction barriers/fencing to ensure the public is never exposed to any risks caused by the activities.
- There will be an onsite staging and unloading area for all deliveries which will prevent any impacts caused by offsite staging of trucks.
- All deliveries will be coordinated and scheduled to ensure that there is no offsite queuing required in West Commercial Street. The Owner plans to schedule as many deliveries as possible in the early morning to limit impact on the surrounding area.
- All construction activities will occur within normal daytime working hours to minimize sound impacts to the surrounding area.

B. Development Review of Construction Management Plan

The Owner will use a site-specific safety program for all team members who work on the construction site. The public will not be put at risk at any point throughout this project, as all work will be completed within the fenced off jobsite. At no point of the project will the public have access to this job site. Minimizing impacts to areas surrounding the building/construction site will be a primary consideration in the process.

The Planning Authority and the Department of Public Works have the right to seek revisions to an approved Construction Management Plan or require a condition of approval that states an applicant shall coordinate a project's construction schedule with the timing of nearby construction activity, in order to avoid cumulative impacts on a neighborhood. Such a condition may involve a delay in commencement of construction, if necessary.

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

All fees, permits, and guarantees will be paid/issued prior to construction commencing.

This project will require public street openings for utility tie-ins. All required permits will be requested and granted by the Department of Public Works prior to any street openings occurring. Street openings will need to occur on West Commercial Street. MUTCD plans will be submitted to and approved by the City of Portland for any traffic disruptions caused by street openings.

D. Construction Administration and Communication

The contact persons for all construction activities for the project will be:

Phineas Sprague
207-653-1414
phin@portlandyacht.com

Jim Keeley
207-615-1458
jim@keeleycrane.com

Temporary signage will be posted onsite with additional contact information for the contractor.

E. Construction Schedule

The preliminary construction schedule for the project starts in October 2020 and runs through October 2021.

All construction activities will be completed during daytime hours, there will be no need for night work. All deliveries for this project will also occur during normal daytime hours.

F. Security & Public Safety

See the Site Plans for fencing and barriers to be used to isolate the construction site from the public. All gates into the project will have Knox locking devices to allow for emergency access.

The fire safety program onsite will consist of the following:

- Fire extinguishers placed throughout the construction site for the duration of the project.
- The new fire alarm system installation will be ongoing throughout the project duration.
- All team members will be briefed on the emergency evacuation plan for the project site prior to starting work.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: This project will require street openings on West Commercial Street. These openings are required to tie the building into the water system. Prior to any of this work starting, permits will be submitted for and approved by the Street Opening Clerk at the Department of Public Works.

2. Sewer: This building will need to discharge to the public sewer system via the onsite private collection system. No new connection is required.
3. Traffic Control Plans: There will be periods of time throughout the project where construction activity may impact the existing public street system. Prior to any interruptions, a MUTCD plan will be created and submitted to the City for approval. The MUTCD will ensure that traffic and safe passage for the public is maintained in a satisfactory manner.

H. Site Management and Controls

The following actions will be taken by the Owner as regular site management and control activities:

- Construction site signage will be provided, installed, and maintained by the Owner throughout the duration of the project.
- Access to the site will be controlled.
- Trash and debris will be removed from site via a construction dumpster which will be changed out as needed on a regular basis.
- Street cleaning will not be required on a regular basis, but if it is deemed necessary the Owner will coordinate the cleaning of any excess dirt that has resulted from construction activities.
- Onsite snow removal will be the Owner's responsibility.

I. Erosion Control and Preservation of Trees

Erosion control measures will be installed onsite prior to any work commencing. A complete erosion control plan will be put together and reviewed with the City at the preconstruction meeting. Some of the measures that will be taken are utilization of silt sacks and fences to protect to surrounding area from any silt run off from the site. The control measures will be maintained daily and inspected weekly or after any major rain event. The inspections will be documented for review by the City of Portland, Maine Department of Environmental Protection, or the U.S. Environmental Protection Agency.

All stored materials onsite will be located away from any trees or vegetation.

J. Construction Staging Area

All trucks will be unloaded within the construction site's footprint to avoid impacts on public traffic. An offsite marshalling area will not be required for this project. All materials will be stored onsite and in a manner to avoid impacts to ongoing Boat Yard operations and emergency vehicle access to the property.

K. Parking During Construction

Construction parking will be provided onsite. No parking of construction vehicles will be allowed in the West Commercial Street R.O.W.

L. Dewatering Plans

The Building F construction is expected to not require dewatering associated with groundwater based on past experiences constructing other buildings on the site. Trench or foundation excavation dewatering resulting from rainfall is also expected to be minimal due to the underlying granular soils on the site. If any minor dewatering is required a small sump pump and hose will be used and the discharge placed in a crushed stone bedding over filter fabric covering the existing boatyard crushed stone surface, to allow reabsorption to the ground. No dewatering effluent will be discharged to either the onsite sewer or drainage systems. Nor will any dewatering effluent be pumped to the Fore River. No discharge of dewatering flow will be allowed during a precipitation event.

M. Special Measures as Necessary

There will be no special measures necessary for this project.

Please do not hesitate to contact me with any comments, questions, or concerns regarding the Canal Landing Phase V project and subsequent Construction Management Plan.

PLANNING BOARD REPORT PORTLAND, MAINE



Conversion to Housing Units
1844 Forest Avenue
Level III Site Plan and Subdivision
PL-000975-2020
Gabriel Zappia, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: February 9, 2021

Prepared by: Shukria Wiar, Planner
Date: February 5, 2021

I. INTRODUCTION

Gabriel Zappia requests a Planning Board public hearing for a Level III Site Plan and Subdivision application at 1844 Forest Avenue. Mr. Zappia, the applicant, is proposing to convert a former dance and karate studio to a residential use with seventeen (17) residential apartments with the intent to lease the units. The proposed reconfiguration of the units will occur wholly within the existing structure, with minimal proposed changes to the building's exterior. The subject parcel is 32,108 square feet in size and is located in the B-2 Community Business Zone.

This application is subject to the City's site plan standards, subdivision standards, and the B-2 Design Principles & Standards.

The Planning Board held a workshop on this project on September 22, 2020. At that meeting, the Board members at that workshop supported the proposed development but noted several concerns that have since been addressed by the applicant in the final submission. These concerns were as follows:

- Address how the project meets the street tree standard;
- Address landscaping and screening at the rear of the property.

In response to this, the applicant submitted a revised landscaping plan showing seventeen maple trees along the Forest Avenue frontage, two landscaped islands in the parking lot, and a landscaped barrier at the rear of the property that consists of staggered arborvitae.

Applicant: Gabriel Zappia
Consultants: Eric Dube, PE, Casco Bay Engineering



II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14-526
Subdivision	Section 14-497
Inclusionary Zoning (IZ)	Section 14-474, Section 14-487
Design Review	
B-2 Design Principles & Standards	Appendix 2 of the Design Manual

III. PROJECT DATA

Existing Zoning	B-2 Community Business Zone
Existing Use	Dance Studio
Proposed Use	Residential Apartments (17)
- Bedroom Mix	Six Efficiencies; Eleven one-bedroom Units
Parcel Size	32, 108 SF

	Existing	Proposed	Net Change
Building Footprint	2,600 SF	2,600 SF	No change
Building Floor Area	5,200 SF	7,800 SF	+2,600 SF
Impervious Surface Area	20,102 SF	20,503 SF	+401 SF
Parking Spaces	40	38	-2
Bicycle Parking Spaces	14	14	0

IV. EXISTING CONDITIONS

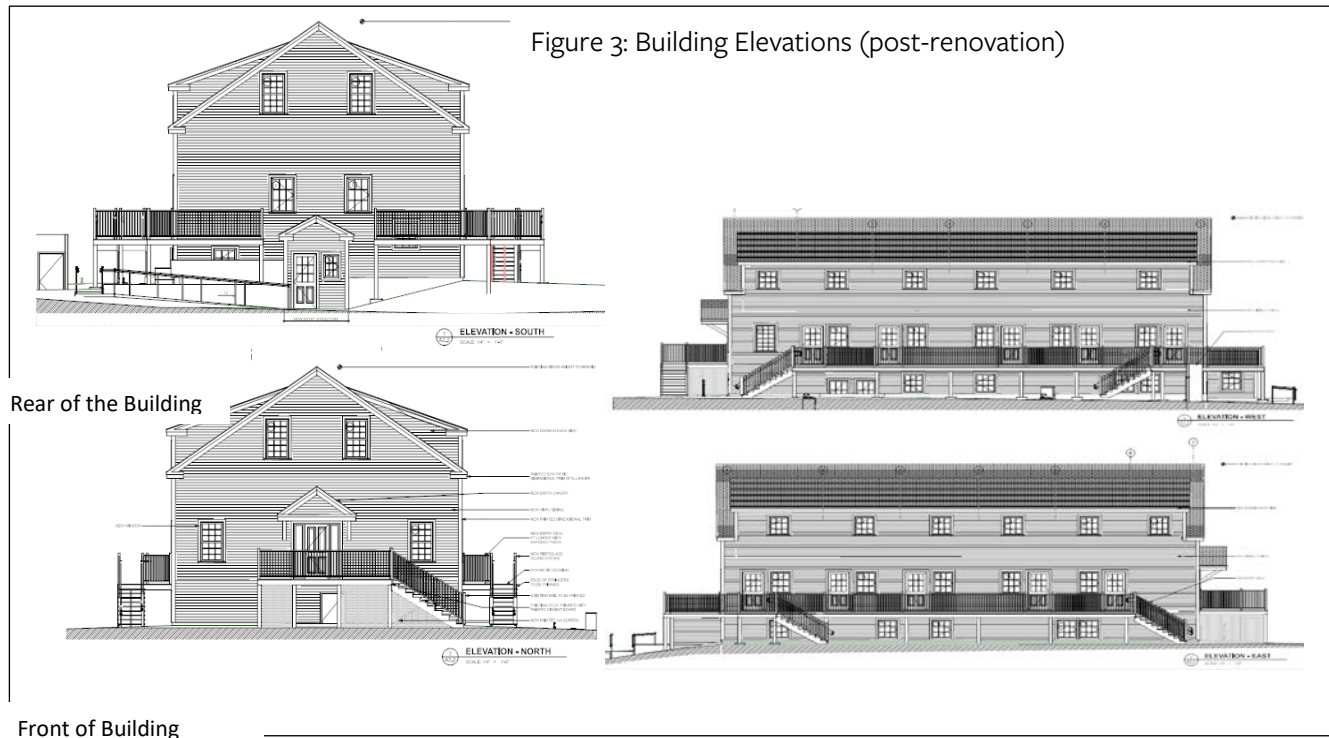
1844 Forest Avenue, the subject property, is located in the B-2 Community Business zone in the Riverton neighborhood. The existing 5,200 square foot, two level building was formerly occupied by dance and karate studios, and was originally built in 1917. Forty (40) existing parking spaces are located adjacent to the building, with access to the site provided via a 16-foot emergency vehicle access easement on the northerly side of the site. This emergency access easement is provided for the adjacent Wellesley Estates development and is to be kept clear at all times with no parking allowed on it.

Figure 2: Subject Property – Existing Conditions

**V. PROJECT DESCRIPTION**

The applicant proposes to convert the existing building into seventeen (17) residential apartments. The building will be internally redesigned to provide dwelling units within the existing floor plates, and limited changes to the site are contemplated with the exception of minor landscaping improvements and parking space assignment. In addition,

small decks will be added to the exterior of the building to provide access for the apartments. The residential units will consist of six efficiency units on the first floor and eleven (11) one-bedroom units on the second floor for a total of 17 units ranging in size from 285 to 675 square feet in area. A common central interior corridor will lead to unit entries on the first floor, whereas the second floor units will have entrances off the proposed exterior deck and will be configured as townhouse style apartments, with two levels of living area. The proposed renovation of the existing building will provide compact, off-peninsula living for renters proximate to local businesses, institutions, employers, and public transportation along the Forest Avenue corridor.



VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

A legal ad for the Board workshop was posted on the City's web page and appeared in the *Portland Press Herald* on January 31 and February 1, 2021. Notices were also sent to thirty-two (32) property owners within 500 feet of the site and to the interested citizen list.

The applicant held a remote neighborhood meeting on January 25, 2021 in which two people from the public attended; please see [Attachment M](#). The public had general questions about the development and the intent of the proposed development, with specific questions on the affordability of the unit rents and the construction timeframe.

VII. RIGHT, TITLE AND INTEREST AND FINANCIAL/TECHNICAL CAPACITY

The owner of the property at 1844 Forest Avenue is Gabriel Zappia. The applicant has provided a copy of warranty deed, which demonstrates their right, title and interest in the property. The estimated cost of the development has not been disclosed. The applicant has submitted statements from Morgan Stanley, dated November 2019, as evidence that the applicant has sufficient funds ([Attachment F](#)) and as demonstration of their financial and technical capacity to complete the proposed development.

VIII. ZONING ANALYSIS

A. DIMENSIONAL AND USE REQUIREMENTS

As the application for this project was submitted and initially reviewed prior to the December 1, 2020 effective date of the new Land Use Code, it was reviewed under the previous code, and all code references will be cited accordingly.

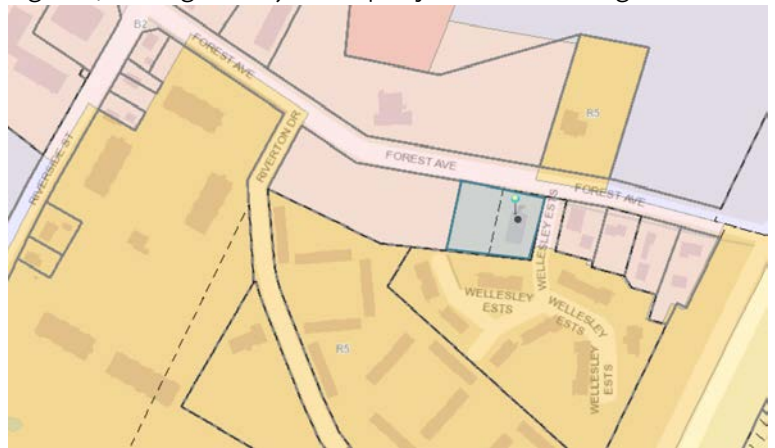
The proposed seventeen (17) residential units are a permitted use in the B-2 zone, which allows multi-family dwellings. Staff have reviewed the development for zoning compliance and have found that all of the dimensional requirements are being met for this zone.

	Required	Proposed
Lot Size	None	32, 108 SF
Area Per Dwelling Unit	1,500 SF (21 units are allowed)	1,889 SF (17 Units)
Minimum Street Frontage	20'	200'
Front Yard Minimum	None	-
Front Yard Maximum	10'	18.07'
Rear Yard	10'	11.16"
Side Yard	None	-
Side Yard on Side Street	None	-
Maximum Lot Coverage	None	-
Maximum Height	45'	32'
Off-Street Parking	1 space/unit (17 spaces required)	34 spaces plus 4 handicapped = 38

B. CONDITIONAL USE – INCLUSIONARY ZONING

As required by the City's Inclusionary Zoning Ordinance, residential developments with ten (10) or more units are required to provide a minimum of ten percent (10%) of the dwelling units as Workforce Housing units, and the units themselves must contain a minimum of ten percent (10%) of the total bedroom count for the entire development. The City's Housing Program Manager, Victoria Volent, has reviewed the application and offers the following comments (Attachment 7):

Figure 4: Zoning of Subject Property and Surrounding Area



Based on the requirements outlined in Section 14-487, the development is required to provide; a minimum of two (2) workforce units; or one (1) one-bedroom workforce unit and pay a proportional fee-in-lieu of \$76,150.20; or pay a fee-in-lieu of \$184,936.20. The Applicant has elected to provide two (2) Workforce Units, on-site, to satisfy the ordinance's minimum requirements. One Workforce Unit will be a studio apartment located in the basement, and one Workforce Unit will be a one-bedroom townhouse located on the first and second floors. As such, the project has met the minimum requirements set forth in Section 14-487.

IX. DEVELOPMENT REVIEW

A. SITE PLAN SUBMISSION REQUIREMENTS (Section 14-527) and SUBDIVISION PLAT AND RECORDING PLAT REQUIREMENTS (Section 14-496)

The applicant has submitted recording plats for the two phases of the development. The final review of the plat details is pending and any changes required before filing will be coordinated between staff and the applicant.

B. SUBDIVISION (Section 14-497)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's Subdivision Ordinance and applicable regulations. Staff comments are listed below.

1. Will Not Result in Undue Water and Air Pollution (Section 14-497 (a) 1), and Will Not Result in Undue Soil Erosion (Section 14-497 (a) 4)

Lauren Swett, P.E. of Woodard and Curran Engineering has reviewed the erosion and sediment control plan and states that the applicant has provided plans, notes, and details addressing erosion and sediment control requirements as well as inspection and maintenance requirements. Staff finds that this requirement has been met.

2. Sufficient Water Available (Section 14-497 (a) 2 and 3)

The project will be served by the existing water service located in Forest Avenue. A confirmation of ability to serve sewer letter from Portland Water District has been forwarded to the Planning Authority. Staff finds that this requirement has been met.

3. Will Not Cause Unreasonable Traffic Congestion (Section 14-497 (a) 5)

The site will be accessed by an existing twenty-eight (28') foot curb cut on Forest Avenue. The proposed project is not anticipated to cause unreasonable traffic congestion, thus staff finds that this requirement has been met. Mike Tremblay, P.E., Senior Engineer at the Department of Public Works, reviewed the proposal's details including the access, parking, and vehicle circulation, below are his comments (Attachment 1):

- *The CM plan needs to use the newest Construction Management Plan template (<https://www.portlandmaine.gov/DocumentCenter/View/18030/General-Construction-Management-Template>). Specifically, they should touch on their dewatering plan. The CM plan itself should address how it plans to manage work in the ROW, specifically the curb installation. This may require a temporary sidewalk closure. They will need to provide an ADA-compliant pedestrian route around this closure.*

4. Will Provide for Adequate Sanitary Sewer and Stormwater Disposal (Section 14-497 (a) 6), and Will Not Cause an Unreasonable Burden on Municipal Solid Waste and Sewage (Section 14-497 (a) 7)

There is an existing sewer lateral in Forest Avenue that will serve the new project. Lauren Swett, P.E. of Woodard and Curran Engineering has reviewed the plans and finds the plans acceptable. Confirmation of ability to serve sewer from the Department of Public Works has been submitted. Staff finds that this requirement has been met.

Additionally, the applicant will provide a dumpster on site. It is proposed to be enclosed by a six-foot cedar stockade fence that meets Technical Manual Standard 4.5.2. for Screening and Buffers.

5. Comprehensive Plan (Section 14-497 (a) 9)

Staff have identified the following goals and policies which are relevant to the proposed housing development and finds the proposal in conformance with the Comprehensive Plan.

The central vision of Portland's Plan 2030 is represented by the Venn diagram demonstrating the integral interrelation of the community's core belief that Portland is equitable, sustainable, connected, dynamic, authentic and secure. The vision conveys the message of the City's need to balance many competing needs to assure the advance of the vision as a unified concept.



In addition, the Housing Policy section of Plan 2030 includes specific, applicable housing goals and strategies, included below.

Housing: A Livable City

State Goals: To encourage and promote affordable decent, housing opportunities for all Maine citizens

Local Goals:

- Increase, preserve, and modify the overall supply of housing City-wide to meet the needs, preferences

and financial capabilities of all Portland households.

- Encourage additional contextually-appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Encourage quality, sustainable design in new housing development.

From Future Strategies:

g. Adopt Affordable Housing

- Pursue new opportunities for increased energy efficiency, increased densities, mixed incomes, and greater connectivity to surrounding neighborhoods.

6. Will not have an undue adverse effect on the scenic or natural beauty of the area, aesthetics, historic sites, significant wildlife habitat (Section 14-497 (a) 8)

The site is not within an historic district. It is in an urban neighborhood surrounded by a variety of residential building types. The proposed building does not impact the natural beauty of the area or adversely affect any significant wildlife habitat, rare or irreplaceable natural areas, or any public access to the shoreline. Staff finds the proposal in conformance with this standard.

C. SITE PLAN STANDARDS (Section 14-526)

The proposed development has been reviewed by staff for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations. Staff comments are listed below.

a) Transportation Standards

1. Impact on Surrounding Street Systems and Access and Circulation

See Subdivision, Paragraph IX (B) (3), above. Staff finds that this requirement has been met.

2. Parking

Division 20 of the land use ordinance requires one parking space/unit for residential development located in the B-2 zone; *Section 14-332(a)(3)(a)* states "3. For residential development in the B-2, B-2b, B-2c zones: a. One (1) parking space per dwelling unit.". The applicant is proposing to provide thirty-eight parking spaces on site, including four handicap-accessible spaces.

Mr. Tremblay has reviewed the parking on site and his comments are included within Subdivision, Paragraph IX (B) (3), above. Staff finds that this requirement has been met.

3. Bicycle Parking

The applicant is proposing to provide fourteen bicycles spaces on site. Seven spaces are required, thus staff finds that the applicant has met this requirement.

b) Environmental Quality Standards

1. Preservation of Significant Natural Features

There are no known significant natural features on the site. This standard does not apply.

2. Landscaping and Landscape Preservation

Under the standards of the subdivision ordinance, all subdivisions are required to provide one (1) street tree per lot or unit in or near the right-of-way. The subject application is for seventeen (17) units and must therefore contribute seventeen (17) street trees. The applicant has submitted a revised landscaping plan showing seventeen maple trees along the Forest Avenue frontage and four maple

trees on the east property line. In addition, the applicant is proposing two landscaped islands in the parking lot, as well as a landscaped barrier at the rear of the property that consist of staggered arborvitae. Jeff Tarling, City Arborist, has reviewed the revised landscaping plans and generally finds it acceptable except for the following:

Techny Arborvitae in parking lot - We typically recommend deciduous trees in traffic islands, somewhat for visibility reasons vs Evergreens. We have seen 'Crusgal' Hawthorn work well in limited spaces like on the left below, a larger island like on the right below, Honeylocust could fit nicely, both plants are salt tolerant. The Bayberry shrubs look good as proposed. This should be a condition of approval with the switch to deciduous trees in the parking lot island.

3. Water Quality, Storm Water Management and Erosion Control

Under Section 5 of the City of Portland Technical Manual, a Level III development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding Standards.

Existing drainage flows and catchments systems appear to be functioning effectively. No improvement to the existing infrastructure is being proposed. Lauren Swett, P.E. with Woodard and Curran Engineering, has reviewed the drainage plan and stormwater report, and states:

The site work proposed for 1844 Forest is very minor, with just the installation of a small walkway, and some associated grading. They are providing adequate erosion and sedimentation control, and they don't meet any other stormwater thresholds. I have no other comments on that work.

Staff finds that this requirement has been met.

c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans

See Subdivision, Paragraph IX (B) (5), above. Staff finds that this requirement has been met.

2. Public Safety and Fire Prevention (CPTED and Fire)

The Crime Prevention through Environmental Design (CPTED) standards in the site plan ordinance address the principles of natural surveillance, access control and territorial reinforcement so that the design of developments enhance the security of public and private spaces and reduce the potential for crime.

Jason Grant, Life Safety CEO/ Plan Reviewer, reviewed the plans on behalf of the Fire Department and has no comments. Staff finds that this requirement has been met.

3. Availability and Adequate Capacity of Public Utilities

The project will be served by the Portland Water District, City Department of Public Works, and underground power/cable/communications. The applicant has submitted an ability to serve letter from the Department of Public Works. Staff finds that this requirement has been met.

d) Site Design Standards

1. Snow and Ice Loading

Snow storage areas are shown on the site plan. Proposed snow storage areas will be on the green spaces around the surface parking lot. Staff finds that this requirement has been met.

2. View Corridors
This site is not within a Protected View Corridor as per the “View Corridor Protection Plan” approved by the Portland City Council in 2001. This standard does not apply.
3. Historic Resources
The site is not in a historic district or within 100 feet of a historic district; therefore, this standard does not apply.
4. Exterior Lighting
The proposed lighting fixtures detailed in the submitted site plan and detailed in the photometric plan meet the requirements of Section 14.6.4.F and therefore satisfy the standard.
5. Noise and Vibration
This mechanical equipment will be located to the interior of the site, away from abutting residential properties and be screened from view from any public street. Staff finds that this standard has been met.
6. Signage and Wayfinding
Since the parking lot, along with the traffic signs, are existing, therefore no signage or wayfinding is required; this standard does not apply.
7. Zoning Related Design Standards
The project was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, and Shukria Wiar, Planner, against the *B-2 Community Business Zones Standards* (Section (d) of the Design Manual) and *Multiple-Family Standards*. The building meets these standards; please refer to Attachment 6 for a complete design analysis.

X. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning staff recommend that the Planning Board approve the proposed development, subject to the following waivers and conditions outlined below.

XI. PLANNING BOARD PROPOSED MOTIONS

A. CONDITIONAL USE

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on February 9, 2021 for application PL-000975-2020 relevant to Portland’s Conditional Use Standards and other regulations, and the testimony presented at the Planning Board hearing The Planning Board finds the proposed conditional use for workforce housing [does or does not] meet the standards of Section 14-484 with the following conditions:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The Applicant and the City shall enter into an Affordable Housing Agreement (AHA) for two (2) workforce units, or as an alternative to providing workforce housing units, the project may pay a fee-in-lieu for some or all of the required units; and

PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY

2. The Affordable Housing Agreements shall outline the details of the affordability restrictions placed on the workforce units and shall be filed as a covenant to the 1844 Forest Avenue property deeds with the Cumberland County Registry of Deeds.

B. SUBDIVISION

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 9, 2021 for application PL-000975-2020 relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [is/is not] in conformance with the subdivision standards of the Land Use Code, subject to the following conditions of approval, which must be met prior to the signing of the plat:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall finalize the subdivision plat for review and approval by the Planning Authority, Corporation Counsel, and the Department of Public Works; and

C. 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 9, 2021 for application PL-000975-2020 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan [is/is not] in conformance with the site plan standards of the Land Use Code, subject to the following condition:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The Construction Management plan shall be updated using the newest Construction Management Plan template and specifically addressing the dewatering plan, management of work in the ROW, temporary sidewalk closure, and should provide an ADA-compliant pedestrian route.
2. The final landscaping plan shall be revised to include deciduous trees in the parking lot island, as recommended by the City Arborist in his memorandum dated 02.02.2021.

XII. ATTACHMENTS**A. PLANNING BOARD MEMO ATTACHMENT**

1. DPW Senior Engineer Review 04.03.2020
2. Consulting Civil Engineer Review 09.16.2020
3. City Arborist Review 02.02.2021
4. Consulting Traffic Engineer Review 03.23.2020
5. Fire Department Review 05.20.2020
6. Urban Designer Comments – 02.03.2021
7. Housing Program Manager IZ Comments 09.17.2020
8. Wastewater Capacity Authorization 2019-06-18

B. APPLICANT SUBMITTAL

- A. Level III Site Plan & Subdivision Application
- B. Site Plan Checklist
- C. Project Narrative
- D. Zoning Analysis Table
- E. Forest Deed
- F. Financial Statement
- G. Ability to Serve
- H. Narrative Buffer Responses
- I. Architectural Code
- J. Architectural Narrative
- K. City Response 06.03.2020

- L. City Response 08.21.2020
- M. Neighborhood Meeting

C. PLANS

- Plan 1 Site Cover Sheet
- Plan 2 Boundary Survey
- Plan 3 Exist Site Plan
- Plan 4 Site Plan Revised 2020-04-10
- Plan 5 Photometric Plan
- Plan 6 Erosion Control
- Plan 7 Site Details
- Plan 8 Demo Plans
- Plan 9 Details
- Plan 10 Arch Title Sheet
- Plan 11 Arch General Notes
- Plan 12 Architectural
- Plan 13 East-West Elevations
- Plan 14 North East Elevations
- Plan 15 North-South Elevations
- Plan 16 South West Elevations
- Plan 17 Floor Plans
- Plan 18 Int Elevations
- Plan 19 Life Safety Plan
- Plan 20 Loft Floor Plan
- Plan 21 Roof Plan
- Plan 22 Wall Types
- Plan 23 Door Schedule
- Plan 24 Sections



Shukria Wiar <shukriaw@portlandmaine.gov>

1844 Forest Avenue

Mike Tremblay <mtremblay@portlandmaine.gov>
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Jeff Tarling <jst@portlandmaine.gov>

Mon, Jan 4, 2021 at 11:49 AM

Shukria,

Thanks!

The CM plan is almost a year old and may not reflect the final site plan. The plan is generally acceptable for the work within the ROW. Work in travel lanes for utility installations should shift traffic and be managed by flaggers if necessary. During sidewalk work, pedestrians should be diverted using ADA-compliant barriers (jersey barriers or otherwise; anything that is crash-worthy and provides a constant detectable edge). If this is not possible without significant disruption, pedestrians may be detoured using existing crosswalks in the vicinity of the project. In any case, MUTCD-compliant pedestrian detour signage shall be provided.

The CM plan narrative needs to be updated to reflect the newest project schedule. The Applicant should follow this template: <https://www.portlandmaine.gov/DocumentCenter/View/18030/General-Construction-Management-Template>.

Prior to issuance of a building permit, an approved CM plan should be required.

No issues with the site plan itself.

-Mike

Mike Tremblay, P.E.
Senior Engineer
Engineering Division
Department of Public Works
City of Portland, ME
mtremblay@portlandmaine.gov
P. 207.874.8881 F. 207.874.8852



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Shukria Wiar <shukriaw@portlandmaine.gov>

1844 Forest Ave

Lauren Swett <lswett@woodardcurran.com>
To: Shukria Wiar <shukriaw@portlandmaine.gov>

Wed, Sep 16, 2020 at 9:17 AM

Hi Shukria,

Just sending this along again – very minor comments, they should just clearly show their impact area. I don't see updated plans in the folder.

Thanks,
Lauren

From: Lauren Swett
Sent: Thursday, July 16, 2020 7:33 AM
To: Shukria Wiar <shukriaw@portlandmaine.gov>
Cc: Mike Tremblay <mtremblay@portlandmaine.gov>
Subject: 1844 Forest Ave

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1844 Forest Avenue

Jeff Tarling <jst@portlandmaine.gov>

Wed, Feb 3, 2021 at 11:00 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: James Rather <jrather@portlandmaine.gov>, Kevin Kraft <kkraft@portlandmaine.gov>

Hi Shukria -

The overall landscape plan looks good. Have a few suggested recommendations -

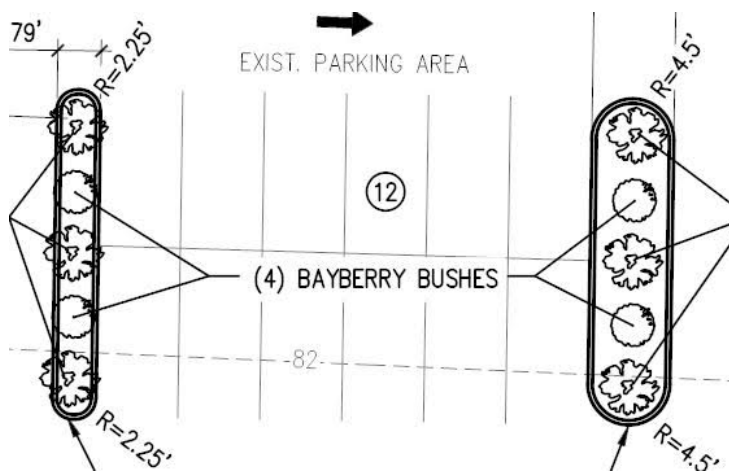
1) Red Maples - Forest Avenue, the plan shows 17 Red Maples which in time will create a good screen, using some of the upright cultivars like 'Bowhall', 'Armstrong' might be a good choice given future size.

2) Techny Arborvitae screen - This planting should provide adequate screening as proposed, another cultivar, 'Green Giant' might be worth looking into as they seem to be doing well in similar situations.

See:

https://usna.usda.gov/assets/images/as_standard_image/Thuja_Green_Giant.pdf

3) Techny Arborvitae in parking lot - We typically recommend deciduous trees in traffic islands, somewhat for visibility reasons vs Evergreens. We have seen 'Crusgali' Hawthorn work well in limited spaces like on the left below, a larger island like on the right below, Honeylocust could fit nicely, both plants are salt tolerant. The Bayberry shrubs look good as proposed. This should be a condition of approval with the switch to deciduous trees in the parking lot island.



Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road - Suite A
Portland, ME. 04103
(207) 808-5400
jst@portlandmaine.gov

On Mon, Jan 4, 2021 at 11:29 AM Shukria Wiar <shukriaw@portlandmaine.gov> wrote:

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Shukria Wiar <shukriaw@portlandmaine.gov>

1844 Forest Avenue - Traffic Review Comments

1 message

Tom Errico <thomas.errico@tylin.com>

Fri, Mar 20, 2020 at 8:28 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Michael Tremblay <mtremblay@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Bruce Hyman <bhyman@portlandmaine.gov>

Hi Shukria – I have reviewed the project application and the proposed land use change is not expected to have a significant impact on area traffic mobility and safety. I have no comments.

Please contact me if you have any questions.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
TYLIN INTERNATIONAL
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+1.207.781.4721 main
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+1.207.400.0719 mobile
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Instagram



Shukria Wiar <shukriaw@portlandmaine.gov>

1844 Forest Ave and more....

Jason Grant <jgrant@portlandmaine.gov>

Wed, Aug 12, 2020 at 9:21 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>

Shukria,

Sorry Jeanie never got back to me before she went on vacation. I was able to go over 1844 Forest this morning with Michele for the ADA access. She does not believe the top level will need ADA access as long as the lower level is accessible the 20% of the project's cost goes towards ADA improvements.

Jason Grant

NFPA Certified Fire Inspector 2 and Fire Plans Examiner

Life Safety CEO / Plan Reviewer

Permitting and Inspections Department

City of Portland

[389 Congress Street Rm 315](#)[Portland, Maine 04101](#)

Phone:(207) 756-8187

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Planning and Urban Development Department Planning Division



Subject: B-2 Design Review – 1844 Forest Avenue
Written by: Caitlin Cameron, Urban Designer
Date of Review : Wednesday, February 3 2020

The project at 1844 Forest Avenue were reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, and Shukria, Planner, against the *B2 Commercial Business Zones Standards* (Section (d) of the Design Manual) and *Multiple-Family Standards*.

Design Review Comments:

The proposal keeps the existing building placement and form with minor revisions to the exterior for entries, porches, materials.

(d) B-2 Commercial Business Zones

Standard (1) a. Urban Street Wall - Not applicable (B-2 excluded) – existing building placement will remain, setback from the street wall.

Standard (1) b. Mixed Uses – Not applicable (B-1b only)

Standard (1) c. Building Entrances – Not applicable (B-2 excluded) Existing building entrances oriented towards the street though building is set back from sidewalk – continues to meet the standard.

Standard (1) d. Windows – Existing windows oriented towards street but not at pedestrian level, though building is set back from sidewalk – continues to meet the standard.

Standard (1) e. Façade Character – Existing character mostly unaltered. Residential use is less active; entrance and some windows face the street with stoop. Street-facing façade - additional articulation with canopy for the door was added to better emphasize the entrance and provide visual interest.

Standard (1) f. Building Design – Existing building character is simple material selection and placement (clapboard) which relates the limited surrounding residential context. The pitched roof, window proportions, divided lights relate a more residential character.

Standard (1) g. Building Materials – Clapboard is appropriate (fiber cement is preferred over vinyl), for the decks/railings, a finished wood or metal would be appropriate (**railings must be painted/stained**).

Standard (1) h. Building Scale – Not applicable – existing building with no modification to scale. Three stories appropriate for the wide Forest Avenue commercial corridor.

Standard (1) i. Landscaping and Buffers – Screening with landscape provided between surface parking and abutting properties.

(i) Two-Family . . . Multiple-Family . . . :

Standard (1) . Exterior Design – As an existing building, there are limited changes/comments. The pitched roof and proportions of the building are compatible with the context buildings and will relate to neighboring residential architecture. The material selection is unclear – clapboard would be appropriate in this case. The street-facing façade now uses a canopy to provide some visual interest/articulation.

Standard (2). Relationship to Street – The project is within an existing building set back from the street but with some entries oriented to the public realm.

Standard (3). Open Space – Open space is provided through entrance decks. There is limited open space on the site.

Standard (4). Light and Air – Adequate light and air provided.

Standard (5). Parking – Parking area appropriately placed to rear of lot/building. Screening with landscape provided between surface parking and adjacent residential properties.

Standard (6). Not applicable

To: Sharia Wiar, Planner, Planning & Urban Development Department

From: Victoria Volent, Housing Program Manager, Housing & Community Development Division

Date: January 4, 2021

Subject: 1844 Forest Avenue – Inclusionary Zoning Conditional Use

Please note, 1844 Forest Avenue is entitled to consideration under Division 30 regulations in effect as of the review conducted by the Planning Board during their September 22, 2020 Workshop meeting.

All developments of ten (10) units or more are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Section 14-487 of the Zoning Ordinance.

Under the then-existing Division 30, Section 14-487, Ensuring Workforce Housing requirements, at least ten percent (10%) of the dwelling units in the development shall meet the definition of Workforce Housing units for sale or for rent. The ordinance under Section 14-487 e 3 also required the number of bedrooms in the units shall be 10% of the total number of bedrooms in the development.

The development located at 1844 Forest Avenue proposes the creation of seventeen (17) dwelling units of rental housing consisting of six (6) studio and eleven (11) one-bedroom townhouse units. As dwelling units for rent, the designated Workforce Units would be restricted to households earning up to 100% of Area Median Income (AMI). Based on the requirements outlined in Section 14-487, the development is required to provide; a minimum of two (2) workforce units; or one (1) one-bedroom workforce unit and pay a proportional fee-in-lieu of \$76,150.20; or pay a fee-in-lieu of \$184,936.20. The Applicant has elected to provide two (2) Workforce Units, on-site, to satisfy the ordinance's minimum requirements. One Workforce Unit will be a studio apartment located in the basement, and one Workforce Unit will be a one-bedroom townhouse located on the first and second floors. As such, the project has met the minimum requirements set forth in Section 14-487.

Staff recommends the Planning Board Approve this Conditional Use provided the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) for two (2) workforce units before a Building Permit may be issued.

The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Units and will be filed as a covenant to the property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager



CITY OF PORTLAND
Department of Public Works
Christopher C. Branch, P.E., Director

Date: June 18, 2019

Re: Wastewater Capacity Authorization
 Address: 1884 Forest Avenue
 Applicant: John Chau – Pine State Family Mart

Planner: Shukria Wiar

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Proposed flow				
Shopping Center/ Stores – Public Restroom	# Toilets	6	325	1950
Shopping Center/ Stores – Employees at place of employment with no showers	# Employees	24	12	288
Service Station - Public Restroom	# Toilets	2	250	500
Service Station – Employees at place of employment with no showers	# Employees	4	12	48
Net Change				+ 2786
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:

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

If the City can be of further assistance, please contact me at all 874-8840 or brad@portlandmaine.gov

Sincerely,

CITY OF PORTLAND

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

212 Canco Road, Ste B • Portland, ME 04103 • 207-874-8801

cbranch@portlandmaine.gov • www.portlandmaine.gov



Level III – Preliminary and Final Site Plans Development Review Application Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

Planning Division

Fourth Floor, City Hall
389 Congress Street
p.m. (207) 874-8719

planning@portlandmaine.gov

Office Hours

Monday thru Friday
8:00 a.m. – 4:30

PROJECT NAME:

1844 Forest Avenue Apartments

PROPOSED DEVELOPMENT ADDRESS:

1844 Forest Avenue, Portland, ME 04103

PROJECT DESCRIPTION:

Use change from a dance club to a multi-family apartment building

CHART/BLOCK/LOT: 327/B/005**PRELIMINARY PLAN**

(date)

FINAL PLAN

(date)

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Gabriel Zappia Business Name, if applicable: Address: 135 Clinton St City/State : Portland, ME Zip Code: 04103	Applicant Contact Information Work #: Home #: Cell #: (207) 370-0743 Fax#: e-mail: gabriel.zappia@gmail.com
Owner – (if different from Applicant) Name: Address: City/State : Zip Code:	Owner Contact Information Work #: Home #: Cell #: Fax#: e-mail:
Agent/ Representative Name: Eric Dube, P.E. (Casco Bay Engineering) Address: 424 Fore Street City/State : Portland, ME Zip Code: 04101	Agent/Representative Contact information Work #: (207) 840-2800 Home #: Cell #: (207) 712-7022 Fax#: e-mail: ericd@cascobayengineering.com
Billing Information Name: Gabriel Zappia Address: 135 Clinton St City/State : Portland, ME Zip Code: 04103	Billing Contact Information Work #: Home #: Cell #: (207) 370-0743 Fax#: e-mail: gabriel.zappia@gmail.com

APPLICATION FEES:

Level III Development (check applicable reviews) ☒ Less than 50,000 sq. ft. (\$750.00) ☐ 50,000 - 100,000 sq. ft. (\$1,000) ☐ 100,000 – 200,000 sq. ft. (\$2,000) ☐ 200,000 – 300,000 sq. ft. (\$3,000) ☐ over 300,00 sq. ft. (\$5,000) ☐ Parking lots over 11 spaces (\$1,000) ☐ After-the-fact Review (\$1,000.00 plus applicable application fee) Plan Amendments (check applicable reviews) ☐ Planning Staff Review (\$250) ☐ Planning Board Review (\$500) The City invoices separately for the following: • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$50.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.	Other Reviews (check applicable reviews) ☐ Traffic Movement (\$1,500) ☐ Stormwater Quality (\$250) ☐ Subdivisions (\$500 + \$25/lot) ☐ # of Lots x \$25/lot = ☐ Site Location (\$3,500, except for residential projects which shall be \$200/lot) ☐ # of Lots x \$200/lot = ☐ Other ☐ Change of Use ☐ Flood Plain ☐ Shoreland ☐ Design Review ☐ Housing Replacement ☐ Historic Preservation
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INSTRUCTIONS FOR ELECTRONIC SUBMISSION:

Please refer to the application checklist (attached) for a detailed list of submission requirements.

- Fill out the application completely and e-mail the **application only** to planning@portlandmaine.gov (Please be sure to designate a person who will be responsible for uploading documents and drawings.) This step will generate the project ID number for your project.
- An invoice for the application fee will be e-mail to you. Payments can be made on-line at [Pay Your Invoice](#) , by mail or in person at City Hall, 4th Floor. Please reference the Application Number when submitting your payment which is located in the upper left hand corner of the invoice.
- The designated person responsible for uploading documents and drawings will receive an email from eplan@portlandmaine.gov with an invitation into the project. At this time, you will upload all corresponding documents and plans into the project. For first time users you will receive a temporary password which you must change on entry. Make note of your username and password for any future projects.

Reminder: Before the project can move forward, the application fee shall be paid in full and all required documents and drawings shall be uploaded into e-plan correctly.

- Follow the link below (Applying Online Instructions) for step by step instructions on how to do the following:
 Tab 1 - Setting up the appropriate compatibility settings for your PC and getting started in e-plan.
 Tab 2 - Preparing your drawings, documents and photos for uploading using the correct naming conventions
 Tab 3 - Preparing and uploading revised drawings and documents

[Applying Online Instructions](#)

- When ready, upload your files and documents into the following folders:
 "Application Submittal – Drawings"
 "Application Submittal – Documents"

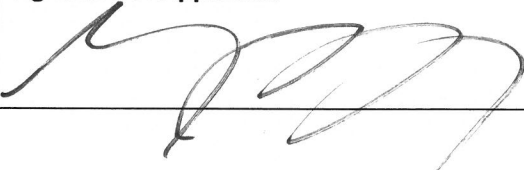
6. Once a preliminary check has been made of the submittal documents and drawings, staff will move them to permanent folders labeled Drawings and Documents. As the process evolves you will be able to log in and see markups, comments and upload revisions as requested into these folders.

APPLICANT SIGNATURE:

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a **legal signature** per Maine state law.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant: 	Date: 5-4-17 4-4-17
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PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	32,108 sq. ft.
Proposed Total Disturbed Area of the Site	9,220 sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.	
Impervious Surface Area	
Impervious Area (Total Existing)	20,102 sq. ft.
Impervious Area (Total Proposed)	20,503 sq. ft.
Building Ground Floor Area and Total Floor Area	
Building Footprint (Total Existing)	2,600 sq. ft.
Building Footprint (Total Proposed)	2,600 sq. ft.
Building Floor Area (Total Existing)	5,200 sq. ft.
Building Floor Area (Total Proposed)	7,800 sq. ft.
Zoning	
Existing	B-2
Proposed, if applicable	
Land Use	
Existing	Dance Hall
Proposed	Apartments
Residential, If applicable	
# of Residential Units (Total Existing)	0
# of Residential Units (Total Proposed)	17
# of Lots (Total Proposed)	1
# of Affordable Housing Units (Total Proposed)	17
Proposed Bedroom Mix	
# of Efficiency Units (Total Proposed)	6
# of One-Bedroom Units (Total Proposed)	11
# of Two-Bedroom Units (Total Proposed)	0
# of Three-Bedroom Units (Total Proposed)	0
Parking Spaces	
# of Parking Spaces (Total Existing)	40
# of Parking Spaces (Total Proposed)	34
# of Handicapped Spaces (Total Proposed)	4
Bicycle Parking Spaces	
# of Bicycle Spaces (Total Existing)	14
# of Bicycle Spaces (Total Proposed)	14
Estimated Cost of Project	

PRELIMINARY PLAN (Optional) - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application form
X		1	Application fees
X		1	Written description of project
X		1	Evidence of right, title and interest
N/A		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
X		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
X		1	Written requests for waivers from site plan or technical standards, if applicable.
X		1	Evidence of financial and technical capacity
N/A		1	Traffic Analysis (may be preliminary, in nature, during the preliminary plan phase)
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
X			Proposed grading and contours;
X			Existing structures with distances from property line;
X			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
X			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
X			Preliminary infrastructure improvements;
X			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;
NA			Location of significant natural features (including wetlands, ponds, watercourses, floodplains, significant wildlife habitats and fisheries or other important natural features) located on the site as defined in Section 14-526 (b) (1);
NA			Proposed buffers and preservation measures for significant natural features, as defined in Section 14-526 (b) (1);
X			Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed;
X			Exterior building elevations.

FINAL PLAN - Level III Site Plan			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Completed Application form
X		1	* Application fees
X		1	* Written description of project
X		1	* Evidence of right, title and interest
NA		1	* Evidence of state and/or federal permits
X		1	* Written assessment of proposed project's specific compliance with applicable Zoning requirements
X		1	* Summary of existing and/or proposed easements, covenants, public or private rights-of-way, or other burdens on the site
X		1	* Evidence of financial and technical capacity
X		1	Construction Management Plan
NA		1	A traffic study and other applicable transportation plans in accordance with Section 1 of the technical Manual, where applicable.
NA		1	Written summary of significant natural features located on the site (Section 14-526 (b) (a))
NA		1	Stormwater management plan and stormwater calculations
X		1	Written summary of project's consistency with related city master plans
X		1	Evidence of utility capacity to serve
X		1	Written summary of solid waste generation and proposed management of solid waste
ARCH		1	A code summary referencing NFPA 1 and all Fire Department technical standards
NA		1	Where applicable, an assessment of the development's consistency with any applicable design standards contained in Section 14-526 and in City of Portland Design Manual
		1	Manufacturer's verification that all proposed HVAC and manufacturing equipment meets applicable state and federal emissions requirements.

Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST (* If applicant chooses to submit a Preliminary Plan, then the * items were submitted for that phase and only updates are required)
X		1	* Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
		1	Final Site Plans including the following:
X			Existing and proposed structures, as applicable, and distance from property line (including location of proposed piers, docks or wharves if in Shoreland Zone);
X			Existing and proposed structures on parcels abutting site;
X			All streets and intersections adjacent to the site and any proposed geometric modifications to those streets or intersections;
X			Location, dimensions and materials of all existing and proposed driveways, vehicle and pedestrian access ways, and bicycle access ways, with corresponding curb lines;
X			Engineered construction specifications and cross-sectional drawings for all proposed driveways, paved areas, sidewalks;
NA			Location and dimensions of all proposed loading areas including turning templates for applicable design delivery vehicles;
NA			Existing and proposed public transit infrastructure with applicable dimensions and engineering specifications;
X			Location of existing and proposed vehicle and bicycle parking spaces with applicable dimensional and engineering information;
X			Location of all snow storage areas and/or a snow removal plan;
NA			A traffic control plan as detailed in Section 1 of the Technical Manual;
NA			Proposed buffers and preservation measures for significant natural features, where applicable, as defined in Section 14-526(b)(1);
NA			Location and proposed alteration to any watercourse;
NA			A delineation of wetlands boundaries prepared by a qualified professional as detailed in Section 8 of the Technical Manual;
NA			Proposed buffers and preservation measures for wetlands;
NA			Existing soil conditions and location of test pits and test borings;
X			Existing vegetation to be preserved, proposed site landscaping, screening and proposed street trees, as applicable;
X			A stormwater management and drainage plan, in accordance with Section 5 of the Technical Manual;
X			Grading plan;
NA			Ground water protection measures;
X			Existing and proposed sewer mains and connections;

- Continued on next page -

ARCH		Location of all existing and proposed fire hydrants and a life safety plan in accordance with Section 3 of the Technical Manual;
X		Location, sizing, and directional flows of all existing and proposed utilities within the project site and on all abutting streets;
NA		Location and dimensions of off-premises public or publicly accessible infrastructure immediately adjacent to the site;
X		Location and size of all on site solid waste receptacles, including on site storage containers for recyclable materials for any commercial or industrial property;
X		Plans showing the location, ground floor area, floor plans and grade elevations for all buildings;
NA		A shadow analysis as described in Section 11 of the Technical Manual, if applicable;
NA		A note on the plan identifying the Historic Preservation designation and a copy of the Application for Certificate of Appropriateness, if applicable, as specified in Section Article IX, the Historic Preservation Ordinance;
		Location and dimensions of all existing and proposed HVAC and mechanical equipment and all proposed screening, where applicable;
X		An exterior lighting plan in accordance with Section 12 of the Technical Manual;
X		A signage plan showing the location, dimensions, height and setback of all existing and proposed signs;
X		Location, dimensions and ownership of easements, public or private rights of way, both existing and proposed.



**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991



Bradley Roland, P.E.
Water Resources Division

Date: 11/21/19

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

Site Address: 1844 FOREST AVENUE

Chart Block Lot Number: 327/B/005

Proposed Use: MULTI-UNIT APARTMENTS

Previous Use: DANCE CLUB

Existing Sanitary Flows: _____ GPD

Existing Process Flows: _____ GPD

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

SEWAGE LATERAL TO DISCHARGE TO SEWER MAIN
LOCATED AT FOREST AVENUE

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

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

2. Please, Submit Contact Information.

City Planner's Name: HELEN DONALDSON Phone: 207-874-8723

Owner/Developer Name: GABRIEL ZAPPALÀ

Owner/Developer Address: 135 CLINTON ST, PORTLAND, ME 04103

Phone: 207-774-5282 Fax: _____ E-mail: gabriel.zappala@gmail.com

Engineering Consultant Name: ERIK DUBE (CASCO BAY ENGINEERING)

Engineering Consultant Address: 424 FORE STREET, PORTLAND, ME 04103

Phone: 207-712-7022 Fax: N/A E-mail: erikd@cascoBayengineering.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: 2,040 GPD

Peaking Factor/ Peak Times: 6:00 - 8:00 AM

Specify the source of design guidelines: (i.e. "Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," Portland Water District Records, Other (specify) CH. 241: STATE OF MAINE SUBSURFACE WASTEWATER DISPOSAL RULES

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: _____

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

Note: In determining your restaurant process water flows, and the size of your external grease interceptor, please use The Uniform Plumbing Code. Note: In determining the retention time, sixty (60) minutes is the minimum retention time.

Note: Please submit detailed calculations showing the derivation of your restaurant process water design flows, and please submit detailed calculations showing the derivation of the size of your external grease interceptor, either in the space provided below, or attached, as a separate sheet.

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: _____ 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.

CALCULATION FOR (3)

↳ PER Section 4(E)(2), design flow = 120 gal/unit for (1) BEDROOM UNITS

17 (1) BED UNITS .

$\frac{120 \text{ gal}}{(1) \text{ BED UNIT}}$



2,040 gal/day



A Guide to Holding Neighborhood Meetings Portland, Maine

Planning and Urban Development Department
Planning Division and Planning Board

In order to improve communication between applicants and neighbors, the City of Portland requires applicants who are proposing certain types of development review projects, to hold a neighborhood meeting.

Developments requiring a neighborhood meeting

- Proposed map amendments, contract zones and zoning text amendments that would result in major development;
- Subdivisions of five or more units or lots;
- Master Development Plans; and
- Level III site plan proposals as defined in Section 14-523.

(The Land Use Code, including Article II (Planning Board) and Article V (Site Plan – which contains the neighborhood meeting requirements), are available on the City's web site at www.portlandmaine.gov/citycode/chapter014.pdf)

Timing of meeting

- **Subdivisions of 5 or more units or lots, zone changes, contract zones, zoning text amendments and Level III site plans:**
 - Preliminary Site Plan - The meeting should be held within 30 calendar days of filing the application.
 - Final Site Plan – If only a final plan is submitted, the meeting should be held within 21 calendar days of filing the application and no less than 7 calendar days before the public hearing.
- **Master Plan Development:**
 - The meeting should be held within 30 calendar days of filing the application.
 - The meeting should be held on a date no less than 7 calendar days before a public workshop or public hearing.
 - The meeting shall not be combined with any required neighborhood meeting for the Level III applications.

Location of meeting

- The meeting should be held in the evening, during the week, at a convenient location within the Portland neighborhood surrounding the proposed site. Community meeting spaces at libraries, schools or other places of assembly are recommended. Neighborhood schools are usually available for evening meetings.
- Meetings should not be held on the same day as scheduled Planning Board or City Council meetings. The City Council generally meets on the 1st and 3rd Monday of each month and the Planning Board generally meets on the 2nd and 4th Tuesday of each month; however additional meetings may be scheduled. An updated schedule may be found on the City's website: www.portlandmaine.gov

Invitation List

- Property owners within 500 feet of the proposed development (1000 feet for proposed industrial subdivisions and industrial zone changes)
- Interested citizens and neighborhood groups.

The Planning Division provides the mailing labels. We require at least 48 hours notice to generate the mailing labels and a charge of \$1.00 per sheet will be payable upon receipt of the labels. An electronic version (excel or word format) of the labels can also be e-mailed upon request.

A digital copy of the notice must be provided to the Planning Office (jmy@portlandmaine.gov and ldobson@portlandmaine.gov) and the assigned planner, which will then be forwarded to those on the interested citizen list who receive e-mail notices.

When to Send Invitations

- Invitations must be sent **no less than 10 days (to include weekends)** prior to the neighborhood meeting.
- Notices may be sent by regular mail and do not need to be sent by certified mail.

Notice Description

A recommended invitation format is included in this packet of material.

Attendance Sheet and Meeting Minutes

- Sign-in sheet must be circulated for those in attendance.
- Applicant shall take accurate minutes of the meeting.
- The sign-in sheet and minutes shall be submitted to the Planning Division.
A public hearing will not be scheduled until the meeting minutes and sign-up sheet are submitted to the Planning Division.

A Certification form is included with this packet to be completed and signed by the applicant.

Please call the Planning Division at 874-8721 or 874-8719 if you have any questions.

Attachments

1. Neighborhood Meeting Invitation Format
2. Neighborhood Meeting Certification

EXAMPLE: Neighborhood Meeting Invitation Format

**Applicant/Consultant
Letterhead**

(Date)

Dear Neighbor:

Please join us for a neighborhood meeting to discuss our plans for a (development proposal) located at (location/number and street address).

Meeting Location: _____

Meeting Date: _____

Meeting Time: _____

(The City code requires that property owners within 500 feet (1000 feet for proposed industrial subdivisions and industrial zone changes) of the proposed development and residents on an “interested parties list”, be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.)

If you have any questions, please call (telephone number of applicant or consultant).

Sincerely,

(Applicant)

Note:

Under Section 14-32(C) and 14-524(a) of the City Code of Ordinances, an applicant for a Level III development, subdivision of over five lots/units, or zone change is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary plans was not submitted. The neighborhood meeting must be held at least seven days prior to the Planning Board public hearing on the proposal. Should you wish to offer additional comments on this proposed development, you may contact the Planning Division at 874-8721 or send written correspondence to the Planning and Urban Development Department, Planning Division 4th Floor, 389 Congress Street Portland, ME 04101 or by email: to bab@portlandmaine.gov

EXAMPLE: Neighborhood Meeting Certification

I, (applicant/consultant) hereby certify that a neighborhood meeting was held on (date) at (location) at (time).

I also certify that on (date 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 1000 feet of a proposed industrial subdivision or industrial zone change.
2. Residents on the "interested parties" list.
3. A digital copy of the notice was also provided to the Planning Division (jmy@portlandmaine.gov and the assigned planner to be forwarded to those on the interested citizen list who receive e-mail notices.

Signed,

_____ (date)

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

CITY OF PORTLAND
Planning & Urban Development Department

LEVEL II and LEVEL III SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

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

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

GENERAL APPLICATION DOCUMENTS

Yes ☒	NA ☐	Project Description Cover Letter with detailed project description
Yes ☒	NA ☐	Completed Checklist – Level II and Level III Site Plan (this document)
Yes ☒	NA ☐	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 Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☒	NA ☐	Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements
Yes ☒	NA ☐	Waiver Requests Written request for waiver describing request and reason Waiver Table
Yes ☒	NA ☐	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒	NA ☐	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

**LEVEL II AND LEVEL III 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 ☒	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes ☒	NA ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes ☐	NA ☒	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes ☐	NA ☒	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes ☐	NA ☒	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes ☒	NA ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes ☒	NA ☐	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes ☒	NA ☐	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes ☐	NA ☒	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES		
Yes ☐	NA ☒	Preservation of Significant Natural Features (14-526 (b) 1), if applicable • Trees, plants, habitats listed on State or Federal list of endangered or threatened • High and moderate value waterfowl and wading habitat • Aquifers on Casco Bay Islands • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental consultants, determinations from applicable state agencies
Yes ☐	NA ☒	Landscaping and Landscape Preservation (14-526 (b) 2 a) • Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) • Protection measures of existing vegetation during construction • Protection measures within Shoreland Zone, if applicable
Yes ☒	NA ☐	Site Landscaping (14-526 (b) 2 b) • Screening and buffering of service areas and between non-residential and residential uses • Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes ☐	NA ☒	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes ☐	NA ☒	Street Trees (14-526 (b) 2 b iii) • Existing Heritage or Feature Trees on site and measures to preserve • Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
ENVIRONMENTAL AND STORMWATER		
Yes ☐	NA ☒	Water Quality, Stormwater Management and Erosion Control (14-526 (b)3 a) • Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable • Erosion control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable • Subsurface sanitary sewage disposal and groundwater protection

PUBLIC INFRASTRUCTURE AND SAFETY		
Yes ☒	NA ☐	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes ☒	NA ☐	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
Yes ☒	NA ☐	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
SITE DESIGN		
Yes ☐	NA ☒	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
Yes ☐	NA ☒	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes ☒	NA ☐	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes ☐	NA ☒	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appen. 1)

Yes ☐	NA ☒	Historic Resources (14-526 (d) 5), if applicable - Identify developments within Historic Districts or affecting Designated Landmarks - Certificate of Appropriateness or other evidence - Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required - Address preservation and documentation of Archaeological Resources
Yes ☒	NA ☐	Exterior Lighting (14-526 (d) 6) - Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) - Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes ☐	NA ☒	Noise and Vibration (14-526 (d) 7) Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes ☐	NA ☒	Signage and Wayfinding (14-526 (d) 8), if applicable - Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff - Proposed commercial and directional signage on site
Yes ☒	NA ☐	Zone Related Design Standards (14-526 (d) 5) - Address Historic Preservation Design Review, if applicable - Address any applicable design review standards by zone - Address submission requirements from Design Manual, page 1, addressing neighborhood context - Description of exterior materials, color, finish, and samples
Construction Management Plan		
Yes ☒	NA ☐	Construction Management Plan Construction Management Document and Plan

**LEVEL II AND LEVEL III SITE PLAN
DRAWINGS CHECKLIST**

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

RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)

- ☒ Must be in compliance with Technical Manual, Section 13

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

Existing Conditions

- ☒ Approximate location of structures on abutting property
- ☒ Topography
- ☐ Locate water courses
- ☐ Delineate wetlands
- ☒ Zone lines

Proposed Site Plan

- ☒ Ground floor area, and grade elevations for all buildings

Access, Circulation, and Parking

- ☒ Streets and intersections adjacent to site, any proposed geometric modifications
- ☒ Location, dimensions and materials of all existing and 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
- ☐ Existing and proposed transit infrastructure with dimensions/ engineering specifications
- ☒ Location of vehicle and bicycle parking with dimensions and engineering specifications

Site Considerations

- ☒ Identify snow storage areas
- ☐ Location of fire hydrants
- ☒ Location of solid waste management facilities

UTILITY PLAN including:

- ☒ Existing utilities on site and within public streets
- ☒ Location, sizing and directional flows of all existing and proposed utilities
- ☒ Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site
- ☒ Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

- ☒ Existing grades and drainage
- ☒ Proposed grades
- ☐ Proposed stormwater management meeting Technical Manual (Section 5), standards
- ☐ Location and proposed alteration of a water course
- ☐ Preservation or alteration of wetlands

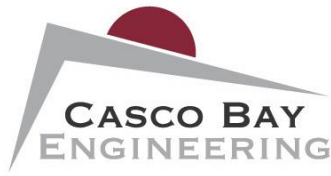
EROSION CONTROL

- ☒ Must be in compliance with Technical Manual, Section 5

LANDSCAPE PLAN including:

- ☒ Existing vegetation to be preserved and preservation measures
- ☒ Proposed landscaping and buffers
- ☐ Planting schedule

RECORDING PLAT, if applicable
☐ If Subdivision, must be in compliance with requirements of Section 14-496 (b)
ARCHITECTURAL PLANS AND RENDERINGS including:
☒ Exterior building elevations, color renderings, illustrations of all sides
☒ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
☐ Provide context drawings, if applicable (Design Manual, page 1)
☒ Floor plans



SECTION 1:

December 20, 2019

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

RE: 1844 Forest Ave – Use Change
Project Narrative

Dear Planning:

We are providing this project narrative for our Level III Site Plan submission. This project proposes the use change of an existing dance club to a multi-family apartment building. The building will be internally redesigned to provide housing for 17 units. Small decks will be added to the exterior of the building to provide access for the apartments.

The existing building was originally developed in 1917.

Parking

The existing site currently features (40) parking spaces. One of the proposed decks will extend into the existing travel way, meaning that (2) spaces will need to be removed in order to maintain a permissible aisle width. Additionally, a third will be removed to make room for a proposed dumpster pad. A fourth spot will be removed in order to install (2) additional handicap parking spaces, while two additional spaces will be removed to provide adequate space for a ramp.

The lot, in its proposed state, will have (34) parking spaces. City ordinances currently required one parking spot per apartment unit in the B2 zone, meaning that a grand total of 17 spaces are required. There will be no addition or removal of pavement in the parking lot. The pavement providing access to the building will be partially removed and replaced with a ramp, resulting in a net increase of 401 square feet of impervious pavement.

Drainage

Changes to the site itself are minimal, as the only additions to the existing building will be additions of small decks along the perimeter of the building. Because of this, there will be no noteworthy increase in impervious cover, and thus will not require any additional drainage treatment.

Additionally, changes to the existing grading will have a minimal effect on the existing flow paths.

Utilities

The existing 1" domestic service lines are to be retired and replaced with (1) 1½" domestic line as shown on Sheet C101. The 6" fire service line is to be re-used. Portland Water District first approved this design for a 2" domestic service on April 5th, 2018 and Adam Sellick of the Portland Water District approved of the 1 ½" re-sizing on December 20th, 2019.

Lighting

The existing building features eight building mounted exterior lights, one each on the south and north faces and three each on the east and west faces. There will be no additional lights added to the building.

Landscaping

Existing landscaping for the site features an existing buffer of trees and bushes along the front, rear, and easternmost side property line. The westernmost property line features landscaped grass, as plantings cannot be placed here on account of the 16' wide emergency vehicle access easement. The parking area begins roughly 15' off of the front property line and runs 120' before stopping approximately 25' away from the rear property line. On the westernmost side, a fence separates the landscaped buffer from the site, leaving a roughly 25' patch of landscaped grass before reaching the existing building.

Trees will be added to the north and east property lines as shown on Sheet C101.

Solid Waste Generation

This project proposed the installation of a new 4-yard dumpster to collect the additional solid waste in the project's completed state.

Waivers

Casco Bay Engineering is requesting a waiver for the traffic study, as it is our professional opinion that this project will not have an adverse effect on the existing traffic pattern.

Master Plan Conformity

The site, as proposed, meets all relevant policy guides of the City of Portland Master Plan, including but not limited to the sections on environment and housing.

Planning Board Approval

Please see the attached site plan application which includes the following:

- Mail notification of site plan application to all abutters.
- Soil erosion and sedimentation plan
- Stormwater Management Plan
- Existing and Proposed site plans showing property line, setbacks, building additions, parking, grading, utilities, drainage, wetlands, lighting, landscaping and any other exterior features.
- Parking space allocation based on City requirements.

We look forward to working with you through the planning board approval phase. Please contact me if you have any questions or need additional information.

Sincerely,

Eric Dube, P.E.
Casco Bay Engineering

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B-2

All Projects:

	Required	Proposed
Lot Size	N/A	32,108 SF
Area Per Dwelling Unit	1,500 SF	1,889 SF
Minimum Street Frontage	20'	200'
Front Yard Minimum	N/A	
Front Yard Maximum	10'	18.07'*
Rear Yard	10'	11.16'
Yard Right	N/A	
Yard Left	N/A	
Side Street Setback	N/A	
Step Back	N/A	
Maximum Lot Coverage	N/A	
Minimum Lot Coverage	N/A	
Maximum Height	45'	32'
Open Space	N/A	
Maximum Impervious Area	N/A	
Pavement Setback	N/A	
Floor Area Ratio	0.65	0.24
Off Street Parking Spaces	17	34
Loading Bays	N/A	
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

	Required	Proposed
Minimum Lot Size	N/A	
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	N/A		
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):			

Section 3:**WARRANTY DEED**

KNOW ALL PERSONS BY THESE PRESENTS, that **GABRIEL J. ZAPPIA** a/k/a **GABRIEL ZAPPIA** of Cape Elizabeth, County of Cumberland and State of Maine, for valuable consideration paid, GRANTS to **FOREST 1844, LLC**, a Maine Limited Liability Company whose mailing address is 18 Cottage Lane, Cape Elizabeth, Maine, 04107, with WARRANTY COVENANTS, the premises situated on or about 1844 Forest Avenue in the City of Portland, County of Cumberland and State of Maine, more particularly described as follows:

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

First Parcel: Beginning at a point on the Southwesterly side of the road leading from Pride's Bridge to Morrill's Corner (now called Forest Avenue) at a post on said side of said road at corner of land formerly of one Bailey; thence running southwesterly adjoining land now or formerly of one Bailey one hundred fifty-five and five-tenths (155.5) feet, more or less, to a granite monument and angle in said Bailey line; thence Northwesterly adjoining said Bailey land one hundred (100) feet to a pipe driven in the ground; thence Northeasterly parallel with the first course above described one hundred sixty-one and five-tenths (161.5) feet, more or less, to a pipe driven in the southwesterly side of said road; thence Southeasterly by said road one hundred (100) feet to the post and point of beginning.

Second Parcel: Beginning at a point on the southwesterly side of Forest Avenue leading from Pride's Bridge to Morrill's Corner at an iron pipe driven in the ground at the northerly corner of land conveyed by Arthur S. Jones to the Presumpscot Grange No. 15, P. of H. by deed dated October 19, 1921 and recorded in Cumberland County Registry' of Deeds. Book 1088, Page 163; thence from said point of beginning running southwesterly adjoining land now or formerly of Presumpscot Grange No. 15, P. of H. one hundred sixty-one and five tenths (161.5) feet, more or less, to the westerly corner of said land now or formerly of Presumpscot Grange No. 15, P. of H. and a pipe driven in the ground at land now or formerly of one Bailey; thence northwesterly adjoining said land now or formerly of one Bailey one hundred (100) feet to a point; thence northeasterly parallel to

said land now or formerly of Presumpscot Grange No. 15, P. of H. one hundred sixty-one and five tenths (161.5) feet, more or less, to Forest Avenue; thence southeasterly by said Forest Avenue one hundred (100) feet to the point of beginning.

Excepting and reserving from the above described parcel of land a lot of land described in deed from Presumpscot Grange No. 15 P. of H. to Wellesley Estates Limited Partnership by deed dated March 21, 2003 recorded Book 19078, Page 059 Cumberland County Registry of Deeds.

Also excepting a utility easement granted to Central Maine Power Company recorded Book 3216, Page 379 Cumberland County Registry of Deeds.

Third Parcel: Being all and the same premises conveyed to Gabriel J. Zappia by warranty deed from Wellesley Estates Limited Partnership dated 04/04/2013 and recorded at the Cumberland County Registry of Deeds in Book 30532, Page 150, the description contained therein being incorporated by reference.

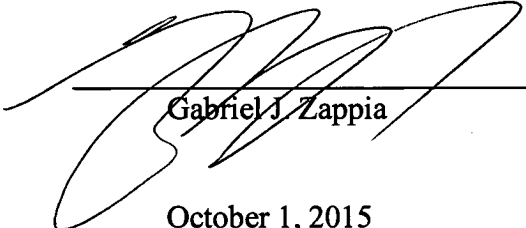
Subject to that easement described in a deed from Gabriel J. Zappia to Wellesley Estates Limited Partnership dated 06/27/2014 and recorded at the Cumberland County Registry of Deeds in Book 31598, Page 243.

IN WITNESS WHEREOF, the said Gabriel J. Zappia a/k/a Gabriel Zappia has signed and sealed this instrument on October 1, 2015.



Witness

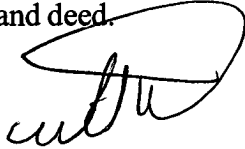
State of Maine
Cumberland, SS.



Gabriel J. Zappia
October 1, 2015

Then personally appeared the above-named Gabriel J. Zappia a/k/a Gabriel Zappia and acknowledged the foregoing instrument to be his free act and deed.

Before me,



Notary Public

Received
Recorded Register of Deeds
Oct 06, 2015 11:44:56A
Cumberland County
Nancy A. Lane

Print Name: William B. Doolen
Attorney

CLIENT STATEMENT | For the Period November 1-30, 2019



STATEMENT FOR:
GABRIEL J ZAPPIA

TOTAL VALUE OF YOUR ACCOUNT (as of 11/30/19)
Includes Accrued Interest

\$1,241,596.56

Morgan Stanley Smith Barney LLC. Member SIPC.

Your Financial Advisor Team
The Blakeman/Mavor Group

Your Financial Advisors
Eric Blakeman
Vice President
Eric.R.Blakeman@morganstanley.com
207 771-0863

Brian Mavor
Senior Vice President
Brian.P.Mavor@morganstanley.com
207 771-0826

Your Branch
100 MIDDLE ST 3RD FL
PORTLAND, ME 04101
Telephone: 207-771-0800; Alt. Phone: 800-326-5763; Fax: 207-771-0870

#BWNJGWM

GABRIEL J ZAPPIA
135 CLINTON STREET
PORTLAND ME 04103-3226

Client Service Center (24 Hours a Day; 7 Days a Week): 800-869-3326

Access Your Account Online: www.morganstanley.com/online

Standard Disclosures

The following Disclosures are applicable to the enclosed statement(s). Expanded Disclosures are attached to your most recent June and December statement (or your first Statement if you have not received a statement for those months). The Expanded Disclosures are also available by selecting Account Documents when you log on to www.morganstanley.com/online or, call 800-869-3326.

Questions?

Questions regarding your account may be directed to us by using the contact information on the statement cover page, or the Client Service Center at (800) 869-3326.

Errors and Inquiries

Be sure to review your statement promptly, and immediately address any concerns regarding entries that you do not understand or believe were made in error by contacting the Branch Manager of the office where you maintain your account. Oral communications regarding any inaccuracy or discrepancy in this statement should be re-confirmed in writing to further protect your rights, including rights under the Securities Investor Protection Act (SIPA). Your statement will be deemed correct unless we receive a written inquiry of a suspected error. See your account documentation for special rules regarding your rights and responsibilities with respect to erroneous electronic fund transfers, including a description of the transfers covered. For concerns or complaints, contact our Client Relations Department at (866) 227-2256.

Senior Investor Helpline

In order to provide Morgan Stanley's senior investor clients a convenient way to communicate with us, we offer a Senior Investor Helpline. Senior investors or those acting on their behalf may call (800) 280-4534, Monday-Friday 9am-7pm Eastern Time.

Availability of Free Credit Balances and Financial Statements

Under the customer protection rules of the SEC [17 CFR §240.15c3-3], we may use funds comprising free credit balances carried for customer accounts here, provided that these funds are payable to customers on demand (i.e., are free of a lien or right of set-off in our favor or on behalf of some third party to whom you have given control). A financial statement of this organization is available for your personal inspection at its offices, or a copy will be mailed to you upon your written request.

Listed Options

Information with respect to commissions and other charges related to the execution of options transactions has been included in confirmations of such transactions previously furnished to you and such information will be made available to you promptly at your request. Promptly advise us of any material change in your investment objectives or financial situation.

Important Information if you are a Margin Customer (not available for certain retirement accounts)

If you have margin privileges, you may borrow money from us in exchange for pledging assets in your accounts as collateral for any outstanding margin loan. The amount you may borrow is based on the value of the eligible securities in your margin accounts. If a security has eligible shares, the number of shares pledged as collateral will be indicated below the position.

Margin Interest Charges

We calculate interest charges on margin loans as follows: (1) multiply the applicable margin interest rate by the daily close of business net settled debit balance, and (2) divide by 360 (days). Margin interest accrues daily throughout the month and is added to your debit balance at month-end. The month-end interest charge is the sum of the daily accrued interest calculations for the month. We add the accrued interest to your debit balance and start a new calculation each time the applicable interest rate changes and at the close of every statement month. For interest rate information, log into your Morgan Stanley account at morganstanley.com/online. Select your account with a Margin agreement and click Interest Rates for more information.

Information regarding Special Memorandum Account

If you have a Margin Account, this is a combined statement of your Margin Account and Special Memorandum Account maintained for you under Section 220.5 of Regulation T issued by the Board of Governors of the Federal Reserve System. The permanent record of the Special Memorandum Account as required by Regulation T is available for your inspection at your request.

Important Information About Auction Rate Securities

For certain Auction Rate Securities there is no or limited liquidity. Therefore, the price(s) for these Auction Rate Securities are indicated by N/A (not available). There can be no assurance that a successful auction will occur or that a secondary market exists or will develop for a particular security.

Structured Investments Risks and Considerations

Structured Investments (Structured Products) are complex products and may be subject to special risks. Investors should consider the concentration risk of owning the related security and their total exposure to any underlying asset. Structured Investments, which may appear in various statement product categories and are identified on the Position Description Details line as "Asset Class: Struct Inv," may not perform in a manner consistent with the statement product category where they appear and therefore may not satisfy portfolio asset allocation needs for that category. For information on the risks and conflicts of interest related to Structured Investments generally, log in to Morgan Stanley Online and go to

www.morganstanley.com/structuredproductsrisksandconflicts.

Security Measures

This statement features several embedded security elements to safeguard its authenticity. One is a unique blue security rectangle, printed in heat-sensitive ink on the back of every page. When exposed to warmth, the color will disappear, and then reappear.

SIPC Protection

We are a member of Securities Investor Protection Corporation (SIPC), which protects securities of its customers up to \$500,000 (including \$250,000 for claims for cash). An explanatory brochure is available upon request or at www.sipc.org. Losses due to market fluctuation are not protected by SIPC and assets not held with us may not be covered by SIPC protection. To obtain information about SIPC, including an explanatory SIPC brochure, contact SIPC at 1-202-371-8300 or visit www.sipc.org.

Transaction Dates and Conditions

Upon written request, we will furnish the date and time of a transaction and the name of the other party to a transaction. We and/or our affiliates may accept benefits that constitute payment for order flow. Details regarding these benefits and the source and amount of any other remuneration received or to be received by us in connection with any transaction will be furnished upon written request.

Equity Research Ratings Definitions and Global Investment Manager Analysis Status

Some equity securities may have research ratings from Morgan Stanley & Co. LLC or Morningstar, Inc. Research ratings are the research providers' opinions and not representations or guarantees of performance. For more information about each research provider's rating system, see the Research Ratings on your most recent June or December statement (or your first statement if you have not received a statement for those months), go to www.morganstanley.com/online or refer to the research provider's research report. Research reports contain more complete information concerning the analyst's views and you should read the entire research report and not infer its contents from the rating alone. If your account contains an advisory component or is an advisory account, a GIMA status will apply.

Credit Ratings from Moody's Investors Service and Standard & Poor's

The credit rating from Moody's Investors Service and Standard & Poor's may be shown for certain securities. All credit ratings represent the opinions of the provider and are not representations or guarantees of performance. Please contact us if you need further information or assistance in interpreting these credit ratings.

Revised 10/2017

Account Summary

Active Assets Account
606-035348-067

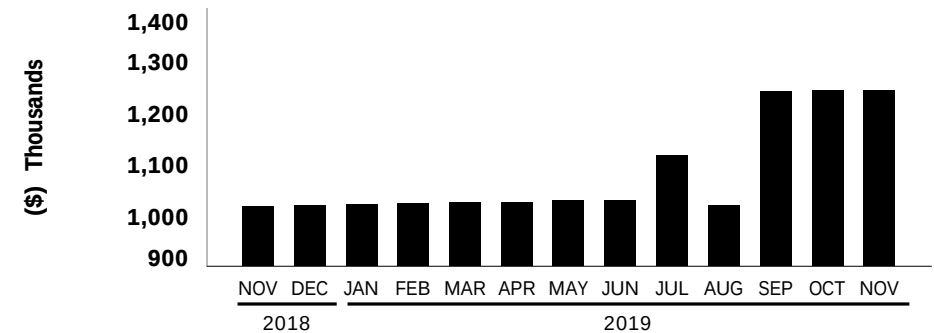
GABRIEL J ZAPPIA

CHANGE IN VALUE OF YOUR ACCOUNTS (includes accrued interest)

	This Period (11/1/19-11/30/19)	This Year (1/1/19-11/30/19)
TOTAL BEGINNING VALUE	\$1,240,565.18	\$1,017,367.76
Credits	—	304,668.00
Debits	—	(100,000.00)
Security Transfers	—	—
Net Credits/Debits/Transfers	—	\$204,668.00
Change in Value	1,031.38	19,560.80
TOTAL ENDING VALUE	\$1,241,596.56	\$1,241,596.56

MARKET VALUE OVER TIME

The below chart displays the most recent thirteen months of Market Value.

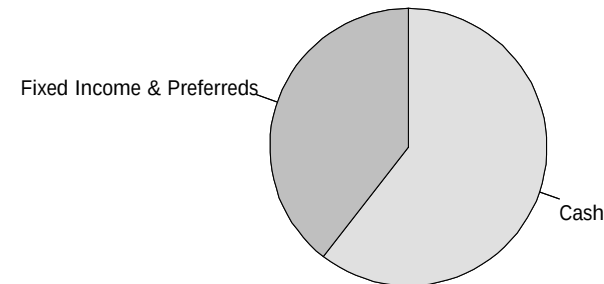


This chart does not reflect corrections to Market Value made subsequent to the dates depicted. It may exclude transactions in Annuities or positions where we are not the custodian, which could delay the reporting of Market Value.

ASSET ALLOCATION (includes accrued interest)

	Market Value	Percentage
Cash	\$751,329.98	60.51
Fixed Income & Preferreds	490,266.58	39.49
TOTAL VALUE	\$1,241,596.56	100.00%

FDIC rules apply and Bank Deposits are eligible for FDIC insurance but are not covered by SIPC. Cash and securities (including MMFs) are eligible for SIPC coverage. See Expanded Disclosures. Values may include assets externally held, which are provided to you as a courtesy, and may not be covered by SIPC. For additional information, refer to the corresponding section of this statement.



This asset allocation represents holdings on a trade date basis, and projected settled Cash/BDP and MMF balances. These classifications do not constitute a recommendation and may differ from the classification of instruments for regulatory or tax purposes.

Account Summary

Active Assets Account
606-035348-067

GABRIEL J ZAPPIA

BALANCE SHEET (^ includes accrued interest)

	Last Period (as of 10/31/19)	This Period (as of 11/30/19)
Cash, BDP, MMFs	\$30,792.80	\$751,329.98
Certificates of Deposit ^	1,209,772.38	490,266.58
Total Assets	\$1,240,565.18	\$1,241,596.56
Total Liabilities (outstanding balance)	—	—
TOTAL VALUE	\$1,240,565.18	\$1,241,596.56

INCOME AND DISTRIBUTION SUMMARY

	This Period (11/1/19-11/30/19)	This Year (1/1/19-11/30/19)
Other Dividends	—	\$13,672.48
Interest	5,537.18	5,621.74
Income And Distributions	\$5,537.18	\$19,294.22
Tax-Exempt Income	—	—
TOTAL INCOME AND DISTRIBUTIONS	\$5,537.18	\$19,294.22

Taxable and tax exempt income classifications are based on the characteristics of the underlying securities and not the taxable status of the account.

CASH FLOW

	This Period (11/1/19-11/30/19)	This Year (1/1/19-11/30/19)
OPENING CASH, BDP, MMFs	\$30,792.80	\$8,247.09
Purchases	(490,000.00)	(1,787,000.00)
Dividend Reinvestments	—	(13,607.93)
Sales and Redemptions	1,205,000.00	2,319,728.60
Income and Distributions	5,537.18	19,294.22
Total Investment Related Activity	\$720,537.18	\$538,414.89
Electronic Transfers-Credits	—	304,668.00
Electronic Transfers-Debits	—	(100,000.00)
Total Cash Related Activity	—	\$204,668.00
Total Card/Check Activity	—	—
CLOSING CASH, BDP, MMFs	\$751,329.98	\$751,329.98

GAIN/(LOSS) SUMMARY

	Realized This Period (11/1/19-11/30/19)	Realized This Year (1/1/19-11/30/19)	Unrealized Inception to Date (as of 11/30/19)
Short-Term Gain	—	—	\$12.25
Short-Term (Loss)	—	—	(9.80)
Total Short-Term	—	—	\$2.45

The Gain/(Loss) Summary, which may change due to basis adjustments, is provided for informational purposes and should not be used for tax preparation. Refer to Gain/(Loss) in the Expanded Disclosures.

Account Detail

Active Assets Account
606-035348-067

GABRIEL J ZAPPIA

	Percentage of Holdings	Face Value	Orig Total Cost Adj Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
CERTIFICATES OF DEPOSIT		490,000.000	\$490,000.00 \$490,000.00	\$490,002.45	\$2.45 ST	\$1,186.00 \$264.13	0.24%
TOTAL CERTIFICATES OF DEPOSIT (includes accrued interest)	39.49%			\$490,266.58			

	Percentage of Holdings	Total Cost	Market Value	Unrealized Gain/(Loss)	Est Ann Income Accrued Interest	Current Yield %
TOTAL VALUE		\$490,000.00	\$1,241,332.43	\$2.45 ST	\$1,561.66 \$264.13	0.13%
TOTAL VALUE (includes accrued interest)	100.00%		\$1,241,596.56			

Unrealized Gain/(Loss) totals only reflect positions that have both cost basis and market value information available. Cash, MMF, Deposits and positions stating 'Please Provide' or 'Pending Corporate Actions' are not included.

ALLOCATION OF ASSETS (^ includes accrued interest)

	Cash	Equities	Fixed Income & Preferred Securities	Alternatives	Structured Investments	Other
Cash, BDP, MMFs	\$751,329.98	—	—	—	—	—
Certificates of Deposit ^	—	—	\$490,266.58	—	—	—
TOTAL ALLOCATION OF ASSETS ^	\$751,329.98	—	\$490,266.58	—	—	—

ACTIVITY

CASH FLOW ACTIVITY BY DATE

Activity Date	Settlement Date	Activity Type	Description	Comments	Quantity	Price	Credits/(Debits)
11/6		Interest Income	BANK INDIA NEW YO NEW YORK CI	1.950% DUE2019-11-06 [06279KYC4]			\$1,164.92
11/6	11/6	Redemption	BANK INDIA NEW YO NEW YORK CI	1.950% DUE2019-11-06 [06279KYC4] REDEMPTION OF MATURED BOND	245,000.000	100.0000	245,000.00
11/13		Interest Income	BEAL BK USA LAS V LAS VEGAS NVCD	1.950% DUE2019-11-13 [07370YE65]			1,191.10
11/13	11/13	Redemption	BEAL BK USA LAS V LAS VEGAS NVCD	1.950% DUE2019-11-13 [07370YE65] REDEMPTION OF MATURED BOND	245,000.000	100.0000	245,000.00
11/13	11/15	Bought	FIRST REP BK SAN FRANCISCO CA CD 1.450% DUE2019-12-13 [33616CFY1]	ACTED AS PRINCIPAL	245,000.000	100.0000	(245,000.00)

Account Detail

Active Assets Account
606-035348-067

GABRIEL J ZAPPIA

CASH FLOW ACTIVITY BY DATE (CONTINUED)

Activity Date	Settlement Date	Activity Type	Description	Comments	Quantity	Price	Credits/(Debits)
11/13	11/19	Bought	BANK INDIA NEW YO NEW YORK CI 1.600% DUE2020-02-12 [06279KZM1]	ACTED AS PRINCIPAL	245,000.000	100.0000	(245,000.00)
11/14		Interest Income	santander WILMINGTON DE CD	1.950% DUE2019-11-14 [80280JSM4]			1,204.19
11/14	11/14	Redemption	santander WILMINGTON DE CD	1.950% DUE2019-11-14 [80280JSM4] REDEMPTION OF MATURED BOND	245,000.000	100.0000	245,000.00
11/15		Interest Income	BANK OF CHINA NEW NEW YORK NY CD	1.950% DUE2019-11-15 [06428FLM7]			1,217.28
11/15	11/15	Redemption	BANK OF CHINA NEW NEW YORK NY CD	1.950% DUE2019-11-15 [06428FLM7] REDEMPTION OF MATURED BOND	245,000.000	100.0000	245,000.00
11/25		Interest Income	VALLEY NATL BK CD PASSAIC NJ CD	1.950% DUE2019-11-25 [919853ER8]			733.25
11/25	11/25	Redemption	VALLEY NATL BK CD PASSAIC NJ CD	1.950% DUE2019-11-25 [919853ER8] REDEMPTION OF MATURED BOND	225,000.000	100.0000	225,000.00
11/29		Interest Income	MORGAN STANLEY PRIVATE BANK NA	(Period 11/01-11/30)			17.70
11/29		Interest Income	MORGAN STANLEY BANK N.A.	(Period 11/01-11/30)			8.74
NET CREDITS/(DEBITS)							\$720,537.18

Purchase and Sale transactions above may have received an average price execution. Details regarding the actual prices are available upon request.

MONEY MARKET FUND (MMF) AND BANK DEPOSIT PROGRAM ACTIVITY

Activity Date	Activity Type	Description	Credits/(Debits)
11/6	Automatic Investment	BANK DEPOSIT PROGRAM	\$246,164.92
11/13	Automatic Investment	BANK DEPOSIT PROGRAM	246,191.10
11/14	Automatic Investment	BANK DEPOSIT PROGRAM	246,204.19
11/15	Automatic Investment	BANK DEPOSIT PROGRAM	1,217.28
11/19	Automatic Redemption	BANK DEPOSIT PROGRAM	(245,000.00)
11/25	Automatic Investment	BANK DEPOSIT PROGRAM	225,733.25
11/29	Automatic Investment	BANK DEPOSIT PROGRAM	17.70
11/29	Automatic Investment	BANK DEPOSIT PROGRAM	8.74
NET ACTIVITY FOR PERIOD			\$720,537.18

REALIZED GAIN/(LOSS) DETAIL

SHORT-TERM GAIN/(LOSS)

Security Description	Date Acquired	Date Sold	Quantity	Sales Proceeds	Orig / Adj Total Cost	Realized Gain/(Loss)	Comments
BANK INDIA NEW YO 1950 19NV06	08/05/19	11/06/19	245,000.000	\$245,000.00	\$245,000.00	\$0.00	
BANK OF CHINA NEW 1950 19NV15	08/05/19	11/15/19	245,000.000	245,000.00	245,000.00	0.00	
BEAL BK USA LAS V 1950 19NV13	08/05/19	11/13/19	245,000.000	245,000.00	245,000.00	0.00	
VALLEY NATL BK CD 1950 19NV25	09/19/19	11/25/19	225,000.000	225,000.00	225,000.00	0.00	

Account Detail

Active Assets Account
606-035348-067

GABRIEL J ZAPPIA

SHORT-TERM GAIN/(LOSS) (CONTINUED)

Security Description	Date Acquired	Date Sold	Quantity	Sales Proceeds	Orig / Adj Total Cost	Realized Gain/(Loss)	Comments
santander 1950 19NV14	08/05/19	11/14/19	245,000.000	245,000.00	245,000.00	0.00	
Short-Term This Period				\$1,205,000.00	\$1,205,000.00	\$0.00	
Short-Term Year to Date				\$1,205,000.00	\$1,205,000.00	\$0.00	
Net Realized Gain/(Loss) This Period				\$1,205,000.00	\$1,205,000.00	\$0.00	
Net Realized Gain/(Loss) Year to Date				\$1,205,000.00	\$1,205,000.00	\$0.00	

Treasury regulations require that we report on Form 1099-B a) adjusted cost basis on the sale of covered securities acquired on or after 1/1/11 (or the applicable date for the type of security), b) the gain or loss as either long-term or short-term, and c) basis adjustments on covered securities due to wash sales, certain corporate actions and transfers by gift or inheritance. This section may not reflect all the basis adjustments required when filing your tax return. Refer to the Expanded Disclosures.

MESSAGES

Senior Investor Helpline

For any inquiries or potential concerns, senior investors or someone acting on their behalf may contact our Firm by calling (800) 280-4534.

Contact Us

Customer Assistance Center: 1-800-860-8821

Telephone Banking Services: 1-800-887-7874

CamdenNational.com

Page: **1 of 2**
Statement Date: **11/18/19**
Primary Account: **15655822**



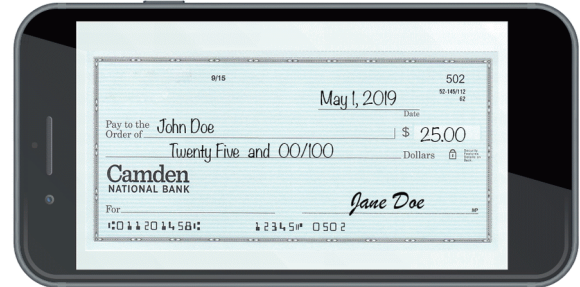
Gabriel J Zappia
135 Clinton St
Portland, ME 04103-3226

Summary of Accounts

Account Number	Type of Account	Current Balance
15655822	Promise Premier MoneyMarket	\$185,035.13
15864499	Simple Promise Checking	\$90.72

Picture it.

Your money.
In your account.
In a snap.



Mobile Deposit makes it **easy** to deposit checks **quickly**.

Go to "Deposit Check" in our mobile app to give it a try!

Promise Premier MoneyMarket

Account: 15655822

Account Title: Gabriel J Zappia

Promise Premier MoneyMarket		Acct. Enclosures	0
Account Number	15655822	Statement Dates	10/18/19 thru 11/18/19
Balance Last Statement	\$145,280.58	Days in the statement period	32
1 Deposits/Credits	\$47,000.00	Average Ledger Bal.	\$160,857.76
3 Checks/Debits	\$7,351.25	Average Collected Bal.	\$160,857.76
Service Charge	\$0.00	Interest Earned	\$105.80
Interest Paid	\$105.80	Annual Percentage Yield Earned	0.75%
Balance This Statement	\$185,035.13	2019 Interest Paid	\$1,241.84

Transaction Activity

Date	Description	Withdrawal(-)	Deposit(+)	Balance
10/18	Funds Transfer via Online	5,521.25-		139,759.33
11/01	Monthly overhead	800.00-		138,959.33
11/04	Funds Transfer via Online		47,000.00	185,959.33
11/04	Funds Transfer via Online	1,030.00-		184,929.33
11/18	Interest Paid		105.80	185,035.13

Interest Rate Summary

Date	Interest Rate
10/17	0.750000%

IN CASE OF ERRORS OR QUESTIONS ABOUT YOUR ELECTRONIC TRANSFERS:

Contact us as soon as you can if you think your statement or receipt is wrong, or if you need more information about a transfer on the statement or receipt.

Call us at: (800) 860-8821

Or

Write to: Camden National Bank
ATTN: Deposit and Payment Services
245 Commercial Street
Rockport, ME 04856

We must hear from you no later than 60 days after we send you the first statement on which the error or problem appeared.

- Tell us your name and account number.
- Describe the error or the transfer you are unsure about, and explain as clearly as you can why you believe it is an error or why you need more information.
- Tell us the dollar amount of the suspected error.

We will investigate your complaint and will correct any error promptly. If we take more than 10 business days to do this, we will credit your account for the amount you think is in error, so that you will have the use of the money during the time it takes us to complete our investigation.



Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

April 5, 2018

Gabriel Zappia
135 Clinton Street
Portland, ME 04103

Re: 1844 Forest Avenue, PO
Ability to Serve with PWD Water

Dear Mr. Zappia:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on February 15, 2018. Based on the information provided per plans dated March 19, 2018, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 2-inch domestic water service may be installed from the 12" ductile iron water main in Forest Avenue. The service should enter through the properties frontage on Forest Avenue at least 10-feet from any side property lines.
- The existing 6-inch fire service at this site may be used by the proposed development as long as the project team determines that it will provide adequate flow and pressure for the intended use. The five (5) existing 1-inch diameter domestic services will no longer be used as a result of the development and must be retired per PWD standards. This includes shutting the corporation valve and cutting the pipe at the water main and removing the box and rod at streetline.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

According to District records, the project site does currently have existing water service. Five (5) 1-inch diameter copper domestic service lines and one (1) 6-inch diameter ductile iron fire service provides service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.



Water System Characteristics

According to District records, there is an 12-inch diameter ductile iron water main in Forest Avenue and a public fire hydrant located approximately 200 feet from the site. Recent flow data is not available in this area. The most recent static pressure reading was 74 psi.

Public Fire Protection

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

Domestic Water Needs

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

Private Fire Protection Water Needs

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

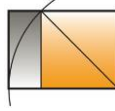
Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland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

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

Sincerely,
Portland Water District

A handwritten signature in black ink, appearing to read 'Robert A. Bartels', written in a cursive style.

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



Whipple | Callender Architects

Description of proposed apartments at 1844 Forest Avenue- Revised 4.17.20

Located on Forest Avenue between Riverside Street and Riverside Industrial Parkway, the existing structure at 1844 Forest Avenue will be renovated as apartments. The existing building is a gabled form with evenly spaced windows to light the existing Assembly space. The lower level is currently a windowless space. The parking space is existing and will remain.

We are providing access to the lower level at two locations and the new ADA compliant entry is located at the south end of the building. The "townhouse" apartments at the upper level are all accessed from the exterior decks and there is no common space.

We propose adding dormers at the upper townhouse floor for improved light, ventilation and space. The prominent end gables will remain and the new dormers are inset from the gable face. Windows will be aligned to preserve a sense of the even arrangement of the existing windows. The windows are casement style to allow maximum ventilation, light and better thermal performance. The windows and doors will have integral trim designed to work with 4" vinyl siding. We envision white trim with a neutral siding color.

The roof-line will be detailed with a trimmed, substantial eave. The roof will be architectural asphalt shingles. Access to the townhouse apartments will be from a new common egress deck. The deck will be framed with PT lumber and the deck itself finished with synthetic decking and dimensional wood trim framed guards.

The Forest Ave. face will remain similar to the existing. We will install a new entry door to the front apartment and remove the existing lift which is no longer needed due to ground floor accessibility improvements.

We are retaining the general form of this building and improving its appearance with new exterior finishes, windows and access. The density of this project fits well with its location on a major Portland arterial.

Response to Planning Review Comments added 4.17.20

(d)B-2 Commercial Business Zones

Standard (1) e. Façade Character- Existing character mostly unaltered. Residential use is less active; entrance and some windows face the street with a stoop. **Street facing façade lacking in visual interest- can additional windows or articulation such as a canopy for the door be added to meet this standard ?**

Please refer to the revised exterior elevations. The color scheme is a white trim and gray body. At the street façade we will create visual interest with a combination of elements-

- a. The entry to apartment #1 will be detailed with a canopy as shown in the drawings, 4' deep and 8' wide. The canopy will be supported by brackets. We will maintain the existing synthetic deck.
- b. The edge of the deck will be trimmed with painted dimensional cement board trim.
- c. The existing railing system will remain and be painted.
- d. A window to match will be installed at the ground floor of apartment #1 to balance the opposite window.
- e. Painted skirt trim will be installed screening the underside of the deck as shown.

Standard (1) f. Building Design- Existing building character is simple material selection and placement (clapboard), which relates to the limited surrounding residential context. The pitched roof, window proportions, divided lights relate a more residential character.

Standard (1) g. Building Materials- **What material is proposed for the siding and deck/ railing.- label these on the elevation with more specificity.** Clapboard would be appropriate (fiber cement), for the deck/ railings a finished wood or metal would be appropriate.

Siding/ Trims- We propose installing vinyl siding where we remove the existing vinyl. The trim at the corners, doors and the eave will be painted synthetic dimensional trim. The new vinyl window trim will be integral 1 x 4.

Side decks- The side decks will be framed with PT lumber and the posts underneath will be exposed. The edge of the deck and the stair stringers will be trimmed. The deck will be a synthetic material and the rail system will be a fiberglass guard system of relatively simple character.

Standard (1) i. Landscaping and buffers- **Screening must be provided between surface parking and abutting properties.**

There currently exists an existing vegetative buffer along the southern (rear) and western (plan right) property lines. New vegetation will be added to the existing vegetation along the northern and eastern property line. Please see Sheet C101, "Proposed Site Plan", for further information on the proposed plantings.

Additionally, a proposed 4-yard dumpster with a 6'-0" high cedar fence enclosure will be added at the southwestern edge of the existing parking lot. The dumpster will not lead to an increase in impervious area or have any effect on the existing 16'-0" wide emergency vehicle access easement adjacent to the westernmost property line.

(i) Two Family/ Multifamily

Standard (1). Exterior Design- As an existing building, there are limited changes/ comments. The pitched roof and proportions of the building are compatible with the context buildings and will relate to the neighboring residential character. The material selection is unclear, clapboards would be appropriate in this case. **The street facing façade lacks "positive visual interest"- addition of articulation element (entry canopy or similar) and/ or increasing the windows are suggested solutions to address this standard.**

Please refer to the revised exterior elevations. At the street façade we will create visual interest with a combination of elements-

- a. The entry to apartment #1 will be detailed with a canopy as shown in the drawings, 4' deep and 8' wide.
- b. The edge of the deck will be trimmed with painted dimensional cement board trim.
- c. The existing railing system will remain and be painted.
- d. A window to match will be installed at the ground floor of apartment #1 to balance the opposite window.
- e. Painted skirt trim will be installed screening the underside of the deck as shown.

Standard (5). Parking- Parking area appropriately placed to the rear of the lot/ building.

Existing buffering already exists along the southern property line. This project does not propose the removal of any existing buffering.



WHIPPLE-CALLENDER ARCHITECTS

1.9.20 – 1844 FOREST AVENUE CODE REVIEW SUMMARY- INCLUDES REFERENCE TO PORTLAND ZONING REGS., FIRE DEPARTMENT INFORMATION, IBC 2015, IECC 2009, NFPA 101 2009

Portland Zoning- 2009- Relevant sections:

14-250 Dimensional Req.:

B-2 Neighborhood Business zone- permitted uses, Apartment/ Multifamily (17 units).

No minimum lot size

Setback requirements

Street frontage 20' min. We are in excess of 20'

Front setback- Average neighboring depth

Side setback- NONE REQUIRED

Rear yard- 10' abutting residential zone

Max. permitted imperv. surface – 90%

Max. permitted bldg. height is 35'

Parking- 35 total spaces

Site Area- 32,000 s.f. (1500 s.f. per residence) = 21 to 22 allowable apartments and we are proposing 17.

IEBC- 2015- Relevant sections:

CHAPTER 4- CLASSIFICATION OF WORK

505.1 Scope. Level 3 alterations apply where the work area exceeds 50% of the building area. WE MEET THIS DEFINITION

505.2 Application. Level 3 alterations shall comply with the provisions of Chapter 7 & 8 for Level 1 & 2 alterations, respectively, as well as the provisions of Chapter 9. WE WILL COMPLY WITH SECTIONS 7 AND 8 AS WELL AS PROVISIONS OF CHAPTER 9.

CHAPTER 7- ALTERATIONS LEVEL 1

Section 701- General

601.2 Conformance. An existing building or portion thereof shall not be altered such that the building becomes less safe than its existing condition. WE WILL BE IMPROVING SAFETY WITH AN IMPROVED FIRE ALARM SYSTEM, AND INSTALLATION OF RATED CONSTRUCTION.

Section 702- Building Elements and Materials see Chapter 8

Section 703- Fire Protection-

703.1 General- Alterations shall be done in a manner that maintains the level of fire protection provided. WE ARE IMPROVING THE EXISTING LEVEL OF FIRE PROTECTION.



WHIPPLE-CALLENDER ARCHITECTS

Section 704-Means of Egress-

704.1 General- Alterations shall be done in a manner that maintains the level of egress provided. WE ARE MAINTAINING THE EXISTING LEVEL OF EGRESS.

Section 705 Accessibility- SEE IBC CHAPTER 11

705.1 General- A facility that is altered shall comply with the applicable provisions in Sections 705.1.1 through 705.1.14, and Chapter 11 of the IBC unless it is technically infeasible.

A facility that is constructed or altered to be accessible shall be maintained accessible during occupancy. NA- UNOCCUPIED DURING CONSTRUCTION.

Exceptions:

1. The altered element or space is not required to be on an accessible route unless required by 705.2.
2. Accessible means of egress required by Chapter 10 of the IBC are not required to be provided in existing facilities.
3. Type B dwelling units required by Section 1107 of the IBC are not required to be provided in existing facilities undergoing less than Level 3 alteration.
4. The alteration to Type A individually owned dwelling units within an R-2 occupancy shall meet the provisions for Type B dwelling units.

Section 706 Structural- WE PLAN ON IMPROVING THE EXISTING STRUCTURAL ELEMENTS.

Section 707 Energy Conservation- NEW CONSTRUCTION IS NOT INVOLVED SO WE DO NOT HAVE TO MEET ENERGY REQUIREMENTS. EXISTING WALLS ARE INSULATED AND WE PLAN ON IMPROVING THE CRAWLSPACE AND ATTIC INSULATION APPLICATIONS TO MEET CODE

CHAPTER 8- ALTERATIONS LEVEL 2

Section 801- General.

801.3 Compliance. All new construction elements, components, systems, and spaces shall comply with the requirements of the IBC- EXCEPTIONS FOR WINDOWS, ELECTRICAL SYSTEMS, DEAD END CORRIDOR AND MIN. CEILING HEIGHT NOT USED.

Section 802 Special use and occupancy- WE WILL BE ADA COMPLIANT

Section 803 Building elements and materials- WE HAVE NO UNPROTECTED VERTICAL OPENINGS.

803.2.3 Supplemental stairway enclosure requirements- NO EGRESS STAIRS ARE PLANNED FOR THE PROJECT. WE HAVE A GROUND FLOOR CORRIDOR AND THE UPPER UNITS ALL EGRESS DIRECTLY TO GRADE.

Section 804- Fire protection- THE EXISTING 13 R SPRINKLER SYSTEM TO REMAIN COVERS THE ENTIRE BUILDING AND IS MONITORED/ SUPERVISED

804.4 Fire alarm and detection. An approved Fire Alarm system shall be installed in accordance with sections 804.4.1 thru 804.4.3. WE WILL INSTALL A PERMITTED FIRE ALARM SYSTEM

804.4.1.2 Group I-1. A fire alarm system shall be installed in use group I-1 occupancies as required by the International Fire Code for existing I-1 occupancies. WE ARE INSTALLING A NEW ALARM SYSTEM

Section 805 Means of egress- THE EXISTING BUILDING HAS A ONE HOUR RATED CORRIDOR DISCHARGING DIRECTLY TO THE OUTSIDE & THE UPPER UNITS DISCHARGE DIRECTLY TO GRADE. DOORS, DOOR SWINGS, CLOSERS, EMERGENCY LIGHTING AND EXIT SIGNS WILL BE CODE COMPLIANT.



WHIPPLE-CALLENDER ARCHITECTS

Section 806 Accessibility- A building, facility, or element that is altered shall comply with this section and Section 705- WE WILL BE ADA COMPLIANT

Section 807 Structural- WE PLAN ON IMPROVING THE EXISTING STRUCTURAL ELEMENTS.

Section 808 Electrical- ELECTRICAL WILL BE NEW.

808.1 New installation. All newly installed electrical equipment and wiring related to work done in any work area shall comply with the requirements of NFPA 70. WE WILL COMPLY IN WORK AREAS

Section 809 Mechanical-

809.2 Altered existing systems. In mechanically ventilated spaces, existing mechanical ventilation systems that are altered, reconfigured or extended shall provide not less than 5 cfm / min. per minute of outside air and not less than 15 cfm of ventilation air per person , or not less than the amount of ventilation air determined by the IAQP procedure or ASHRAE 62. WE WILL COMPLY

Section 810 Plumbing-

810.1 Minimum fixtures. Where the occupancy load of the story is increased by more than 20 percent, plumbing fixtures for the story shall be provided in quantities specified in the IPC based on the increased occupant load. WE WILL COMPLY AS APARTMENTS.

Section 811 Energy Conservation- NEW CONSTRUCTION IS NOT INVOLVED. SO WE DO NOT HAVE TO MEET ENERGY REQUIREMENTS. EXISTING WALLS ARE INSULATED AND WE PLAN ON IMPROVING THE CRAWLSPACE AND ATTIC INSULATION APPLICATIONS

IBC- 2015- Relevant sections:

The building use is defined as R-2 Apartments.

Per table 504.4 the Type V Protected - R/A structure (with associated B space at grade) can have 3 stories while remaining un-sprinkled. WE ARE SPRINKLED, WILL PROTECT AND DRAFTSTOP THE WOOD FRAME, AND DO NOT EXCEED THE STORY LIMITS

Per table 506.2 the Type V Protected - R/A structure (with associated B space at grade) can have 12,000 S.F. PER FLOOR. WE COMPLY AT 2,627 S.F. PER FLOOR.

Table 508.4- NO MIXED USE- NO OCCUPANCY SEPARATIONS.

Table 601 - The new structure is sprinkled, Type V-B protected. Protected elements include framing, all bearing walls, floor construction and roof construction.

Section 709 - The walls are fire partitions and the floors horizontal assemblies.

709.3 Fire resistance rating- Fire partitions shall be rated one hour. WE COMPLY

709.4 Continuity- Fire assemblies shall be rated one hour. WE COMPLY

709.4 Fire-blocking- All walls separating dwelling units and stairs shall be fire-blocked at the top of the demising partition typical. WE COMPLY

712.4 Continuity (horizontal)- Assemblies between apartments, storage and ground floor commercial shall be rated one hour. WE COMPLY.



WHIPPLE-CALLENDER ARCHITECTS

713 Penetrations at Walls and Assemblies- Seal to maintain rating of Fire Partition and Assemblies.
WE WILL COMPLY

Chapter 10 Means of Egress-

1006.2.1 Egress based upon occupant load and common path of travel egress travel distance. Two exists or exit access doorways from any space shall be provided where the design occupant load or the common path of egress travel distance exceeds the values listed in Table 1006.2.1 (R2- 10 OCCUPANTS PER SPACE). WE WILL HAVE LESS THAN 10 OCCUPANTS PER SPACE USING 200 GROSS S.F. PER OCCUPANT.

1006.3.2 Single Exits. Single exit or access to a single exit shall be permitted from any story or occupied roof where one of the following conditions exists: #2. Rooms, areas and spaces complying with 1006.2.1 with exits that discharge directly to the exterior at the level of exit discharge are permitted to have one exit or access to a single exit. WE WILL COMPLY WITH REQUIREMENTS.

Table 1006.3.2 (1) INDICATES THAT SINGLE EXIT R-2 OCCUPANCIES ARE ALLOWED UP TO THREE STORIES, 4 DWELLING UNITS PER FLOOR AND 125 COMMON PATH OF TRAVEL. WE COMPLY WITH 2 MEANS OF EGRESS AT THE GROUND FLOOR.

Chapter 11 Accessibility-

1103.1 Where required-Sites, buildings, structures, facilities, elements and spaces, temporary or permanent shall be accessible to individuals with disabilities. WE WILL COMPLY WITH REQUIREMENTS

1104.1 Site arrival points. At least one accessible route within the site shall be provided from public transportation stops, accessible parking, accessible passenger loading zones and public street or sidewalks to the accessible building entrance served. WE WILL PROVIDE AN ACCESSIBLE, DESIGNATED PARKING SPACE/ PASSENGER LOADING AREA (COMPLIANT WITH SECTION 1106) ADJACENT TO OUR ADA COMPLIANT ENTRANCE (COMPLIANT WITH SECTION 1105).

Table 1006.1- Accessible Parking Spaces. AS REQUIRED WHERE PARKING SPACES ARE BETWEEN 1 AND 25, WE WILL PROVIDE AT LEAST ONE ACCESSIBLE PARKING SPACE.

1107.2 Design. Dwelling units and sleeping units that are required to be Accessible units, Type A and Type B units shall comply with the applicable portions of Chapter 10 of ICC A117.1. Units required to be type A units are permitted to be designed and constructed as Accessible units. Units required to be Type B units are permitted to be designed and constructed as Accessible units or Type A units. WE WILL COMPLY WITH REQUIREMENTS AS MODIFIED BY 1107.4 AND 1107.5.

1107.3 Accessible Spaces. Rooms and spaces available to the general public or available to use by residents and serving Accessible units, Type A units or Type B units shall be accessible. Accessible spaces shall include toilet and bathing rooms, kitchen, living and dining reas and any exterior spaces including patios, terraces and balconies. Exception: # 1. Stories and mezzanines exempted by Section 1107.4. SEE 1107.4.

1107.4 Accessible route. At least one accessible route shall connect accessible building or facility entrances with the primary entrance of each Accessible unit, Type A unit or Type B unit within the building or facility and with those exterior and interior spaces and facilities that serve the units. Exception #3 – In Group R-2 facilities with Type A units complying with Section 1107.6.2.3.1, an accessible rout is not required to connect stories or mezzanines where Type A units, All common areas serving Type A units and all public areas are on an accessible route. WE HAVE A TYPE A UNIT AT GRADE WITH ACCESSIBLE COMMON AREA AND DO NOT HAVE AN ACCESSIBLE ROUTE CONNECTING STORIES.

Table 1107.6.1.1- Accessible Dwelling Units and Sleeping Units. AS REQUIRED WHERE THE UNIT COUNT IS BETWEEN 1 AND 25, WE WILL PROVIDE ONE ACCESSIBLE UNIT WITH A TRANSFER TYPE SHOWER.



WHIPPLE-CALLENDER ARCHITECTS

1107.7 General Exceptions. Where specifically permitted by Section 1107.5 or 1107.6, the required number of Type A or Type B units is permitted to be reduced in accordance with Sections 1107.7.1.1 and 1107.7.1.5 .

1107.7.1 Structures without elevator service. Where no elevator service is provided in a structure, only the dwelling units and sleeping units that are located on stories indicated in Sections 1107.7.1.1 and 1107.7.1.2 are required to be Type A and Type B units respectively. The number of Type A units shall be determined in accordance with Section 1107.6.2.2.1. PER REFERENCED SECTIONS, WE HAVE A TYPE A GROUND FLOOR UNIT AND NO TYPE A OR TYPE B UNITS ON THE UPPER STORIES.

Chapter 12 Interior Environment-

1203.1- General. Buildings shall be provided with natural ventilation in accordance with 1203.4 or mechanical ventilation in accordance with the International Mechanical code. WE WILL COMPLY WITH REQUIREMENTS BY PROVIDING BATHROOM VENTILATION AND OPERABLE EXTERIOR WINDOWS MEETING 4% OF THE AREA VENTILATED.

1204- Temperature Control- Equipment and systems. Interior spaces intended for human occupancy shall be provided with active or passive space heating systems capable of maintain a temperature not less than 68 degrees F at a point 3' above the finished floor. WE WILL PROVIDE A HEATED HYDRONIC SYSTEM, GAS FIRED TO PROVIDE HEAT ONLY

1205.1- Lighting- General. Every space intended for human habitation shall be provided with natural light by means of exterior glazed openings in accordance with 1205.2 or shall be provided with artificial light in accordance with section 1205.3. Exterior glazed openings shall open directly onto a public way or onto a yard or court in accordance with section 1206.

1205.2 Natural Light. The minimum glazed area shall be not less than 8% of the floor area of the room being served. WE MEET THIS REQUIREMENT WITH RIGHT SIZED OPERABLE WINDOWS.

1207.2 Sound Transmission- Scope. Airborne Sound. Walls, partitions, and floor ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have an STC rating of not less than 50, or not less than 45 if field tested, for air borne noise when tested in accordance with ASTM E90. WE WILL COMPLY WITH STC REQUIREMENTS

1208.1 Minimum Room Widths. Habitable spaces, other than a kitchen, shall not be less than less than 7' in any plan dimension. Kitchens shall have a clear passageway of not less than 3' between counter fronts and appliances or counter fronts and walls . WE WILL COMPLY WITH SPACE REQUIREMENTS

1208.2 Minimum Ceiling Heights. Occupiable spaces, habitable spaces and corridors shall have a ceiling height of not less than 7'-6". Bathrooms, toilet rooms, kitchens, storage rooms and laundry rooms shall have a ceiling height of not less than 7'., other than a kitchen, shall not be less than less than 7' in any plan dimension. Kitchens shall have a clear passageway of not less than 3' between counter fronts and appliances or counter fronts and walls. WE WILL COMPLY WITH SPACE REQUIREMENTS.

1208.3 Room Area. Every dwelling unit shall have no fewer than one room that shall have not less than 120 s.f. of net floor area. Other habitable rooms shall have a net floor area of not less than 70 s.f. . Kitchens are not required to be of a minimum floor area. WE WILL COMPLY WITH AREA REQUIREMENTS



WHIPPLE-CALLENDER ARCHITECTS

1208.4 Efficiency Dwelling Units. An efficiency dwelling unit shall conform to the requirements of of the code except as modified herein:

1. The unit shall have a living room of not less than 220 s.f. of floor area. An additional 100 s.f. of floor area shall be provided for each occupant of such unit in excess of two . WE WILL COMPLY WITH SPACE REQUIREMENT
2. The unit shall be provided with a separate closet . WE WILL COMPLY WITH CLOSET REQUIREMENT
3. The unit shall be provided with a kitchen sink, cooking appliance, and refrigeration facilities, each having a working space of not less than 30" in front. light and ventilation conforming to this code shall be provided. WE WILL COMPLY WITH KITCHEN REQUIREMENTS
4. The unit shall be provided with a separate bathroom containing a water closet, lavatory and bathtub or shower. WE WILL COMPLY WITH BATHROOM REQUIREMENT

Chapter 13 Energy Efficiency-

1301.1- Scope. Buildings shall be designed and constructed in accordance with the IECC 2009 Energy Code. WE WILL COMPLY WITH REQUIREMENTS OF IECC 2009.

Fire Department checklist- please refer to plan for travel distance, smoke detectors, CO2 detectors, alarm panel

KNOX BOX SHALL BE PROVIDED

1. Owner- **Gabriel Zappia**
2. Architect- **Whipple Callender Architects, PO Box 1276 Portland, Maine 04101 (775-2696)**
3. Proposed use- **R-2 Apartments**
4. Square footage of structure- **gross s.f. per floor**
5. Elevation of all structures **8' floor to floor**
6. Proposed fire protection of all structures- **fully sprinkled- 13 R**
7. Hydrant Locations- **Forest Ave.**
8. Water main sizes and locations- **Forest Ave- not known**
9. Access to any Fire Department Connections-**Connection will be provided at parking side**
10. Access to all structures (2 sides Min.)- **Clear access to 3 sides**
11. A code summary shall be included referencing NFPA and all fire department technical standards- **Attached**

NFPA 101-2009 – Chapter 30: New Apartment Buildings (In this case, three stories, seventeen total apartments). FULLY SPRINKLED.

30.1 General Requirements

30.1.1.1 The requirements of this chapter shall apply to new apartment occupancies.

30.2 Means of Egress Requirements

30.2.1.1 Means of escape from a dwelling unit to the outside of the building shall be in accordance with Chapter 7 and this chapter. WE COMPLY WITH CHAPTER 7- REFER TO STAIR & WINDOW DETAILS

30.2.1.2 Means of escape within a dwelling unit shall comply with the provisions of Section 24.2 for one and two family dwellings. WE MEET EGRESS REQUIREMENT WITH TRAVEL DISTANCE, DIRECT EXTERIOR EGRESS AND SECONDARY WINDOW AS MEANS OF EGRESS.

30.2.2.3.1 Stairs complying with 7.2.2 shall be permitted. NA. NO COMMON STAIRS, STAIRS WITHIN THE UNIT SHALL MEET IRC STAIR STANDARDS FOR ONE AND TWO FAMILY.



WHIPPLE-CALLENDER ARCHITECTS

30.2.4 Number of Exits NA

30.2.4.3 A single exit shall be permitted in buildings where the total number of stories does not exceed four, provided all the following conditions are met:

1. The building is protected throughout by an approved, supervised automatic sprinkler system in accordance with 31.3.5
2. The exit stairway does not serve more than $\frac{1}{2}$ of a story below the level of exit discharge.
3. The travel distance from the entrance door to any dwelling unit to an exit does not exceed 35 feet.
4. The exit stairway is completely enclosed or separated from the rest of the building by barriers having a minimum 1 hour fire resistance rating.
5. All openings between the exit stairway enclosure and the rest of the building are protected by self closing doors having a minimum 1 hr. fire resistance rating.
6. All corridors serving as access to the exits have a min. $\frac{1}{2}$ hr. fire resistance rating.
7. Horizontal and vertical separation having a min. $\frac{1}{2}$ hr. fire resistance rating is provided between dwelling units. WE MEET THE ABOVE CONDITIONS 1 THRU 7.

7.3 Capacity of Means of Egress

7.3.4.1 In existing buildings, the width of exit access shall be permitted to be not less than 36" EXIT ACCESS WILL TYPICALLY BE 36".

30.2.9 Emergency lights shall be provided in buildings 4 or more stories in height or with more than 12 dwelling units, unless each unit has a direct exit to the outside of the building at grade level- WE WILL PROVIDE EMERGENCY LIGHTS

30.2 Means of Egress Components

30.2.2.1.2 In buildings protected throughout with an approved, supervised automatic sprinkler system in accordance with 30.3.5 , exit enclosures shall have a minimum 1 hr. fir resistance rating and doors shall have a minimum 1 hr. fir resistance rating . WE WILL PROVIDE SEPARATIONS & DOORS AS REQUIRED

30.2.2.2 Doors

30.2.2.2.1 No door in any means of egress shall be locked against egress when the building is occupied. EGRESS DOORS WILL ALWAYS BE OPERABLE FROM INSIDE THE APARTMENT & GROUND FLOOR VESTIBULE.

30.2.2.3 Stairs

30.2.2.3.1 Stairs complying with 7.2.2 shall be permitted. WE WILL COMPLY WITH THE REQUIREMENTS OF 7.2.2 – NA. NO COMMON STAIRS, STAIRS WITHIN THE UNIT SHALL MET IRC STAIR STANDARDS FOR ONE AND TWO FAMILY.

30.2.5 Arrangement of Means of Egress

30.2.5.1 Access to all required means of egress shall be in accordance with Section 7.5

30.2.5.3.2 No common path of travel shall exceed 50' in buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5. Travel within a dwelling unit shall not be included when calculating common path of travel. OK- NO COMMON PATH



WHIPPLE-CALLENDER ARCHITECTS

30.2.6.2 Travel distance, from areas other than those within a living units, to the exit, shall not exceed 125 feet in buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5. GROUND FLOOR ONLY HAS A COMPLIANT TRAVEL DISTANCE

30.2.6.4 Travel distance within a dwelling unit to a corridor door shall not exceed 250 feet in buildings protected throughout by an approved, supervised automatic sprinkler system installed in accordance with 30.3.5. OUR MAXIMUM TRAVEL DISTANCE WITHIN AN APARTMENT IS APPROXIMATELY 20'.

30.2.9 Emergency lights shall be provided in buildings 4 or more stories in height or with more than 12 dwelling units, unless each unit has a direct exit to the outside of the building at grade level- WE WILL PROVIDE EMERGENCY LIGHTS.

30.3.2.1.1 Boiler rooms, Laundry and storage areas require 1 hr. rated separation. - WE WILL PROVIDE 1 HR. SEPARATION AT BOILER ROOM, LAUNDRY AND STORAGE AREAS.

30.3.3.2 Interior wall and ceiling finish- WE WILL APPLY CLASS A INTERIOR PAINTS AND FINISHES TYPICALLY.

30.3.4.1 Detection, Alarm and Communication Systems

30.3.4.1.1 Emergency lights shall be provided in buildings 4 or more stories in height or with more than 11 dwelling units shall be provided with a fire alarm system in accordance with Section 9.6 WE WILL PROVIDE EMERGENCY LIGHTING.

30.3.4.2 Initiation

30.3.4.2.2 Initiation of the required fire alarm system by manual means shall not be required in buildings 4 or fewer stories in height, containing not more than 16 dwelling units and protected throughout by an approved, supervised sprinkler system installed in accordance with 30.4.2.2. THE ALARM SYSTEM SHALL HAVE MANUAL PULL STATIONS

30.3.4.3 Notification

30.3.4.2.1 Occupant Notification shall be provided automatically in accordance with Section 9.6.2 and the following shall also apply:

1. Visible signals shall be installed in units for the visually impaired. HORNS AND STROBES WILL BE INSTALLED AT BEDROOMS AND LIVING AREAS TYPICALLY
2. Positive alarm system in accordance with 9.6.3.4 shall be permitted.

30.3.4.3.4 Annunciation and annunciation zoning shall not be required in buildings 4 or fewer stories in height containing not more than 16 units and protected throughout by an approved, supervised automatic alarm system in accordance with 30.3.5. AN ANNUNCIATOR PANEL WILL BE INSTALLED

30.3.4.3.5 Fire Department notification shall be accomplished in accordance with 9.6.4. WE WILL PROVIDE NOTIFICATION PER OPTIONS LISTED IN 9.6.4

31.3.4.4.2 Automatic smoke detection shall be installed as follows:

1. Smoke detectors shall be installed in all common areas and work spaces outside the living unit such as exit stairs, egress corridors, lobbies, storage rooms, equipment rooms, and other tenantless spaces in environments that are suitable for proper smoke detector operation.
 2. Heat detectors shall be located within each room of the living unit.
- WE PLAN ON INSTALLING HARD WIRED SMOKE DETECTORS AND CO2 DETECTORS AS REQUIRED.



WHIPPLE-CALLENDER ARCHITECTS

30.3.4.5 Smoke Alarms

30.3.4.5.2 Smoke alarms shall be required outside every bedroom per 9.6.2.10 and 31.3.5.4 . SMOKE DETECTORS WILL BE LOCATED OUTSIDE BEDROOMS AND ALL LEVELS INCLUDING THE BASEMENT

30.3.2.1.1 Hazardous Area Protection

Boiler and fuel fired heating rooms serving more than a single dwelling unit. 1 hour or sprinklers. THE BOILER ROOM & MECHANICAL SPACES WILL BE PROTECTED WITH 1 HR. RATED WALLS AND CEILING AND SPRINKLER COVERAGE.

-FAIR HOUSING ISSUES- INCLUDE GABES TEXT

Statement of Special Inspections IBC 2015; RENOVATION WITH LIMITED CONCRETE, STRUCTURAL AND EXCAVATION WORK PROPOSED- N.A.

Section 17 Special Inspections and Tests:

Table 1705.3 Required Special Inspections and Tests of Concrete Construction-

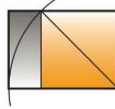
No welded rebar- test of welded rebar NA
Inspect anchor bolts
Verify concrete mix
Perform slump and prepare conc. test samples
Verify curing process
Inspect formwork

Table 1705.6 Required Special Inspections and Tests of Soils-

Verify fill lifts
Verify subgrade materials
Verify proper depth and bearing materials
Perform classification and testing of compacted fill
Prior to fill, inspect subgrade and verify site has been prepared properly

Table 1705.7 Required Special Inspections and Tests of Driven Foundation Elements-

NA-No driven elements



Whipple | Callender Architects

Description of proposed apartments at 1844 Forest Avenue-

Located on Forest Avenue between Riverside Street and Riverside Industrial Parkway, the existing structure at 1844 Forest Avenue will be renovated as apartments. The existing building is a gabled form with evenly spaced windows to light the existing Assembly space. The lower level is currently a windowless space. The parking space is existing and will remain.

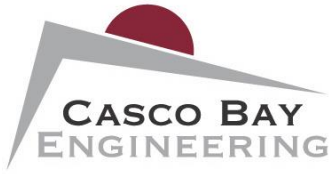
We are providing access to the lower level at two locations and the new ADA compliant entry is located at the south end of the building. The "townhouse" apartments at the upper level are all accessed from the exterior decks and there is no common space.

We propose adding dormers at the upper townhouse floor for improved light, ventilation and space. The prominent end gables will remain and the new dormers are inset from the gable face. Windows will be aligned to preserve a sense of the even arrangement of the existing windows. The windows are casement style to allow maximum ventilation, light and better thermal performance. The windows and doors will have integral trim designed to work with 4" vinyl siding. We envision white trim with a neutral siding color.

The roof-line will be detailed with a trimmed, substantial eave. The roof will be architectural asphalt shingles. Access to the townhouse apartments will be from a new common egress deck. The deck will be framed with PT lumber and the deck itself finished with synthetic decking and dimensional wood trim framed guards.

The Forest Ave. face will remain similar to the existing. We will install a new entry door to the front apartment and remove the existing lift which is no longer needed due to ground floor accessibility improvements.

We are retaining the general form of this building and improving its appearance with new exterior finishes, windows and access. The density of this project fits well with its location on a major Portland arterial.



August 21, 2020
City of Portland
389 Congress Street
Portland, ME 04101

RE: 1844 Forest Avenue – Proposed Use Change
Response to City Comments

Dear Planning:

Casco Bay Engineering is submitting this revised application for the proposed use change from the existing dance hall to an apartment building. Please see the attached responses to comments from the City.

City Arborist – Received August 7th

- *In review of the proposed project at 1844 Forest Avenue we would recommend an additional (2) street trees along Forest Avenue, and a restoration of the earlier shrub planting landscape along Forest Avenue*

Sheet C101, “Proposed Site Plan”, has been updated to reflect the requested changes.

Lauren Swett, P.E. – Technical Manager – Received August 7th

- *The plan should more clearly show the extent of the repair work in the ROW, and [the plan] should provide details for this work in accordance with the City’s standard details*

Sheet C101 has been updated to show the approximate location of the repair work. Exact locations will have to be verified in field. Additionally, a granite curb detail has been added to Sheet C200, “Site Details”, which also contains sections for the proposed sidewalk and pavement.

Caitlin Camron

- *I took a look and the project meets the standards with the exception that I have a note for railings to be painted/stained and should not be left untreated.*

Exterior deck railings will be painted, stained as pressure treated as outlined on Sheet A2.2, “Elevations South and West”.

Jeff Tarling

- *The 1844 Forest Avenue site has seen a few Site Plans at the current building locations and recommends returning to the original tree and landscape planting plan. It appears that one or two of the trees planted a few years ago are either missing or in decline, the Red Maple trees should be replaced and mulched to help keep them viable and healthy. The same can be said for the few existing shrub plantings, they should be restored to original conditions and missing plants replaced. The shrub group should also be mulched in a group to reduce competition from the turf grasses in the esplanade. Keeping the trees and landscape plantings in good order is important especially in the establishment period of 3 years.*

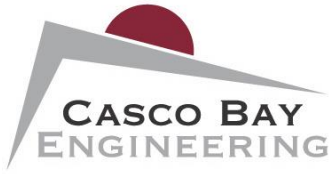
The proposed site plan has been updated to incorporate all landscaping suggestions from the City. Additionally, we have added a Tree and Shrub Installation Detail to Sheet C200.

Thank you for taking the time to review this project. Please contact me if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Dube", with a horizontal line underneath.

Eric Dube, P.E.
Casco Bay Engineering



June 3, 2020
City of Portland
389 Congress Street
Portland, ME 04101

RE: 1844 Forest Avenue – Proposed Use Change
Response to City Comments

Dear Planning:

Casco Bay Engineering is submitting this revised application for the proposed use change from the existing dance hall to an apartment building. Please see the attached responses to comments from the City dated April 6th, 2020.

1. *Submit catalogue of proposed fixtures - there is lighting trespass at the Wellesley Estate. The trespass standard at property lines is 0.1 fc*

Proposed fixture information is given on the uploaded "Proposed Lighting Site Plan" sheet.

2. *The dumpster needs to be enclosed. How is the dumpster being managed?*

The dumpster will be enclosed by a 6'-0" high cedar stockade fence. Troiano Waste Services will provide the dumpster and provide a weekly pickup service.

3. *How is the project meeting the Fair Housing Act?*

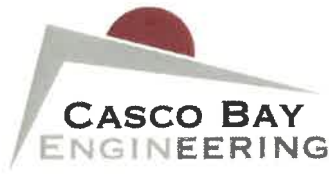
Since there is no elevator, the ground floor of the building at 1844 Forest Avenue will be required to address the Fair Housing Act. The upper story "townhouse" apartments will not. The features of the ground floor that address the Fair Housing Act are:

- a. An ADA compliant apartment meeting the requirement of 1 provided per 25 total units will be provided at Unit #16. This apartment will be fully compliant at the bathroom, kitchen, and accessible routes.
- b. The route from parking to the apartment doors will meet requirements of "accessible route", including lever hardware.
- c. All remaining ground floor units will have the following features to be considered adaptable:
 - a. Accessible locations for switches, outlets, controls, and thermostats. Not including appliance controls, outlets for specific appliances and circuit breakers.
 - b. Reinforced bathroom walls for grab bar locations at toilet and shower.
 - c. Design usable galley kitchens and Specification "A" type bathrooms. Note clearances, parallel approach, clear floor spaces, knee space, laundry, offset basin, etc.
 - d. Accessible doors and hardware.
 - e. Additional consideration of details like toilet seat height, faucet control, shower control location.

Thank you for taking the time to review this project. Please contact me if you have any questions or need additional information.

Sincerely,

Eric Dube, P.E.
Casco Bay Engineering



CIVIL & STRUCTURAL ENGINEERING
www.cascobayengineering.com

424 Fore St., Portland, ME 04101 Phone 207.842.2800 Fax 207.842.2828

I, Eric Dube, hereby certify that a neighborhood virtual meeting was held on January 25, 2021 at 5:30 PM, EST for the proposed project located at 1844 Forest Avenue.

I also certify that on January 15, 2021, invitations were mailed to the following:

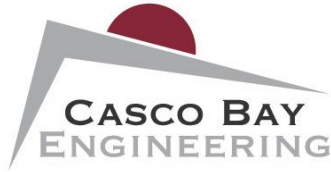
1. All addressed on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the "interested parties" list.

Signed,

Eric Dube, P.E.
Casco Bay Engineering

Attached to this certification are:

1. Copy of the invitation sent
2. Virtual sign-in sheet
3. Meeting minutes



CIVIL & STRUCTURAL ENGINEERING
www.cascobayengineering.com

424 Fore St., Portland, ME 04101 Phone 207.842.2800 Fax 207.842.2828

January 15, 2021

Dear Neighbor:

Please join us for a virtual neighborhood meeting to discuss our plans for a new apartment building located at 1844 Forest Avenue.

Meeting Link: <https://us02web.zoom.us/j/88503805876>

Meeting Date: Monday, January 25, 2021

Meeting Time: 5:30 PM

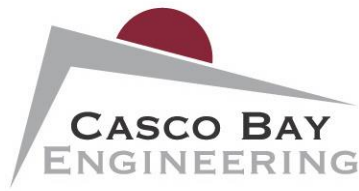
The City code requires that property owners with 500 feet of the proposed development and residents on an "interested parties list", be invited to participate in a neighborhood meeting. A sign-in sheet will be circulated and minutes of the meeting will be taken. Both the sign-in sheet and minutes will be submitted to the Planning Board.

If you have any questions, please call David Latham at (207) 560-3904.

Sincerely,

Eric Dube, P.E.
Casco Bay Engineering

Note: Under the City of Portland Land Use Code, an applicant for a major site plan, master development plan, subdivision of over five lots, or zoning map amendment is required to hold a neighborhood meeting within 30 days of an application being deemed complete and no less than seven calendar days before a public hearing. Should you wish to offer additional comments on this proposed development, you may forward them by e-mail to planning@portlandmaine.gov or by mail to the Planning and Urban Development, Planning Division, 4th Floor, 389 Congress Street, Portland, ME 04101



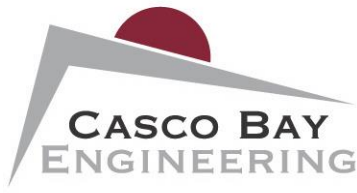
CIVIL & STRUCTURAL ENGINEERING
www.cascobayengineering.com

424 Fore St., Portland, ME 04101 Phone 207.842.2800 Fax 207.842.2828

Neighborhood Meeting – 1844 Forest Avenue

Attendance Sheet

Name	Address
Sally Donelson	92 Euclid Ave
Janice Carpenter	9 West Commonwealth Drive



To: City of Portland
From: Eric Dube, P.E.
Date: 01/25/21

RE: 1844 Forest Avenue
Neighborhood Meeting
CBE Reference No. 17-053

Location: Zoom Conference Call

Attendees:	Eric Dube	Casco Bay Engineering
	David Latham	Casco Bay Engineering
	Joe Delaney	Whipple-Callender Architects
	Gabriel Zappia	Owner
	Sally Donelson	Neighbor
	Janice Carpenter	Neighbor

The purpose of the meeting was to review the proposed design and related approval process for the proposed change of use at 1844 Forest Avenue in Portland, Maine.

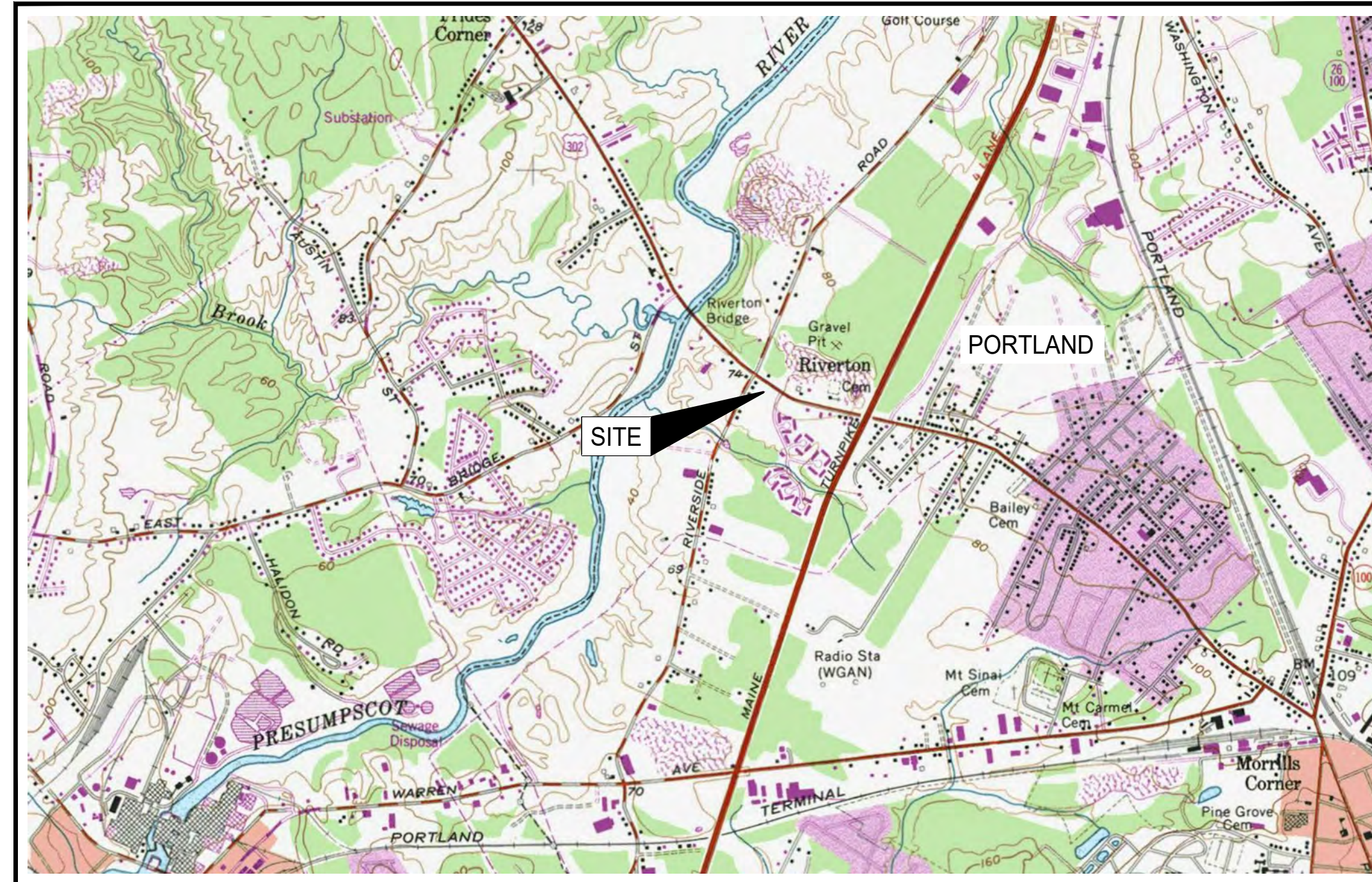
- The meeting began with introductions, and Joe started by describing the proposed apartment layout, including the workforce housing parameters and the ground floor efficiency units.
- Joe added that the project proposes to visually improve the building exterior with new siding, windows, and overall improved ascetics.
- Eric Dube then began discussing the proposed site features, noting the new exterior decks along with the handicap ramp on the north side of the building.
- Eric added that some additional landscaping is to be added to the site, while the existing grade will mostly remain unchanged.
- Janice Carpenter asked about an access easement to the abutting Wellesley Estates, to which Eric responded that an existing fire access easement already exists, leading to a gate. Eric added that the owner does not have the authority to affect the easement and that access through the site will remained unchanged.
- Sally looked for clarity as to the actual easement location, and Eric explained that the easement aligns with the existing driveway on 1844 Forest Ave.
- Sally asked for a unit count, to which Joe replied saying that there would be 17.
- Sally asked whether the units will be affordable housing or low income. Gabe replied by saying that two of the basement units will likely be workhorse housing but isn't planning to have anything subsidized. Gabe added that he hasn't looked into how COVID-19 has affected the going rate for rent, so he does not have a set price determined for monthly rent. However, he did say that prior to COVID he was planning to charge in the \$1150 range and market the apartments to UNE students.

- Sally asked for a construction timeframe, Eric responded by saying that construction is hoping to start as soon as possible, barring City approval. Joe added that the drawings are well developed and construction can begin shortly after final approval.
- Janice inquired about sidewalk capacity and potential demand increase from this project. Eric confirmed that the existing sidewalk should be able to handle the added foot traffic from the proposal.
- Sally asked about possibly adding a crosswalk from the site to Tortilla Flats (directly across the street). Eric says that CBE hasn't looked into it but is anticipating the City to add a crosswalk in the next year or so, citing the existing foot traffic from Wellesley Estates to Hannaford's Supermarket.
- Gabe commented that he was concerned about the proposed ramp leading runoff towards the proposed building entrance. Eric clarified that the ramp actually slopes away from the building entrance to the ramp landing, diverting stormwater away from the building and towards the existing flow path.
- Gabe added that a portion of the existing site at the parking lot (near the proposed ramp) has shown some signs of erosion and will be addressed with the new ramp construction.

GENERAL NOTES

- 1) BOUNDARY INFO. TAKEN FROM "EXISTING CONDITIONS PLAN, 1844 FOREST AVENUE, PORTLAND, MAINE", PREPARED BY NORTHEAST CIVIL SOLUTIONS DATED OCTOBER 23, 2017.
- 2) THE CONTRACT WORK TO BE PERFORMED ON THIS PROJECT CONSISTS OF FURNISHING ALL REQUIRED LABOR, MATERIALS, EQUIPMENT, IMPLEMENTS, PARTS AND SUPPLIES NECESSARY FOR, OR ADDITION TO, THE WORK SHOWN ON THE ATTACHED DRAWINGS IN ACCORDANCE WITH THESE DRAWINGS AND AS FURTHER ELABORATED IN ANY ACCOMPANYING SPECIFICATIONS.
- 3) THE WORK SHALL BE PERFORMED IN A THOROUGH WORKMANLIKE MANNER. ALL CONTRACTORS TO CONFORM TO ALL APPLICABLE OSHA STANDARDS. ANY REFERENCE TO A SPECIFICATION OR STANDARD OF THE CITY OF PORTLAND SOCIETY FOR TESTING MATERIALS, FEDERAL SPECIFICATIONS, OR OTHER STANDARDS, CODES OR ORDERS, REFERS TO THE MOST RECENT OR LATEST SPECIFICATION OR DESIGNATION.
- 4) ALL CONSTRUCTION WITHIN THE TOWN RIGHT OF WAY SHALL COMPLY WITH TOWN PUBLIC WORKS STANDARDS. ALL CONSTRUCTION SHALL COMPLY WITH STATE RIGHT OF WAY SHALL COMPLY WITH MAINE D.O.T. STANDARDS. ALL UTILITY CONSTRUCTION SHALL CONFORM TO RESPECTIVE UTILITY STANDARDS.
- 5) THE OWNER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS REQUIRED BY THE TOWN PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE TOWN REQUIRED TO PERFORM ALL THE WORK (STREET OPENINGS, BUILDING PERMIT, ETC.). THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BONDS, FEES, PROVIDE PROOF OF INSURANCE AND PROVIDE TRAFFIC CONTROL NECESSARY FOR THIS WORK.
- 6) PRIOR TO CONSTRUCTION, THE SITE CONTRACTOR IS TO INFORM ALL AREA UTILITY COMPANIES AND GOVERNMENTAL AGENCIES OF PLANNED CONSTRUCTION. THE SITE CONTRACTOR IS REQUIRED TO CONTACT DIG-SAFE (1-800-225-4977) AT LEAST 3 BUSINESS DAYS PRIOR TO ANY EXCAVATION TO IDENTIFY AND MARK ALL UTILITY LOCATIONS.
- 7) THE PROJECT DRAWINGS ARE GENERALLY SCHEMATIC AND INDICATE THE POSSIBLE LOCATION OF EXISTING UNDERGROUND UTILITIES. INFORMATION ON EXISTING UTILITIES HAS BEEN COMPILED FROM AVAILABLE INFORMATION INCLUDING UTILITY COMPANY MAPS, MUNICIPAL RECORD MAPS, AND FIELD SURVEY DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL UTILITIES ARE SHOWN TO ALERT THE CONTRACTOR TO THEIR PRESENCE. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETERMINING ACTUAL LOCATIONS AND DEPTHS OF ALL UTILITIES, INCLUDING SERVICES, WHEN EXCAVATING AND MUST BE IN PLACE. THE CONTRACTOR IS TO PROVIDE ADEQUATE MEANS OF SUPPORT AND PROTECTION BEFORE THE EXCAVATING AND BACKFILLING OPERATIONS. SHOULD ANY UTILITIES BE DISCOVERED OR SUSPECTED TO BE PRESENT, THE CONTRACTOR SHALL STOP THE DESIGN ENGINEER IMMEDIATELY FOR DIRECTIONS BEFORE PROCEEDING FURTHER WITH THE WORK IN THIS AREA.
- 8) OSHA REGULATIONS MAKE IT UNLAWFUL TO OPERATE CRANES, BOOMS, HOISTS, ETC. WITHIN TEN FEET (10') OF ANY ELECTRIC LINE. IF THE CONTRACTOR MUST OPERATE CLOSER THAN 10', THE CONTRACTOR MUST CONTACT THE POWER COMPANY TO MAKE ARRANGEMENTS FOR PROPER SAFEGUARDS BEFORE ENCRANCHING ON THIS REQUIREMENT.
- 9) IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE ALL PLANS, APPROVALS, AND DETAILS FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL VERIFY ALL THE SITE CONDITIONS IN THE FIELD AND ALL UTILITIES ARE SHOWN ON THE DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION DOCUMENTS AND/OR FIELD CONDITIONS SO THAT AN ADDITIONAL REVISION CAN BE MADE PRIOR TO BIDDING.
- 10) THE CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR EXACT DIMENSIONS AND CONSTRUCTION DETAILS OF THE BUILDING AREA. BUILDING AND DRIVEWAYS SHOWN ARE TO REMAIN. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED. DIMENSIONS OF CURBS, OUTSIDE FACE OF WALLS, OR EDGE OF PAVING UNLESS OTHERWISE NOTED.
- 11) ALTERNATIVE METHODS AND PRODUCTS OTHER THAN THOSE SPECIFIED MAY BE USED IF REVIEWED AND APPROVED IN WRITING BY THE OWNER, DESIGN ENGINEER, AND APPROPRIATE GOVERNMENTAL AGENCIES. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS.
- 12) THE CONTRACTOR SHALL RESTORE ALL EXISTING STORM, SEWER, PIPE, GAS, PAINT, CURBS, SIDEWALKS, AND LANDSCAPE AREAS DISTURBED BY CONSTRUCTION TO AS GOOD AS NEW BEFORE BEING DISTURBED AS DETERMINED BY CITY CODE ENFORCEMENT OFFICIALS. ANY DAMAGES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 13) ALL EXCAVATION SHALL BE BACKFILLED TO EXISTING GRADE BEFORE THE END OF THE DAY OR ADEQUATELY PROTECTED FROM DANGER TO HUMAN AND ANIMALS.
- 14) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL FIELD LAYOUT. THE OWNER WILL PROVIDE THE STARTING MARK AT THE CONSTRUCTION SITE FROM WHICH TO BEGIN LAYOUT.
- 15) THE CONTRACTOR SHALL GUARANTEE THE FAITHFUL REMEDY OF ANY DEFECTS DUE TO FAULTY MATERIALS OR WORKSMANSHIP AND GUARANTEES PAYMENT FOR ANY RESULTING DAMAGE WHICH SHALL APPEAR WITHIN A PERIOD OF ONE (1) YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION OF THE PROJECT.
- 16) THE CONTRACTOR SHALL PROVIDE AS-BUILT RECORDS OF ALL CONSTRUCTION (INCLUDING UNDERGROUND UTILITIES) TO THE OWNER AT THE END OF CONSTRUCTION.
- 17) A PRE-CONSTRUCTION CONFERENCE WITH THE OWNER, DESIGNERS, TOWN OFFICIALS AND THE CONTRACTOR SHALL BE REQUIRED BEFORE ANY CONSTRUCTION OCCURS ON THE PROJECT. DURING CONSTRUCTION THERE SHALL BE WEEKLY PROGRESS MEETINGS WITH THE OWNER (ON SITE OR TELECONFERENCE) UNTIL PROJECT COMPLETION.
- 18) PROPER IMPLEMENTATION AND MAINTENANCE OF EROSION CONTROL MEASURES ARE OF PARAMOUNT IMPORTANCE FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE DRAWINGS. ANY VIOLATION OF EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR STATE/LOCAL/FEDERAL INSPECTORS AT NO ADDITIONAL COST TO THE CONTRACTOR.

C100	EXISTING SITE AND DEMOLITION PLAN
C101	PROPOSED SITE PLAN
C102	CONSTRUCTION MANAGEMENT PLAN
C200	SITE DETAILS
C300	EROSION CONTROL DETAILS



LOCUS MAP

NOT TO SCALE

GABRIEL ZAPPIA
135 CLINTON ST
PORTLAND, ME 04103

CASCO BAY ENGINEERING
424 FORE ST
PORTLAND, ME 04101

ZONE:	B-2
MINIMUM LOT SIZE:	22,500 SQ. FT.
ACTUAL LOT SIZE:	32,108 SQ. FT.
MAX. % IMPERVIOUS:	NONE
MINIMUM PARKING:	16
PROPOSED PARKING:	34

FRONT: NONE
SIDE: NONE
REAR: 10 FT

MIN. STREET FRONTAGE: 20 FT.
ACTUAL FRONTAGE: 200 FT.



CASCO BAY
ENGINEERING

424 Fore Street
Portland, ME 04101
Phone 207.842.2800
Fax 207.842.2828
www.cascobayengineering.com

CLIENT:

GABRIEL ZAPPÀ

135 CLINTON ST
PORTLAND, ME 04103

PORTLAND, MAINE

1844 FOREST AVENUE

PROPOSED APARTMENTS

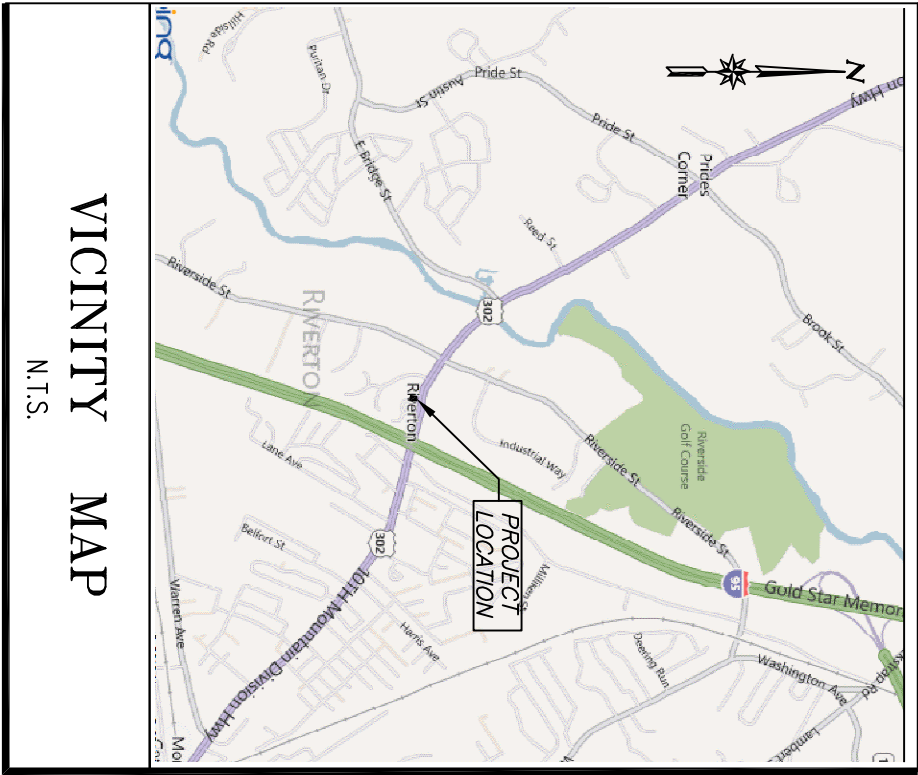
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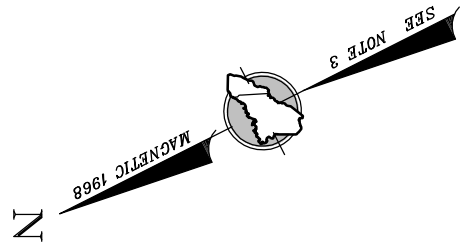
COVER SHEET

DESIGNED:	ED
DRAWN:	DL
DATE:	11-21-19
PROJECT NUMBER:	17-053

C0

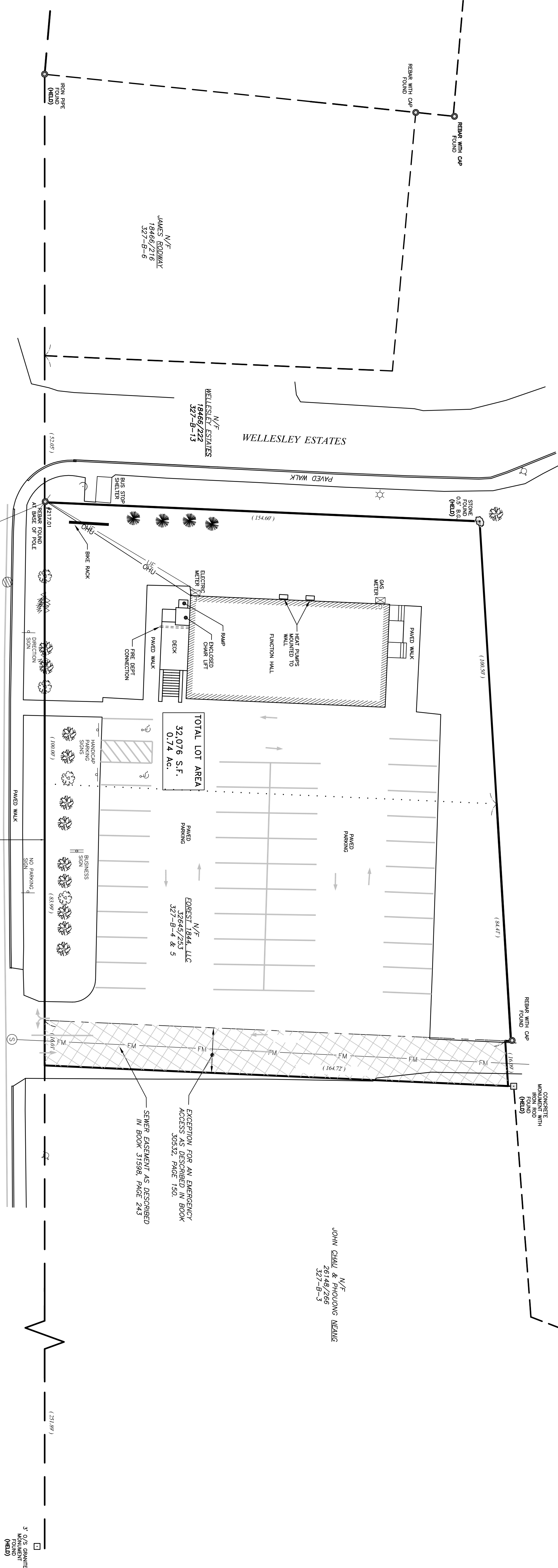


VICINITY MAP
N.T.S.



N/F
WELLESLEY ESTATES
327-B-13

N/F
JOHN CHILL & PHOOLING BEANS
327-B-5



THE PROFESSIONAL SEAL AND SIGNATURE OF THIS SURVEYOR IS SOLELY THE EVIDENCE OF HIS OR HER QUALIFICATION AND STATUS AS OF OCTOBER 19, 2017. NO BOUNDARY SURVEY OR RESEARCH WAS CONDUCTED IN CONJUNCTION WITH THIS PROJECT.

LEGEND

- FOUND IRON (SIZE & TYPE AS NOTED)
- FOUND MONUMENT (SIZE & TYPE AS NOTED)
- UTILITY POLE (NUMBER AS NOTED)
- GUY WIRE ANCHOR
- SEWER MANHOLE
- CATCH BASIN
- FIRE HYDRANT
- BUSH
- DECIDUOUS TREE
- CONIFEROUS TREE
- BOUNDARY LINE
- EASEMENT LINE
- EDGE OF PAVEMENT
- RIGHT-OF-WAY LINE
- ABUTTER LINE
- OVERHEAD UTILITY
- NOW OR FORMERLY OWNED BY
- DEED BOOK AND PAGE
- TAX MAP-BLOCK-LOT
- PARENTHESIS DENOTE RECORD DEED DATA

NOTES

- RECORD OWNER OF THE PARCEL, SURVEYED IS FOREST 1844, LLC AS DESCRIBED IN A DEED FROM GABRIEL J. ZAPPA, d/k/a GABRIEL ZAPPA, DATED OCTOBER 1, 2015, AND RECORDED IN BOOK 32845, PAGE 253 IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS.
- THE PARCEL SURVEYED IS IDENTIFIED ON THE CITY OF PORTLAND TAX ASSESSOR'S MAP 3271, BLOCK B, PARCELS 4 & 5.
- THE BEARINGS SHOWN ON THIS PLAN ARE BASED ON MAGNETIC NORTH, 1968.
- REFERENCE IS MADE TO THE FOLLOWING EASEMENTS OF RECORD:
 - a. BOUNDARY SURVEY, 1844 FOREST AVENUE, PORTLAND, MAINE, BY NORTHEAST CIVIL SOLUTIONS, INC., DATED FEBRUARY 10, 2012, LAST REVISED JUNE 16, 2014, NOS FILE NO. 33113.
 - b. THE WIDTH OF FOREST AVENUE IS 66' BASED ON PLAN REFERENCED IN NOTE 4b.
 - c. THE DEDICATION OF THE RIGHT-OF-WAY LIMITS IS BASED ON MONUMENTATION FOUND.
- REFERENCE IS MADE TO THE FOLLOWING EASEMENTS OF RECORD:
 - a. SEWER EASEMENT FROM GABRIEL ZAPPA, TO WELLESLEY ESTATES LIMITED PARTNERSHIP, DATED JUNE 27, 2014, RECORDED IN BOOK 31598, PAGE 243.
 - b. EASEMENT FOR EMERGENCY ACCESS RESERVED BY WELLESLEY ESTATES LIMITED PARTNERSHIP AS DESCRIBED IN A DEED FROM WELLESLEY ESTATES LIMITED PARTNERSHIP TO GABRIEL ZAPPA, DATED APRIL 4, 2013, RECORDED IN BOOK 30532, PAGE 150.
- THE UTILITIES SHOWN ON THIS PLAN WERE FROM FIELD OBSERVATION ONLY. THERE MAY BE OTHER UTILITIES EXISTING THAT ARE NOT SHOWN. CONTACT DIG-SAFE (689) 466-7267 PRIOR TO ANY EXCAVATION WORK.
- THE PURPOSE / INTENT OF THIS PLAN IS TO SHOW IMPROVEMENTS ON THE SITE AS OF OCTOBER 19, 2017. NO BOUNDARY SURVEY OR RESEARCH WAS PERFORMED IN CONJUNCTION WITH THIS PROJECT.

Revision	No.	Date	Change
PROJECT:	33113	DRAWING NAME:	33113-EC.dwg
ISSUED:	OCTOBER 23, 2017	SCALE:	1"=20' FB # 449
FIELDED BY:	JAP/DRE	FIELD DATE:	10/19/2017
CHECKED BY:	TM		
EXISTING CONDITIONS PLAN			
Client:	FOREST 1844, LLC		
	1844 FOREST AVENUE, PORTLAND, MAINE		



Northeast Civil Solutions
INCORPORATED

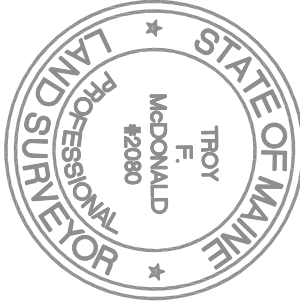
381 PAVINE ROAD, SCARBOROUGH, MAINE 04074

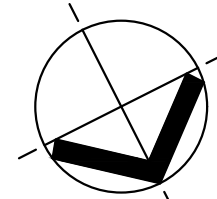
207.883.1000 207.883.1001

info@northeastcivilsolutions.com www.northeastcivilsolutions.com

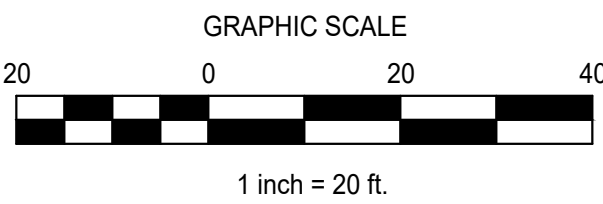
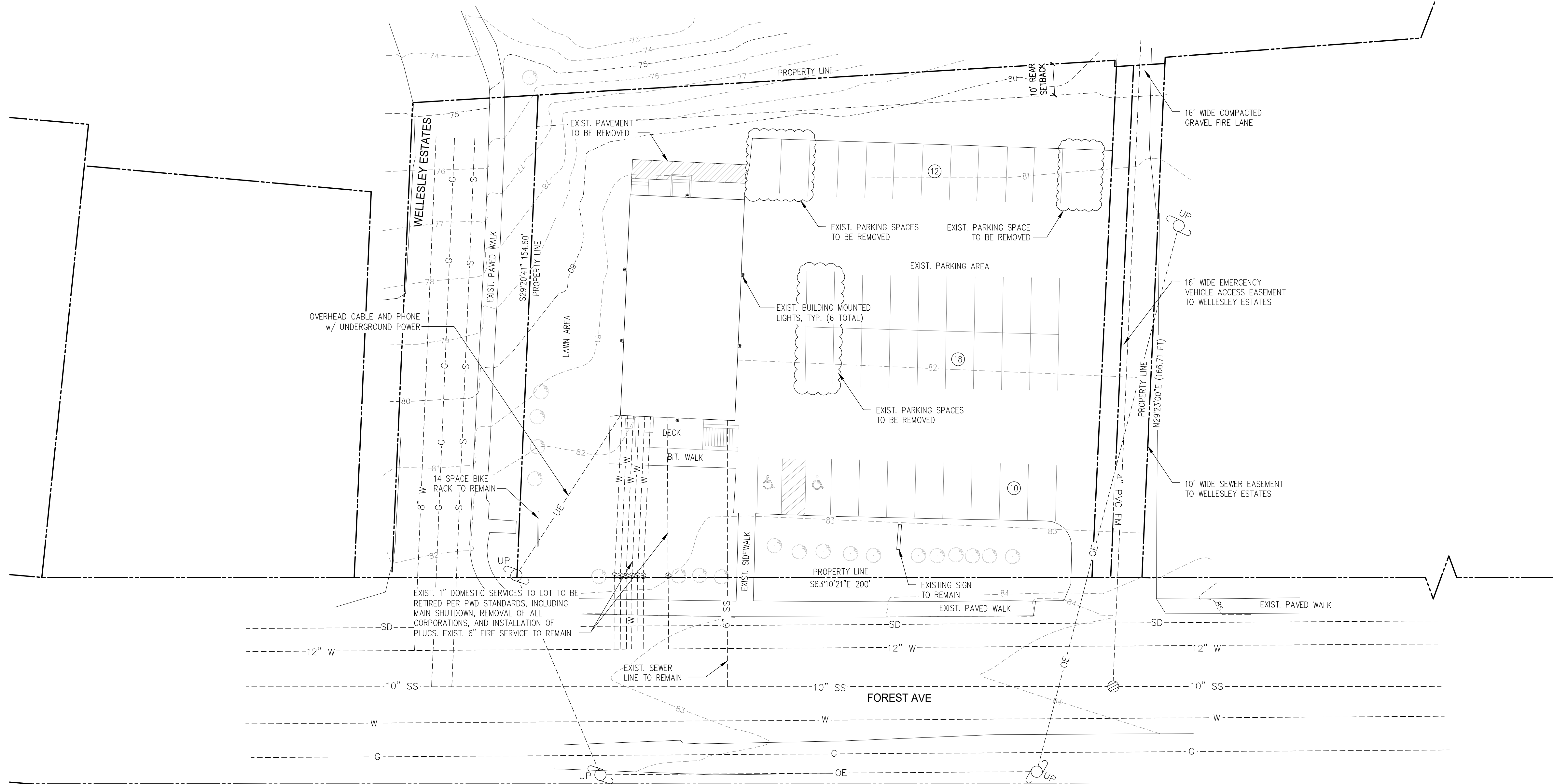
STAMP AND SIGNATURE

TROY F. WOODWARD
MAINE PROFESSIONAL LAND SURVEYOR No. 2080
DATE: 10/23/2017

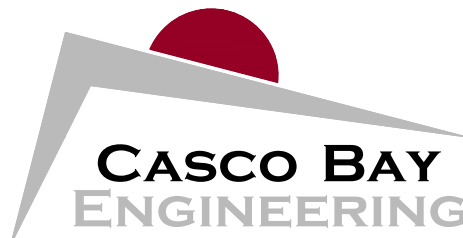




NORTH



LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	GRANITE MONUMENT - 3' OFFSET	
	IRON PIN FOUND/SET	
	IRON ROD FOUND	
	CAPED IRON ROD FOUND	
	DRILL HOLE FOUND	
	GRANITE MONUMENT FOUND	
	STREET LINE	
	LOT SETBACKS	
	PROPERTY LINE	
	ABUTTOR LINE	
	"NO CUT" BUFFER	
	WETLANDS	
	EDGE OF ROAD/TRAVELLED WAY	
	SOIL TEST PIT	
	CONTOUR	
	SPOT GRADE	
	GAS SHUT-OFF	
	UTILITY POLE	
	OVERHEAD ELECTRICAL	
	UNDERGROUND ELECTRICAL	
	ELECTRICAL TRANSFORMER	
	FIRE HYDRANT	
	WATER LINE	
	WATER GATE	
	SEWER LINE	
	SEWER MANHOLE	
	DRAINAGE MANHOLE	
	CATCH BASIN	
	UNDERDRAIN/STORMDRAIN	
	UNDERDRAIN	
	SILT FENCE	
	TEMP. STONE CHECK DAM	
	GRADING AND FLOW DIRECTION	
	HAY BALES	
	EROSION CONTROL BLANKET	
	STORMWATER BOUNDARY	
	STORMWATER FLOW (Tc)	
	FACE OF LEDGE OUTCROP	
	BIRCH	
	MAPLE	
	TREE LINE	
	SITE LIGHTING	
	STONE WALL	



CASCO BAY
ENGINEERING

424 Fore Street
Portland, ME 04101
Phone 207.842.2800
Fax 207.842.2828
www.cascobayengineering.com

CLIENT:
GABRIEL ZAPPIA

135 CLINTON ST
PORTLAND, ME 04103

1844 FOREST AVENUE

PORTLAND, MAINE

PROPOSED APARTMENTS

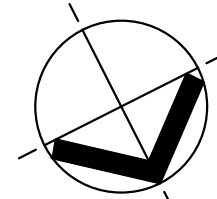
REVISIONS	
NO.	ISSUE

SHEET TITLE:

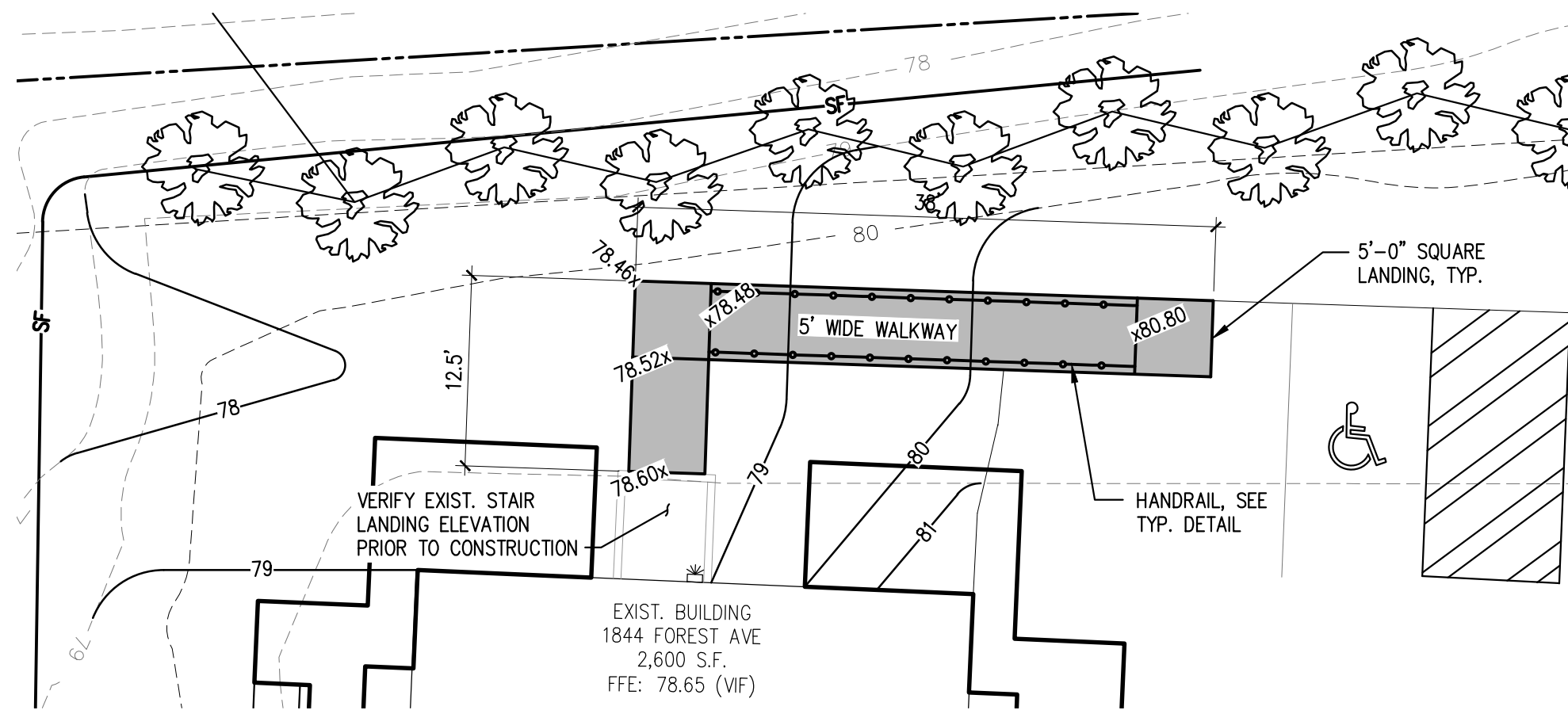
**EXISTING SITE
AND DEMOLITION
PLAN**

DESIGNED:	ED
DRAWN:	DL
DATE:	11-21-19
PROJECT NUMBER:	17-053

C100

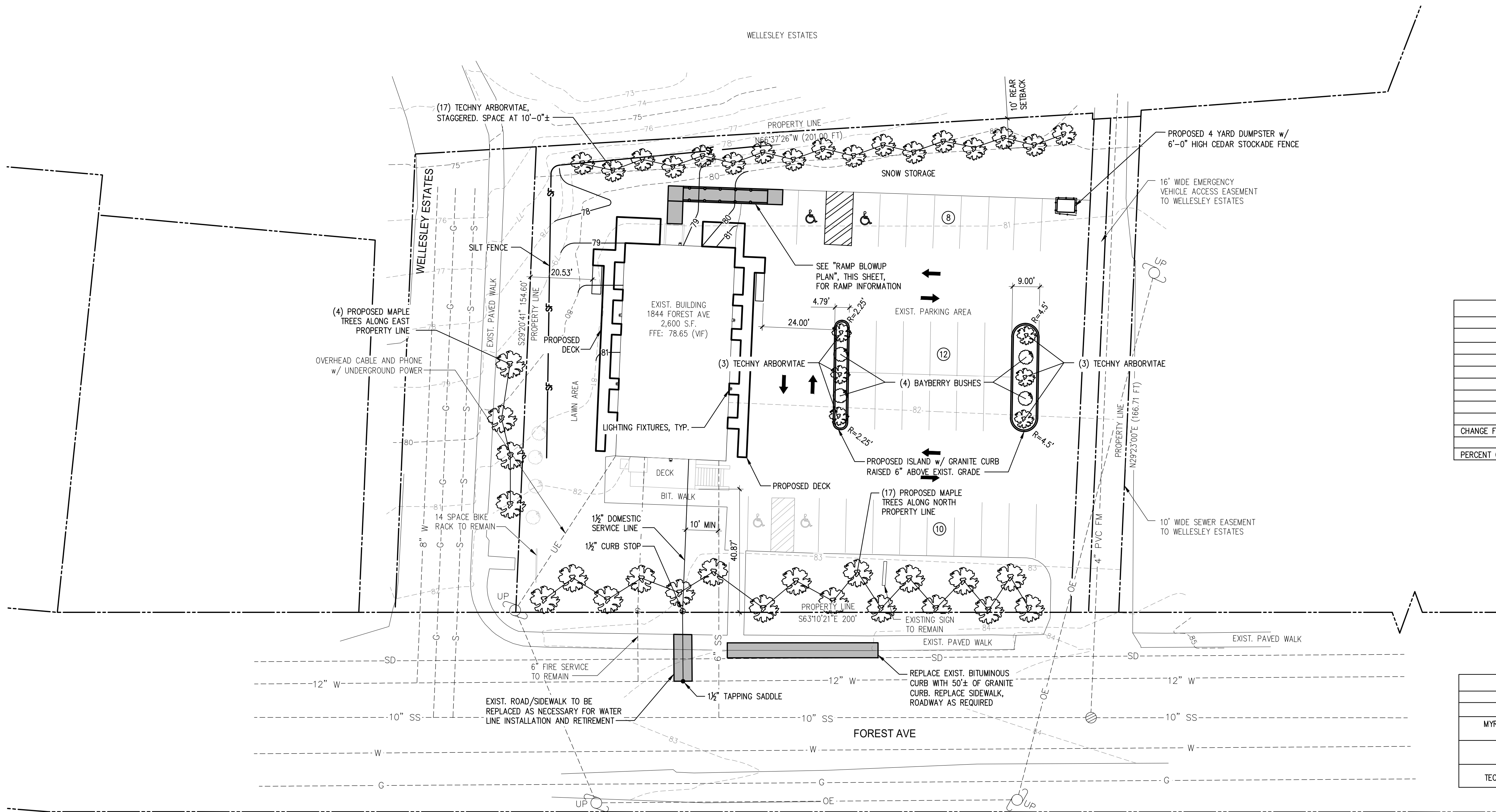


NORTH



RAMP BLOWUP PLAN

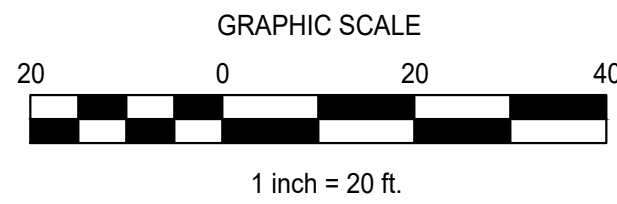
SCALE: 1:10



LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	GRANITE MONUMENT - 3' OFFSET	
	IRON PIN FOUND/SET	
	IRON ROD FOUND	
	CAPED IRON ROD FOUND	
	DRILL HOLE FOUND	
	GRANITE MONUMENT FOUND	
	STREET LINE	
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	WETLANDS	
	EDGE OF ROAD/TRAVELLED WAY	
	SOIL TEST PIT	
	CONTOUR	
	SPOT GRADE	
	GAS SHUT-OFF	
	UTILITY POLE	
	OVERHEAD ELECTRICAL	
	UNDERGROUND ELECTRICAL	
	ELECTRICAL TRANSFORMER	
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	WATER LINE	
	WATER GATE	
	SEWER LINE	
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	UNDERDRAIN/STORMDRAIN	
	UNDERDRAIN	
	SILT FENCE	
	TEMP. STONE CHECK DAM	
	GRADING AND FLOW DIRECTION	
	HAY BALES	
	EROSION CONTROL BLANKET	
	STORMWATER BOUNDARY	
	STORMWATER FLOW (Tc)	
	FACE OF LEDGE OUTCROP	
	BIRCH	
	MAPLE	
	TREE LINE	
	SITE LIGHTING	
	STONE WALL	

IMPERVIOUS AREA TABLE		
TYPE OF COVER	EXISTING IMP. AREA (SF)	PROPOSED IMP. AREA (SF)
BUILDING/DECK	2,960	3,866
PAVEMENT	17,142	16,637
TOTAL	20,102	20,503
CHANGE FROM EXISTING (+/-)		401
PERCENT CHANGE (+/-)		+1.25%

PLANTING SCHEDULE		
TYPE	SIZE	QUANTITY
MYRICA PENSYLVANICA/NORTHERN BAYBERRY	#5	4
ACER/MAPLE TREE	2-2.5" CAL.	21
TECHNY ARBORVITAE/WIDE CEDAR	2-2.5" CAL.	23



CLIENT:
GABRIEL ZAPPIA
135 CLINTON ST
PORTLAND, ME 04103

1844 FOREST AVENUE
PROPOSED APARTMENTS
PORTLAND, MAINE

REVISIONS	
NO.	DATE

SHEET TITLE:
PROPOSED SITE
PLAN

DESIGNED: ED
DRAWN: DL
DATE: 11-21-19
PROJECT NUMBER: 17-053

C101



NORTH

	CONTOUR SPOT GRADE	
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CLIENT:

18444 FOREST AVENUE

SHEET TITLE:

DESIGNED:

DATE: _____

PROJECT NUM

C101

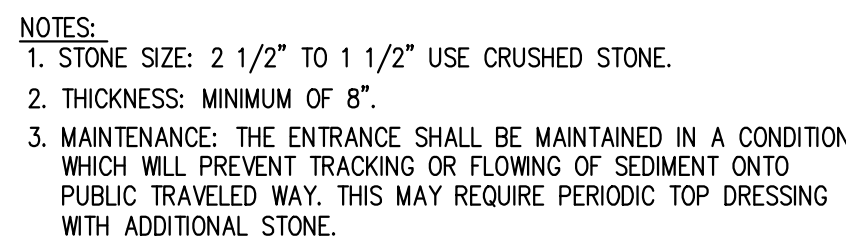
1. THIS PLAN HAS BEEN DEVELOPED TO PROVIDE A STRATEGY FOR DEALING WITH SOIL EROSION AND SEDIMENTATION DURING AND AFTER PROJECT CONSTRUCTION. THIS PLAN IS BASED ON THE STANDARD AND SPECIFICATIONS FOR EROSION PREVENTION AS CONTAINED IN THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: "MAINE EROSION AND SEDIMENT CONTROL BMPs" PUBLISHED BY THE MAINE DEP, LATEST EDITION.

1. EROSION/SEDIMENT CONTROL DEVICES
THE FOLLOWING EROSION SEDIMENTATION CONTROL DEVICES ARE PROPOSED FOR CONSTRUCTION ON THIS PROJECT. INSTALL THESE DEVICES AS INDICATED ON THE PLANS.
- 1.1 SILT FENCE: SILT FENCE WILL BE INSTALLED ALONG THE DOWN GRADING EDGES OF DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE SITE IS STABILIZED. IN AREAS WHERE STORMWATER DISCHARGES THE SILT FENCE WILL BE REINFORCED WITH HAY BALES TO HELP MAINTAIN THE INTEGRITY OF THE SILT FENCE AND TO PROVIDE ADDITIONAL TREATMENT.
- 1.2 HAY BALES TO BE PLACED IN LOW FLOW DRAINAGE SWALES AND PATHS TO TRAP SEDIMENTS AND REDUCE RUNOFF VELOCITIES. DO NOT PLACE HAY BALES IN FLOWING WATER OR STREAMS.
- 1.3 RIPRAP: PROVIDE RIPRAP TO TRAP SEDIMENT WHERE CULVERTS DISCHARGE OR AS SHOWN ON THE PLANS.
- 1.4 LOAM, SEED, AND MULCH: ALL DISTURBED AREAS WHICH ARE NOT OTHERWISE TREATED, SHALL RECEIVE PERMANENT SEEDING AND MULCH TO STABILIZE THE DISTURBED AREAS. THE DISTURBED AREAS WILL BE REVEGETATED WITHIN 5 DAYS OF FINAL GRADING. SEEDING REQUIREMENTS ARE PROVIDED AT THE END OF THIS SPECIFICATION.
- 1.5 STRAW AND HAY MULCH: USED TO COVER DENUDATED AREAS UNTIL PERMANENT SEED OR EROSION CONTROL MEASURES ARE IN PLACE. MULCH BY ITSELF CAN BE USED ON SLOPES LESS THAN 15% IN SUMMER AND 8% IN WINTER. ALL OTHER SLOPES MUST BE COVERED WITH JUTE MESH OVER MULCH, OR CURLEX IT OR EXCELSIOR MAY BE USED IN PLACE OF JUTE MESH AND MULCH OVER LOAM AND SEED.
- 1.6 MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 15% FOR STRAW MULCH, TO OVER WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8% VEGETATED DRAINAGE SWALES SHALL BE LINED WITH EXCELSIOR OR CURLEX.
2. TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES
PROVIDE THE FOLLOWING TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION OF THE DEVELOPMENT:

- 2.1 SILTATION FENCE ALONG THE DOWNGRADIENT SIDE OF THE PARKING AREAS AND OF ALL FILL SECTIONS. THE SILTATION FENCE WILL REMAIN IN PLACE UNTIL THE SITE IS 85% REVEGETATED.
- 2.2 HAY BALES PLACED AT KEY LOCATIONS TO SUPPLEMENT THE SILT FENCE.
- 2.3 PROTECT TEMPORARY STOCKPILES OF STUMPS, GRUBBINGS, OR COMMON EXCAVATION AS FOLLOWS:
 - A. SOIL STOCKPILE SIDE SLOPES SHALL NOT EXCEED 2:1.
 - B. AVOID PLACING TEMPORARY STOCKPILES IN AREAS WITH SLOPES OVER 10 PERCENT, OR NEAR DRAINAGE SWALES. SEE ITEM 3 IN CONSTRUCTION PHASE NOTES BELOW.
 - C. STABILIZE STOCKPILES WITHIN 15 DAYS BY TEMPORARILY SEEDING WITH A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH.
 - D. SURROUND STOCKPILE SOIL WITH SILTATION FENCE AT BASE OF PILE.
- 2.4 ALL DENUDED AREAS WHICH HAVE BEEN ROUGH GRADED AND ARE NOT LOCATED WITHIN THE BUILDING PAD, OR PARKING AND DRIVEWAY SUBBASE AREA SHALL RECEIVE MULCH WITHIN 30 DAYS OF INITIAL DISTURBANCE OF SOIL OR WITHIN 15 DAYS AFTER COMPLETING THE ROUGH GRADING OPERATIONS. IN THE EVENT THE CONTRACTOR COMPLETES FINAL GRADING AND INSTALLATION OF LOAM AND SOO WITHIN THE TIME PERIODS PRESENTED ABOVE, INSTALLATION OF MULCH AND NETTING, WHERE APPLICABLE, IS NOT REQUIRED.
- 2.5 IF WORK IS CONDUCTED BETWEEN OCTOBER 15 AND APRIL 15, ALL DENUDED AREAS TO BE COVERED WITH HAY MULCH, APPLIED AT TWICE THE NORMAL APPLICATION RATE, AND ANCHORED WITH FABRIC NETTING. THE PERIOD BETWEEN FINAL GRADING AND MULCHING SHALL BE REDUCED TO A 15 DAY MAXIMUM.
- 2.6 TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED ONCE THE SITE HAS BEEN STABILIZED OR IN AREAS WHERE PERMANENT EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
3. PERMANENT EROSION CONTROL MEASURES
 - 2.1 FOLLOWING PERMANENT CONTROL MEASURES ARE REQUIRED BY THIS EROSION/SEDIMENTATION CONTROL PLAN:
 - A. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAYING, RIPRAP, ETC.) WILL BE LOAMED, LIMED, FERTILIZED AND SEEDED. NATIVE TOPSOIL SHALL BE STOCKPILED AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.
 - 3.2 SLOPES GREATER THAN 2:1 WILL RECEIVE RIPRAP.

THE FOLLOWING GENERAL PRACTICES WILL BE USED TO PREVENT EROSION DURING CONSTRUCTION OF THIS PROJECT.

1. ONLY THOSE AREAS UNDER ACTIVE CONSTRUCTION WILL BE CLEARED AND LEFT IN AN UNTREATED OR UNVEGETATED CONDITION. IF FINAL GRADING, LOAMING AND SEEDING WILL NOT OCCUR WITHIN 15 DAYS, SEE ITEM NO. 4.
2. PRIOR TO THE START OF CONSTRUCTION IN A SPECIFIC AREA, SILT FENCING AND/OR HAY BALES WILL BE INSTALLED AT THE TOE OF SLOPE AND IN AREAS AS LOCATED ON THE PLANS TO PROTECT AGAINST ANY CONSTRUCTION RELATED EROSION. IMMEDIATELY FOLLOWING CONSTRUCTION OF CURBS AND SIDES, RIP RAP AREAS SHALL BE INSTALLED, AS SHOWN ON THE PLANS.
3. TOPSOIL WILL BE STOCKPILED WHEN NECESSARY IN AREAS WHICH HAVE MINIMUM POTENTIAL FOR EROSION AND WILL BE KEPT AS FAR AWAY POSSIBLE FROM THE EXISTING DRAINAGE COURSE. NO STOCKPILE SHALL BE CLOSER THEN 100' OF A RESOURCE INCLUDING, BUT NOT LIMITED TO, WETLANDS, STREAMS, AND OPEN WATER BODIES. ALL STOCKPILES SHALL HAVE A SILTATION FENCE BELOW THEM REGARDLESS OF TIME OF PRESENCE. ALL STOCKPILES EXPECTED TO REMAIN LONGER THAN 15 DAYS SHALL BE:
 - A. TREATED WITH ANCHORED MULCH (WITHIN 5 DAYS OF THE LAST DEPOSIT OF STOCKPILED SOIL).
 - B. SEEDDED WITH CONSERVATION MIX AND MULCHED IMMEDIATELY.
4. INSTALL SILT FENCE AROUND STOCKPILE AT BASE OF PILE.
STOCKPILES TO HAVE SILT FENCE INSTALLED AT TIME OF ESTABLISHMENT AT BASE OF PILE.
4. ALL DISTURBED AREAS EXPECTED TO REMAIN LONGER THAN 30 DAYS SHALL BE EITHER:
 - A. TREATED WITH ANCHORED MULCH IMMEDIATELY, OR
 - B. SEEDDED WITH CONSERVATION MIX OF ANNUAL RYE GRASS (0.9 LBS/1000 SQ. FT) AND MULCHED IMMEDIATELY.
5. ALL GRADING WILL BE HELD TO A MAXIMUM 2:1 SLOPE WHERE PRACTICAL. ALL SLOPES WILL BE STABILIZED WITH PERMANENT SEEDING, OR WITH STONE, WITHIN 5 DAYS AFTER FINAL GRADING IS COMPLETE. (SEE POST-CONSTRUCTION REVEGETATION FOR SEEDING SPECIFICATION.)
6. ALL CURBVERTS WILL BE PROTECTED WITH STOCKPILE RIPRAP (050 = 6") UNLESS OTHERWISE SPECIFIED AT INLETS AND OUTLETS.



NTS

THE FOLLOWING GENERAL PRACTICES WILL BE USED TO PREVENT EROSION AS SOON AS AN AREA IS READY TO UNDERGO FINAL GRADING.

1. A MINIMUM OF 4" OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND GRADED TO A UNIFORM DEPTH AND NATURAL APPEARANCE, OR STONE WILL BE PLACED ON SLOPES TO STABILIZE SURFACES.
2. IF FINAL GRADING IS REACHED DURING THE NORMAL GROWING SEASON (4/15 TO 9/15), PERMANENT SEEDING WILL BE DONE AS SPECIFIED BELOW. PRIOR TO SEEDING, LIMESTONE SHALL BE APPLIED AT A RATE OF 138 LBS/1000 SQ. FT. AND 10:20:20 FERTILIZER AT A RATE OF 18.4 LBS/1000 SQ.FT WILL BE APPLIED. BROADCAST SEEDING AT THE FOLLOWING RATES:

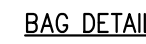
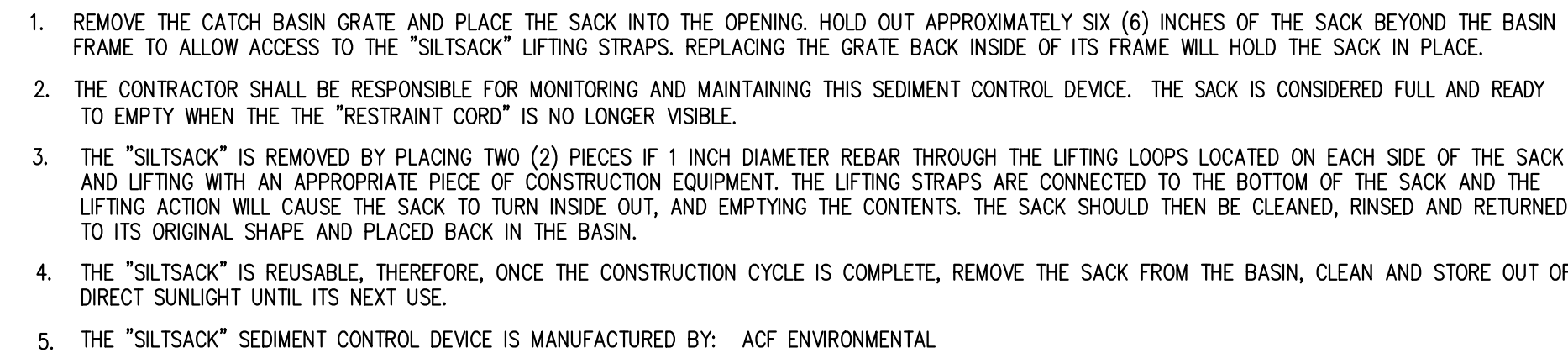
<u>LAWNS</u>	<u>SWALES</u>
KENTUCKY BLUEGRASS 0.46 LBS/1000 SF.	RED TOP 0.05 LBS/1000 SF.
CREeping RED FESCUE 0.46 LBS/1000 SF.	TALL FESCUE 0.46 LBS/1000 SF.
PERENNIAL RYE GRASS 0.11 LB/1000 SF.	

3. AN AREA SHALL BE MULCHED IMMEDIATELY AFTER IT HAS BEEN SEEDING. MULCHING SHALL CONSIST OF HAY MULCH, HYDRO-MULCH, JUTE NET OVER MULCH, PRE-MANUFACTURED EROSION MATS OR ANY SUITABLE SUBSTITUTE DEEMED ACCEPTABLE BY THE DESIGNER.
 - A. HAY MULCH SHALL BE APPLIED AT THE RATE OF 2 TONS PER ACRE. HAY MULCH SHALL BE SECURED BY EITHER: (NOTE: SOIL SHALL NOT BE VISIBLE)
 - I. BEING DRIVEN OVER BY TRACKED CONSTRUCTION EQUIPMENT ON GRADES OF 5% AND LESS.
 - II. BLANKETED BY TACKED PHOTODEGRADABLE/BIODEGRADABLE NETTING, OR WITH SPRAY, ON GRADES GREATER THAN 5%.
 - B. SEE NOTE 6, GENERAL NOTES, AND NOTE 8, WINTER CONSTRUCTION.
 - III. HYDRO-MULCH SHALL CONSIST OF A MIXTURE OF EITHER ASPHALT, WOOD FIBER OR PAPER FIBER AND WATER SPRAYED OVER A SEEDBED AREA. HYDRO-MULCH SHALL NOT BE USED BETWEEN 9/15 AND 4/15.
4. CONSTRUCTION SHALL BE PLANNED TO ELIMINATE THE NEED FOR SEEDING BETWEEN SEPTEMBER 15 AND APRIL 15. SHOULD SEEDING BE NECESSARY BETWEEN SEPTEMBER 15 AND APRIL 15 THE FOLLOWING PROCEDURE SHALL BE FOLLOWED. ALSO REFER TO NOTE 9 OF WINTER CONSTRUCTION.
 - A. ONLY UNFROZEN LOAM SHALL BE USED.
 - B. LOAMING, SEEDING AND MULCHING WILL NOT BE DONE OVER SNOW OR ICE COVER. IF SNOW EXISTS, IT MUST BE REMOVED PRIOR TO PLACEMENT OF SEED.
 - C. WHERE PERMANENT SEEDING IS NECESSARY, ANNUAL WINTER RYE (1.2 LBS/1000 SQ.FT) SHALL BE ADDED TO THE PREVIOUSLY NOTED AREAS.
 - D. WHERE TEMPORARY SEEDING IS REQUIRED, ANNUAL WINTER RYE (2.6 LBS/1000 SQ. FT.) SHALL BE SOWN INSTEAD OF THE PREVIOUSLY NOTED SEEDING RATE.
 - E. FERTILIZING, SEEDING AND MULCHING SHALL BE APPLIED TO LOAM THE DAY THE LOAM IS SPREAD BY MACHINERY.
 - F. ALTERNATIVE HAY MULCH SHALL BE SECURED WITH PHOTODEGRADABLE/BIODEGRADABLE NETTING. TRACKING BY MACHINERY ALONE WILL NOT SUFFICE.
5. FOLLOWING FINAL SEEDING, THE SITE WILL BE INSPECTED EVERY 30 DAYS UNTIL 85% COVER HAS BEEN ESTABLISHED. RESEEDING WILL BE CARRIED OUT BY THE CONTRACTOR WITHIN 10 DAYS OF NOTIFICATION BY THE ENGINEER THAT THE EXISTING CATCH IS INADEQUATE.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING, MONITORING, MAINTAINING, REPAIRING, REPLACING AND REMOVING ALL OF THE EROSION AND SEDIMENTATION CONTROLS OR APPOINTING A QUALIFIED SUBCONTRACTOR TO DO SO.

MAINTENANCE MEASURES WILL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, A VISUAL INSPECTION WILL BE MADE OF ALL EROSION AND SEDIMENTATION CONTROLS AS FOLLOWS:

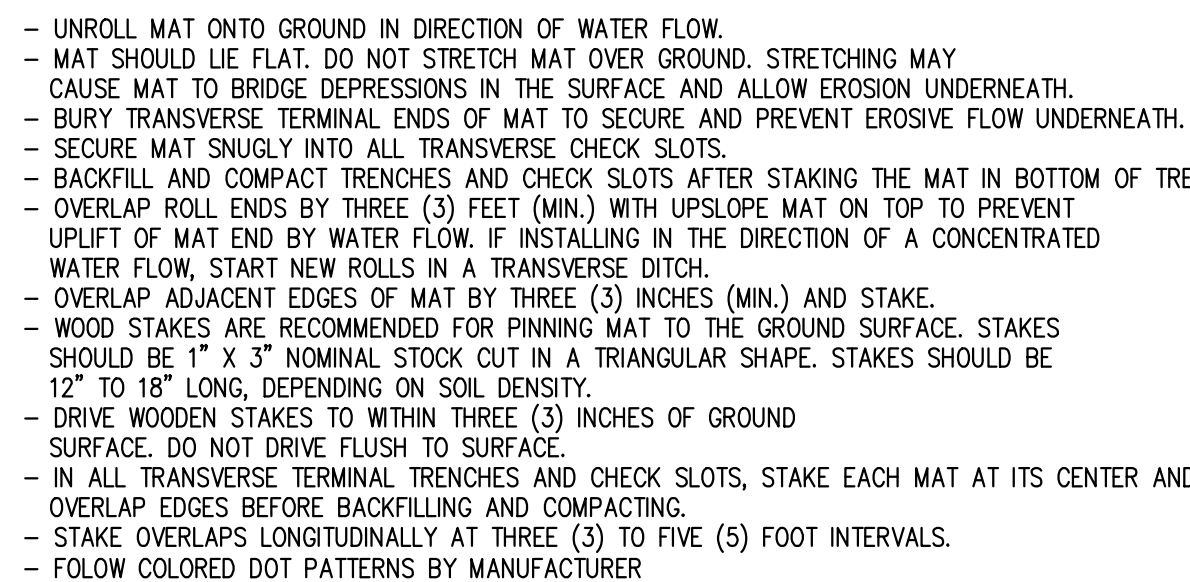
1. HAY BALE BARRIERS, SILT FENCE, AND STONE CHECK DAMS SHALL BE INSPECTED AND REPAIRED ONCE A WEEK OR IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL. SEDIMENT TRAPPED BEHIND THESE BARRIERS SHALL BE EXCAVATED WHEN IT REACHES A DEPTH OF 6" AND REDISTRIBUTED TO AREAS UNDERGOING FINAL GRADING. SHOULD THE HAY BALE BARRIERS PROVE TO BE INEFFECTIVE, THE CHECK DAM FACTOR SHALL BE USED TO DETERMINE THE NECESSITY FOR A CHECK DAM.
2. VISUALLY INSPECT SEDIMENT TRAPPED ONCE A WEEK OR AFTER EACH SIGNIFICANT RAINFALL AND REPAIR AS NEEDED. REMOVE SEDIMENT TRAPPED BEHIND THESE DEVICES ONCE IT ATTAINS A DEPTH EQUAL TO 1/2 THE HEIGHT OF THE DAM OR RISER. DISTRIBUTE REMOVED SEDIMENT OFF-SITE OR TO AN AREA UNDERGOING FINAL GRADING.
3. REVEGETATION OF DISTURBED AREAS WITHIN 25' OF DRAINAGE-COURSE/STREAM WILL BE SEEDED WITH THE "MEADOW AREA MIX" AND INSPECTED ON A WEEKLY BASIS OR AFTER EACH SIGNIFICANT RAINFALL AND REPAIR AS NEEDED. EXPOSED AREAS WILL BE RESEED AS NEEDED UNTIL THE AREA HAS OBTAINED 100% GROWTH RATE. PROVIDE PERMANENT RIPRAP FOR SLOPES IN EXCESS OF 3:1 AND WITHIN 25' OF DRAINAGE COURSE.



1. WINTER CONSTRUCTION PERIOD: NOVEMBER 1 THROUGH APRIL 15.
2. WINTER EXCAVATION AND EARTHWORK SHALL BE COMPLETED SUCH THAT NO MORE THAN 1 ACRE OF THE SITE IS WITHOUT STABILIZATION AT ANY ONE TIME.
3. EXPOSED AREA SHALL BE LIMITED TO THOSE AREAS TO BE MULCHED IN ONE DAY PRIOR TO ANY SNOW EVENT. AT THE END OF EACH WORK WEEK NO AREAS MAY BE LEFT UNSTABILIZED OVER THE WEEKEND.
4. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, SUCH THAT NO LARGER AREA OF THE SITE IS WITHOUT EROSION CONTROL PROTECTION AS LISTED IN ITEM 2 ABOVE.
5. AN AREA SHALL BE CONSIDERED TO HAVE BEEN STABILIZED WHEN EXPOSED SURFACES HAVE BEEN EITHER MULCHED WITH STRAW OR HAY AT A RATE OF 150 LB. PER 1000 SF. (WITH OR WITHOUT SEEDING) OR DORMANT SEED, MULCHED AND ANCHORED SUCH THAT SOIL SURFACE IS NOT VISIBLE THROUGH THE MULCH. NOTE: AN AREA IS ALSO CONSIDERED STABLE IF SOODED, COVERED WITH GRAVEL (PARKING LOTS) OR STRUCTURAL SAND.
6. BETWEEN THE DATES OF OCTOBER 15 AND APRIL 1, LOAN OR SEED WILL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES THE SLOPES SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED AND MULCHED UNTIL SUCH TIME AS THE FINAL TREATMENT CAN BE APPLIED. IF THE DATE IS AFTER NOVEMBER 1 AND IF THE EXPOSED AREA HAS BEEN LOAMED, FINAL GRADED WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED. IF CONSTRUCTION CONTINUES DURING FREEZING WEATHER, ALL EXPOSED AREAS SHALL BE CONTINUOUSLY MULCHED BEFORE FURTHER EXCAVATION. MULCHING SHALL BE REQUIRED FOR PROTECTION BY THE APPLICATION OF MULCH. SLOPES SHALL NOT BE LEFT UNEXPOSED OVER THE WINTER OR ANY OTHER EXTENDED TIME OF WORK SUSPENSION UNLESS TREATED IN THE ABOVE MANNER, UNTIL SUCH TIME AS WEATHER CONDITIONS ALLOW, DITCHES TO BE FINISHED WITH THE PERMANENT SURFACE TREATMENT, EROSION SHALL BE CONTROLLED BY THE INSTALLATION OF BALES OF HAY, SILT FENCE OR STONE CHECK DAMS IN ACCORDANCE WITH THE STANDARD DETAILS SHOWN ON THE DESIGN DRAWINGS. NOTE: DORMANT SEEDING SHOULD NOT BE ATTEMPTED UNLESS SOIL TEMPERATURE REMAINS ABOVE 50 DEGREES AND DAY TIME TEMPERATURES REMAIN IN THE 30'S.
7. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH A SLOPE GREATER THAN 3% FOR SLOPES EXPOSED TO DIRECT WINDS AND FOR ALL OTHER SLOPES GREATER THAN 8%. VEGETATED DRAINAGE SWALES SHALL BE LINED WITH EXCELSIOR OR CURLEX.
8. MULCH NETTING SHALL BE USED TO ANCHOR MULCH IN ALL DRAINAGE WAYS WITH SLOPES GREATER THAN 15%. AFTER OCTOBER 1 THE SAME APPLIES FOR ALL SLOPES GREATER THAN 8%.
9. BETWEEN THE DATES OF OCTOBER 15 TO NOVEMBER 1, WINTER RYE IS RECOMMENDED FOR STABILIZATION. AFTER NOVEMBER 1, WINTER RYE IS NOT EFFECTIVE. AROUND NOVEMBER 15 OR LATER, ONCE TEMPERATURES OF TEMPERATURES OF 40 DEGREES OR WARMER, PERMANENT SEEDING IS EFFECTIVE.
10. IN THE EVENT OF SNOWFALL (FRESH OR CUMULATIVE) GREATER THAN 1 INCH DURING WINTER CONSTRUCTION PERIOD ALL SNOW SHALL BE REMOVED FROM THE AREAS OF SEEDING AND MULCHING PRIOR TO PLACEMENT.

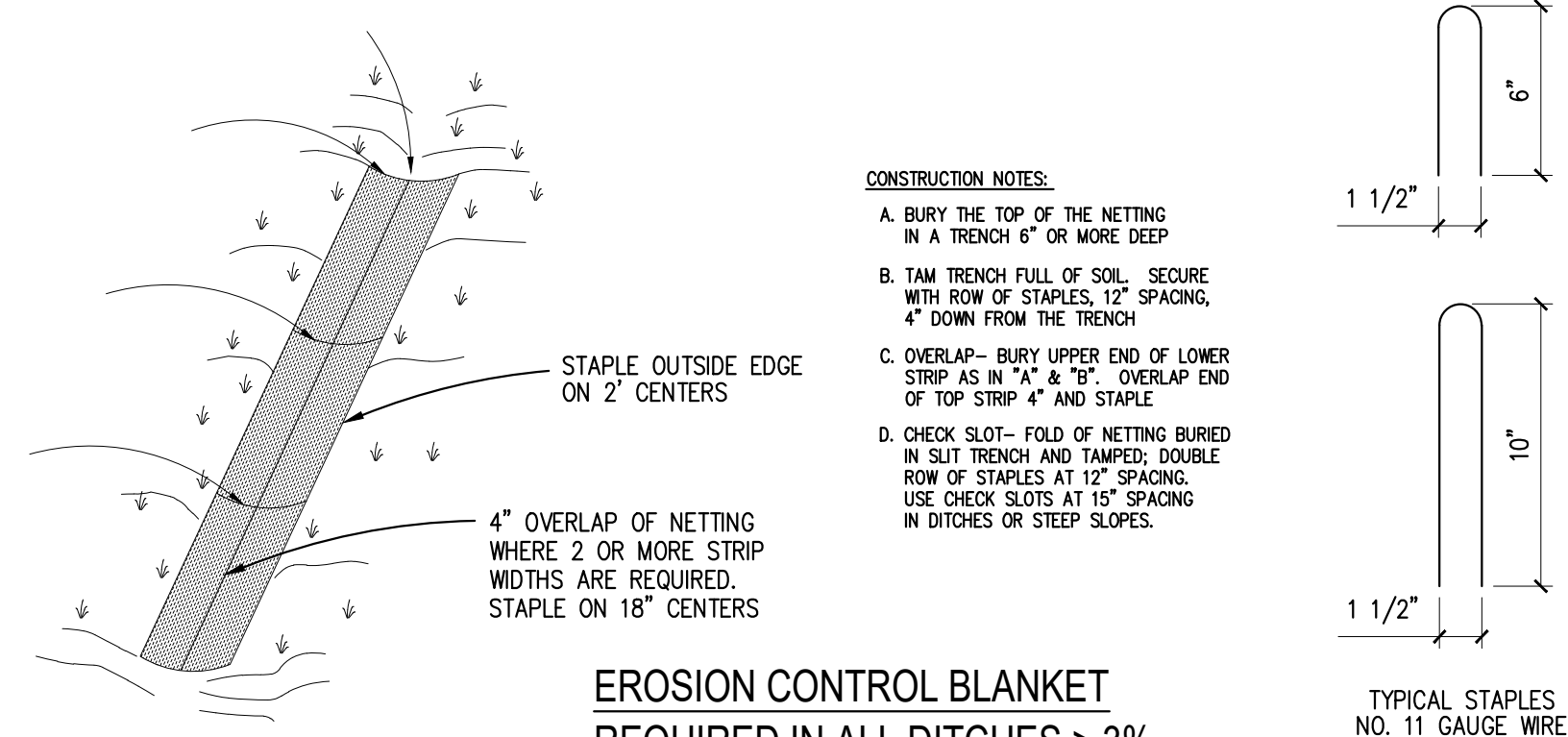
1. WEEKLY INSPECTIONS, AS WELL AS ROUTINE INSPECTIONS FOLLOWING RAIN FALLS, SHALL BE CONDUCTED BY THE GENERAL CONTRACTOR OF ALL TEMPORARY AND PERMANENT EROSION CONTROL DEVICES UNTIL FINAL ACCEPTANCE OF THE PROJECT (65% GRASS CATCH). NECESSARY REPAIRS SHALL BE MADE TO CORRECT UNDERMINING OR DETEIORATION. FINAL ACCEPTANCE SHALL INCLUDE A SITE INSPECTION TO VERIFY THAT ALL EROSION CONTROL DEVICES ARE PROPERLY INSTALLED. DURING INSPECTION, ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL IMMEDIATELY BE CLEANED, AND REPAIRED BY THE GENERAL CONTRACTOR AS REQUIRED. DISPOSAL OF ALL TEMPORARY EROSION AND CONTROL DEVICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
IT IS RECOMMENDED THAT THE OWNER HIRE THE SERVICES OF THE DESIGN ENGINEER TO PROVIDE COMPLIANCE INSPECTIONS (DURING ACTIVE CONSTRUCTION) RELATIVE TO IMPLEMENTATION OF THE STORMWATER AND EROSION CONTROL PLANS. INSPECTIONS SHALL BE CONDUCTED ONCE A WEEK OR AS NECESSARY AND BE REPORTABLE TO THE OWNER, TOWN AND DEP.
2. SHORT-TERM SEDIMENTATION MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CLEAN OUT ALL SWALES AND STRUCTURES PRIOR TO TURNING PROJECT OVER TO THE CITY.

1. LONG-TERM PROVISIONS FOR PERMANENT MAINTENANCE OF ALL EROSION AND SEDIMENTATION CONTROL FACILITIES AFTER ACCEPTANCE OF THE PROJECT SHALL BE THE RESPONSIBILITY OF THE OWNER OR THEIR DESIGNEE. SUCH RESPONSIBILITIES INCLUDE BUT ARE NOT LIMITED TO THOSE SET FORTH AS FOLLOWS:
 - A. PARKING LOT SHALL BE MECHANICALLY SWEEPED TWICE PER YEAR. THE FIRST SHALL TAKE PLACE IN THE MID WINTER (JANUARY THAW) TO REMOVE ACCUMULATED SANDS FROM WINTER SANDING TO THIS POINT. THE SECOND SWEEPING SHALL TAKE PLACE AFTER WINTER SANDING OPERATIONS TERMINATE BUT PRIOR TO MAY 1.
 - B. INSPECTION OF STORMWATER OUTLET STRUCTURE SHOULD BE CONDUCTED TWICE PER YEAR. ACCORDING TO THE CATCH THE TOP, THE OIL-WATER SEPARATOR UNIT SHALL BE PUMPED DOWN AND THE SEDIMENT AND TRASH SHALL BE REMOVED AT THE TIME OF THE INSPECTION. THE REMOVAL OF ALL SEDIMENT AND TRASH WILL HELP MINIMIZE VOLUME LOSS.
2. THE OWNER SHALL FILE A YEARLY MAINTENANCE REPORT TO THE CITY DOCUMENTING THE REQUIRED MAINTENANCE FOR THE STORMWATER SYSTEM.



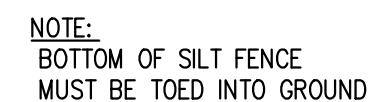
REQUIRED ON ALL SLOPES > 8% (WINTER CONSTRUCTION)
REQUIRED ON ALL SLOPES > 15% (SUMMER CONSTRUCTION)

NTS

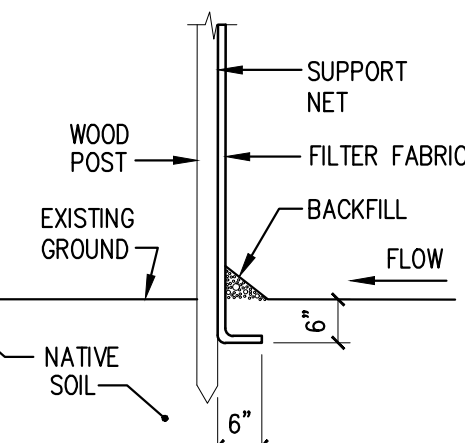


REQUIRED IN ALL DITCHES > 3%

NOTE: GRADING PLAN GOVERNS IN ALL LOCATIONS



NT:



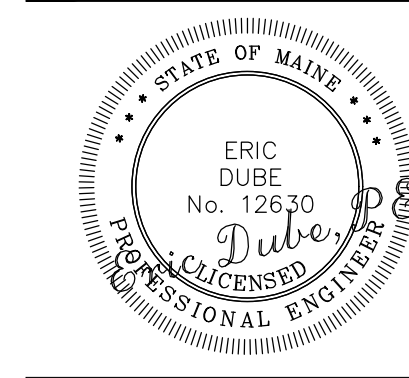
1. EXCAVATE A 6"x6" TRENCH ALONG THE LINE OF PLACEMENT FOR THE FILTER BARRIER.
2. UNROLL A SECTION AT A TIME AND POSITION THE POSTS AGAINST THE BACK (DOWNSTREAM) WALL OF THE TRENCH.
3. DRIVE POSTS INTO THE GROUND UNTIL APPROXIMATELY 2" OF FABRIC IS LYING ON THE TRENCH BOTTOM. JOIN SECTIONS AS SHOWN ABOVE.
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 ACCOMPLISHED BY AN INTERCEPTION DITCH.
5. BARRIER SHALL BE MIRAFI SILT FENCE OR APPROVED EQUAL.



N.T.S.

CLIENT:

GABRIEL ZAPPIA
135 CLINTON ST
PORTLAND, ME 04103



PORTLAND, MAINE

1844 FOREST AVENUE

PROPOSED APARTMENTS

[illegible]

SHEET TITLE:

EROSION CONTROL DETAILS

DESIGNED:	ED
DRAWN:	DL
DATE:	12-20-18
PROJECT NUMBER:	17-053

C300

NTS



NTS



NTS



NTS



NTS



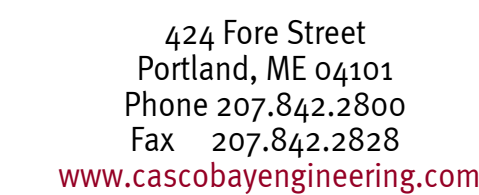
NTS

SHEET TITLE:

SITE DETAILS

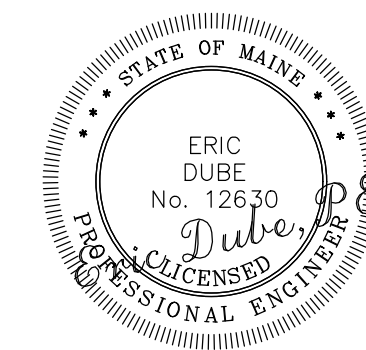
DESIGNED:	ED
DRAWN:	DL
DATE:	12-20-1
PROJECT NUMBER:	17-053

C200



CLIENT:

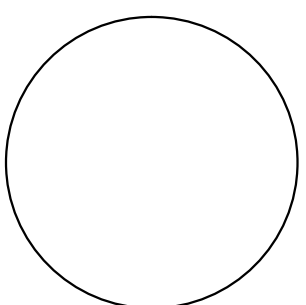
GABRIEL ZAPPIA
135 CLINTON ST
PORTLAND, ME 04103



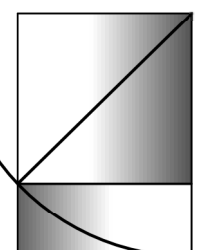
PORTLAND, MAINE

1844 FOREST AVENUE

PROPOSED APARTMENTS



WHIPPLE
CALLENDER
ARCHITECTS



136 PLEASANT AVE.
PORTLAND, ME 04103
P 207.775.2696
F 207.775.3631
www.whipplecaller.com

DATE:	6/2/20
CHECKED BY:	#WCA Designer Initials
DRAWN BY:	#WCA Draftsman Initials
B:	#PIn
SHEET TITLE:	

DEMO PLANS

I.

FIRST FLOOR DEMO PLAN

SCALE: 1/4" = 1'-0"

BASEMENT DEMO PLAN

SCALE: 1/4" = 1'-0"

SECOND FLOOR DEMO PLAN

SCALE: 1/4" = 1'-0"

THIS DRAWING IS AN INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF WHIPPLE CALLENDER ARCHITECTS. IT SHALL NOT BE USED FOR ANY OTHER PURPOSE THAN FOR WHICH IT IS SPECIFICALLY FURNISHED.

FOREST AVE APARTMENTS

1844 FOREST AVE

PORTLAND, ME

SITE SKETCH

GENERAL NOTES

PROJECT DATA

1.	NOT ALL EXISTING CONDITIONS MAY HAVE BEEN PICKED UP DURING FORMATION OF AS-BUILT DRAWINGS. PLEASE BRING ANY UNDOCUMENTED CONDITION TO ARCHITECT'S ATTENTION BEFORE COMMENCING OR PROCEEDING WITH WORK WHERE A CONFLICT MAY OCCUR.
2.	THE BUILDING WILL BE UNOCCUPIED DURING CONSTRUCTION.
3.	NO SMOKING WILL BE ALLOWED ON SITE.
4.	CONTRACTOR TO DESIGNATE SPECIFIC SITE AREAS FOR LOADING, STORAGE, STAGING, ETC..
5.	CONTRACTOR TO OBTAIN AND PAY FOR BUILDING PERMITS, AND OTHER PERMITS REQUIRED TO PERFORM THE WORK.
6.	REMOVE ALL ABANDONED UTILITIES AND WIRING SYSTEMS.
7.	SURVEY EXISTING CONDITIONS AND CORRELATE WITH DRAWINGS AND SPECIFICATIONS TO VERIFY EXTENT OF DEMOLITION REQUIRED.
8.	VERIFY CONDITIONS AT SITE TO DETERMINE WHETHER DEMOLITION METHODS PROPOSED FOR USE WILL NOT ENDANGER EXISTING STRUCTURES BY OVERLOADING, FAILURE, OR UNPLANNED COLLAPSE.PERFORM DEMOLITION OPERATIONS TO PREVENT DUST AND POLLUTANT HAZARDS. PROVIDE CHUTES AS REQUIRED TO CONTROL DUST AND DEBRIS
9.	SITework INCLUDES NEW ENTRY AREAS AND RAMPS, PLANTINGS AND EXTERIOR DECKS.
10.	NEW GUTTERS & DOWNSPOUTS TO BE INSTALLED AND DISCHARGED AT GRADE.
11.	CONTRACTOR SHALL PROVIDE A PROGRAM FOR FIRE-SEALING ELECTRICAL AND MECHANICAL PENETRATIONS AS REQUIRED TO COMPLY WITH DESIGNATED RATED CONSTRUCTION. FOLLOW CODE REQUIREMENTS FOR LABELLING AND DOCUMENTING PROGRAM.
12.	OWNER SHALL VERIFY HAZARDOUS MATERIALS
13.	MECHANICAL DESIGN TO BE PROVIDED ON A DESIGN-BUILD BASIS BETWEEN OWNER AND CONTRACTOR
14.	ELECTRICAL DESIGN TO BE PROVIDED ON A DESIGN-BUILD BASIS

ZONING: B2

FRONT YARD SET BACK 20'
SIDE YARD SET BACK 5'
REAR YARD SET BACK 10'
MAX. BLDG. HT. 35'-EXIST TO REMAIN
APPROX. 32,000 s.f.

SITE AREA: APARTMENTS

BLDG USE: R4

OCC. GROUP: VB

CONST. TYPE: 6

CLIMATE ZONE: 1BC 2015

BLDG. CODE: 13 COMMERCIAL

FIRE SPRINKLERS:

APPLICABLE CODES

ALL CODES REFERENCED ARE TO BE USED AS AMENDED
BY THE STATE OF MAINE AND LOCAL JURISDICTION.

IBC 2015
IECC 2015
NFPA 2009
PORTLAND ZONING ORDINANCE
MAINE & PORTLAND MUNICIPAL ORDINANCES

TERMAL ENVELOPE REQUIREMENTS PER IECC 2015

COMMERCIAL

FENESTRATION U-FACTOR 0.36
SKYLIGHT U-FACTOR 0.50
CEILING R-VALUE 49
WOOD FRAME WALL R-VALUE 20+3.8 OR 13+7.5
BASEMENT WALL R-VALUE 7.5 continuous or 13 framing cavity
SLAB R-VALUE R-20 to 4 feet
CI ROOF R-VALUE R-30

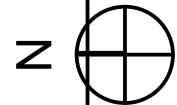
SCOPE OF WORK

- CREATION OF 17 APARTMENTS
- ADDITION OF NEW DORMERS FOR EXISTING BUILDING
- SITE IMPROVEMENTS
- NEW SPRINKLER SYSTEM- TYPE 13 COMMERCIAL
- NEW EXTERIOR ENTRY DECKS

SHEET INDEX

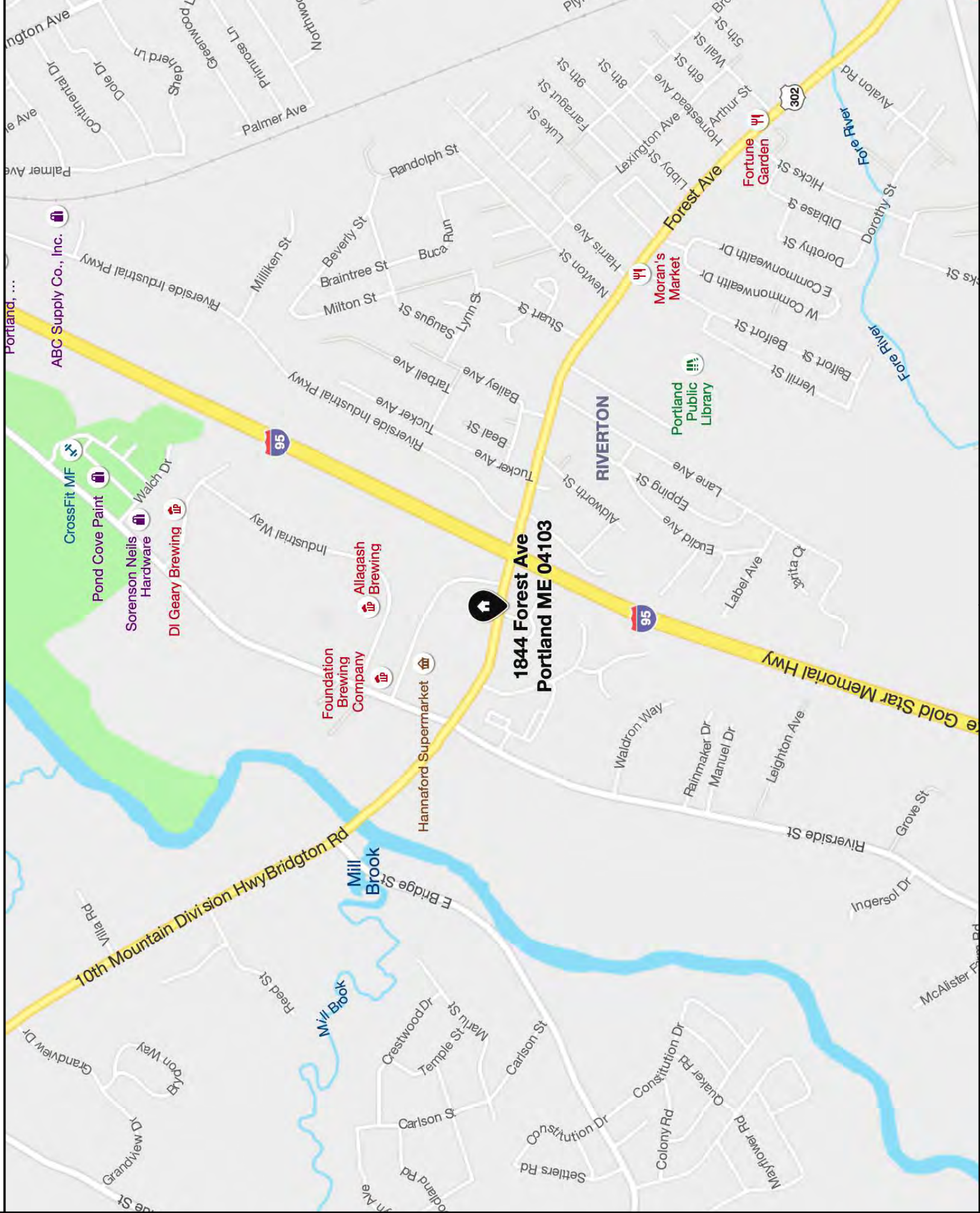
SHEET INDEX	
ID	Name
A0.1	TITLE SHEET
A0.2	GENERAL NOTES
D.1	DEMO PLANS
D.2	SECOND FLOOR DEMO PLAN
A1.1	FLOOR PLANS
A1.2	LOFT FLOOR PLAN
A1.3	ROOF PLAN
A2.1	ELEVATIONS - NORTH & EAST
A2.2	ELEVATIONS SOUTH & WEST
A2.3	INTERIOR ELEVATIONS
A3.1	SECTIONS
A5.1	WALL TYPES
A5.2	DETAILS
A6.1	DOOR SCHEDULE
LS.1	FIRST FLOOR LIFE SAFETY PLAN

1" = 1000'



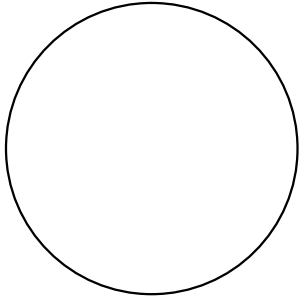
VICINITY MAP

1" = 1000'

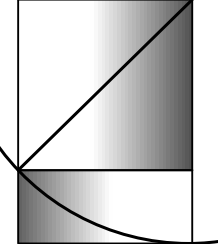


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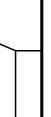
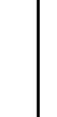
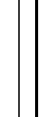
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CHECKED BY: #WCA Designer Initials
RAWN BY: #WCA Draftsman Initials
JOB: #Pln
SHEET TITLE:

TITLE SHEET

A0.1

LEGEND

MATERIALS	
	GRAVEL
	CONCRETE MASONRY UNIT
	BRICK
	CONCRETE
	SOIL
	STEEL
	WOOD FRAMING
	WOOD BLOCKING
	PLYWOOD
	GYPSUM BOARD
	BATT INSULATION
	RIGID INSULATION
	EXPANSION MATERIAL
	FINISH WOOD

FIRE RATING

	2 HOUR RATED FIRE SEPARATION
	1 HOUR RATED FIRE SEPARATION
	SMOKE PARTITION

SYMBOLS

Room Name	Room Number	Door Number
	PLUMBING FIXTURE	
	BARRIER FREE FIXTURE	
		101

	WINDOW TYPE, LETTER DESIGNATION
	BORROWED LUTE TYPES, DESIGNATION
	FLOOR LEVEL CHANGE
	BUILDING SECTION
	WALL SECTION
	DETAIL REFERENCE
	WALL OR ROOF TYPE
	ELEVATION REFERENCE
	VERTICAL ELEVATION
	COLUMN CENTERLINE

PROJECT NORTH

TRUE NORTH

INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF MR. [REDACTED]

INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF WHICHEVER PARTY TO THIS INSTRUMENT IS SPECIFICALLY FURNISHED FOR ANY OTHER PURPOSE THAT FOR WHICH IT IS SPECIFICALLY FURNISHED.

[illegible]

FOREST AVE APARTMENTS

1844 FOREST AVE

PORTLAND, ME

SITE SKETCH

1.

NOT ALL EXISTING CONDITIONS MAY HAVE BEEN PICKED UP DURING FORMATION OF AS-BUILT DRAWINGS. PLEASE BRING ANY UNDOCUMENTED CONDITION TO ARCHITECT'S ATTENTION BEFORE COMMENCING OR PROCEEDING WITH WORK WHERE A CONFLICT MAY OCCUR.

2.

THE BUILDING WILL BE UNOCCUPIED DURING CONSTRUCTION.

3.

NO SMOKING WILL BE ALLOWED ON SITE.

4.

CONTRACTOR TO DEIGNATE SPECIFIC SITE AREAS FOR LOADING, STORAGE, STAGING, ETC..

5.

CONTRACTOR TO OBTAIN, AND PAY FOR BUILDING PERMITS, AND OTHER PERMITS REQUIRED TO PERFORM THE WORK.

6.

REMOVE ALL ABANDONED UTILITIES AND WIRING SYSTEMS.

7.

SURVEY EXISTING CONDITIONS AND CORRELATE WITH DRAWINGS AND SPECIFICATIONS TO VERIFY EXTENT OF DEMOLITION REQUIRED.

8.

VERIFY CONDITIONS AT SITE TO DETERMINE WHETHER DEMOLITION METHODS PROPOSED FOR USE WILL NOT ENDANGER EXISTING STRUCTURES BY OVERLOADING, FAILURE, OR UNPLANNED COLLAPSE.PERFORM DEMOLITION OPERATIONS TO PREVENT DUST AND POLLUTANT HAZARDS. PROVIDE CHUTES AS REQUIRED TO CONTROL DUST AND DEBRIS

9.

SITWORK INCLUDES NEW ENTRY AREAS AND RAMPS, PLANTINGS AND EXTERIOR DECKS.

10.

NEW GUTTERS & DOWNSPOUTS TO BE INSTALLED AND DISCHARGED AT GRADE.

11.

CONTRACTOR SHALL PROVIDE A PROGRAM FOR FIRE-SEALING ELECTRICAL AND MECHANICAL PENETRATIONS AS REQUIRED TO COMPLY WITH DESIGNATED RATED CONSTRUCTION. FOLLOW CODE REQUIREMENTS FOR LABELLING AND DOCUMENTING PROGRAM.

12.

OWNER SHALL VERIFY HAZARDOUS MATERIALS

13.

MECHANICAL DESIGN TO BE PROVIDED ON A DESIGN -BUILD BASIS BETWEEN OWNER AND CONTRACTOR

14.

ELECTRICAL DESIGN TO BE PROVIDED ON A DESIGN- BUILD BASIS

GENERAL NOTES

PROJECT DATA

ZONING:

B2

FRONT YARD SET BACK 20'

SIDE YARD SET BACK 5'

REAR YARD SET BACK 10'

MAX. BLDG. HT. 35'- EXIST. TO REMAIN

SITE AREA:

APPROX. 32,000 s.f.

BLDG USE:

APARTMENTS

OCC. GROUP:

R4

CONST. TYPE:

VB

CLIMATE ZONE:

6

BLDG. CODE:

1BC 2015

FIRE SPRINKLERS:

13 COMMERCIAL

VICINITY MAP

APPLICABLE CODES

ALL CODES REFERENCED ARE TO BE USED AS AMENDED BY THE STATE OF MAINE AND LOCAL JURISDICTION.

IBC 2015
IECC 2015
NFPA 2009
PORTLAND ZONING ORDINANCE
MAINE & PORTAND MUNICIPAL ORDINANCES

THERMAL ENVELOPE REQUIREMENTS PER IECC 2015 COMMERCIAL

- FENESTRATION U-FACTOR 0.36
- SKYLIGHT U-FACTOR 0.50
- CEILING R-VALUE 49
- WOOD FRAME WALL R-VALUE 20+3.8 OR 13+7.5
- BASEMENT WALL R-VALUE 7.5 continuous or 13 framing cavity
- SLAB R-VALUE R-20 to 4 feet
- CI ROOF R-VALUE R-30

SCOPE OF WORK

CREATION OF 17 APARTMENTS

ADDITION OF NEW DORMERS FOR EXISTING BUILDING

SITE IMPROVEMENTS

NEW SPRINKLER SYSTEM- TYPE 13 COMMERCIAL

NEW EXTERIOR ENTRY DECKS

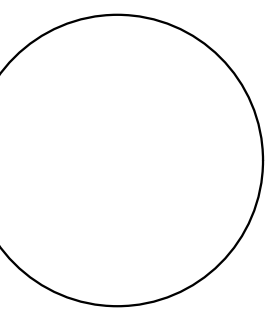
SHEET INDEX

SHEET INDEX	
ID	Name
A0.1	TITLE SHEET
A0.2	GENERAL NOTES
D.1	DEMO PLANS
D.2	SECOND FLOOR DEMO PLAN
A1.1	FLOOR PLANS
A1.2	LOFT FLOOR PLAN
A1.3	ROOF PLAN
A2.1	ELEVATIONS - NORTH & EAST
A2.2	ELEVATIONS SOUTH & WEST
A2.3	INTERIOR ELEVATIONS
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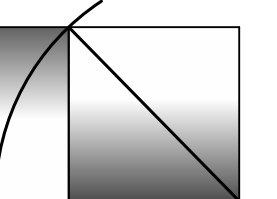
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ABBREVIATIONS

AB ANCHOR BOLT
AB AIR BARRIER
AC AIR CONDITIONING
ADDL ADDITIONAL
ADJ ADJUSTABLE
AFF ABOVE FINISHED FLOOR
AH AIR HANDLER
AIB AIR INFILTRATION BARRIER
ALT ALTERNATE
ALUM ALUMINUM
AOR AREA OF REFUGE
APPROX APPROXIMATE
ARCH ARCHITECT(URAL)
ARND AROUND
AWP ACOUSTICAL WALL PANEL

BD BOARD
BF BARRIER FREE
BIT BITUMINOUS
BLDG BUILDING
BLKG BLOCKING
BM BENCHMARK
BOT BOTTOM
BO BOTTOM OF
BRK BRICK
BRG BEARING
B/S BRICK SHELF
BSMT BASEMENT

C.CRS COURSE
CAB CABINET
CB CATCH BASIN
CC CENTER TO CENTER
CT CUBIC FOOT
CFMF COLD FORMED METAL FRAMING
CJ CONTROL JOINT
CL CENTER LINE
CLG CEILING
CLR CLEAR
CMT CERAMIC MOSAIC TILE
CMU CONCRETE MASONRY UNIT
CO CLEAN-OUT
COL COLUMN
CONC CONCRETE
CONC/C COLORED CONCRETE
CONT CONTINUOUS OR CONTINUE
CONTR CONTRACTOR
CPT CARPET
CS COUNTERSINK
CSMT CASEMENT
CT CERAMIC TILE
CWT CERAMIC WALL TILE
CUH CABINET UNIT HEATER
CY CUBIC YARD

DBL DOUBLE
DC DISPLAY CASE
DEMO DEMOLISH, DEMOLITION
DF DRINKING FOUNTAIN
DIA, DIAM DIAMETER
DIM DIMENSION
DIV DIVISION
DMP DEMOUNTABLE PARTITION
DN DOWN
DR DOOR
DTL DETAIL
DWG DRAWING
DWR DRAWER

E EAST
EA EACH
EF EXHAUST FAN
EMHO ELECTRO MAGNETIC HOLD OPEN
EIFS EXTERIOR INSULATION FINISH SYSTEM
EJ EXPANSION JOINT
EL ELEVATION
EP EPOXY PAINT
ELEC ELECTRICAL
ELEV ELEVATOR
EMER EMERGENCY
ENCL ENCLOSED/ENCLOSURE
EQ EQUAL
EQUIP EQUIPMENT
EXH EXHAUST
EXIST EXISTING
EXT EXTERIOR
EW EYEWASH
EWC ELECTRIC WATER COOLER

FB FIRE BLANKET
FBO FURNISHED BY OWNER
FCS FLOOR COATING SYSTEM
FD FLOOR DRAIN
FE FIRE EXTINGUISHER
FEC FIRE EXTINGUISHER AND CABINET
FFE FINISHED FLOOR ELEVATION
FG FIBERGLASS
FHVC FIRE HOSE AND VALVE CABINET
FIN FINISHED(ED)
FIN GR FINISH GRADE
FLR FLOOR(ING)
FNDN FOUNDATION
FP FIREPROOFING
FO FACE OF
FRMG FRAME(ING)
FRP FIBER REINFORCED PLASTIC
FRT FIRE RETARDANT TREATED
FRS FRAME SIZE
FSR FLEXIBLE SHEET ROOFING
FT FOOT(FEET)
FTG FOOTLONG
FTR FIN TUBE RADIATION
FUR FURRE(ING)
FV FIELD VERIFY
FWC FABRIC WALL COVERING

GA GAUGE
GALV GALVANIZED
GB GRAB BAR
GBF GROUND FACE CMU
GL GLASS, GLAZING
GWB GYPSUM WALLBOARD

HARD HARDENER
HS HOSE BIBB
HC HOLLOW CORE
HD HEAD
HDO HIGH DENSITY OVERLAY
HDWD HARDWOOD
HDWR HARDWARE
HM HOLLOW METAL
HORIZ HORIZONTAL
HR HAND RAIL
HS HIGH SCHOOL
HT HEIGHT
HTG HEATING
HVAC HEATING/VENTILATION/AIR CONDITIONING

IBC INSTALLED BY CONTRACTOR
ID INSIDE DIAMETER
IN INCH(ES)
INCL INCLUDE(D), (ING)
INFO INFORMATION
INSUL INSULATED
INT INTERIOR
INV INVERT

JT JOINT
KIT KITCHEN

LAB LABORATORY
LAM LAMINATE(D)
LAV LAVATORY
LB POUND(S)
LCC LEAD COATED COPPER
LF LINEAR FOOT
LH LEFT HAND
LOC'N LOCATION
LW LIGHTWEIGHT (CMU)

MS MASONRY
MATL MATERIAL
MAX MAXIMUM
MC MEDICINE CABINET
MCWF MULTICOLOR WALL FINISH
MDO MEDIUM DENSITY OVERLAY
MECH MECHANICAL
MED MEDIUM
MF MEMBRANE FLASHING
MFR MANUFACTURER
MH MANHOLE
MIN MINIMUM
MISC MISCELLANEOUS
MLDG MOULDING
MO MASONRY OPENING
MR MOISTURE RESISTANT
MRGB MOISTURE RESISTANT GYPSUM BOARD
MS MOP SINK
MSF METAL STUD FRAMING
MTL METAL

N NORTH
NA NOT APPLICABLE
NIC NOT IN CONTRACT
NO NUMBER
NOM NOMINAL
NRC NOISE REDUCTION COEFFICIENT
NTS NOT TO SCALE

O/ OVER
OC ON CENTER
OD OUTSIDE DIAMETER
OFS OVERFLOW SCUPPER
OP OPAQUE
OH OVERHEAD
OPH OPPOSITE HAND
OPNG OPENING
OPP OPPOSITE
OPS OPERABLE PANEL SYSTEM

P, PTD PAINT
PC PRECAST CONC.
PERF PERFORATED
PERIM PERIMETER
PRKG PARKING
PL PLATE
PLAM PLASTIC LAMINATE
PLYWD PLYWOOD
PSF POUNDS PER SQUARE FOOT
PSI POUNDS PER SQUARE INCH
PT PRESSURE TREATED
PTD PAPER TOWEL DISPENSER
PTN PARTITION
PVC POLYVINYL CHLORIDE
PVMT PAVEMENT
PWDR POWDER ROOM

QR QUARTER ROUND
QT QUARRY TILE
QTZ QUARTZ TILE

RE: REFERENCE
REF REFRIGERATOR
REQ'D REQUIRED
REV REVISION(S), REVISED
RL RAIN LEADER
RF RUBBER FLOOR
RH RIGHT HAND
RM ROOM
RO ROUGH OPENING
ROW RIGHT OF WAY

S SOUTH
SAT SUSPENDED ACOUSTICAL TILE
SC SOLID CORE
SCONC SEALED CONCRETE
SCHED SCHEDULE
SD STORM DRAIN, SOAP DISPENSER
SECT SECTION
SF SQUARE FOOT
SGL SAFETY GLASS
SH SHOWER
SHT SHEET
SHTHG SHEATHING
SHM SIMILAR
SLNT SEALANT
SNR SANITARY NAPKIN RECEPTOR
SP SPECIAL PAINT
SPEC SPECIFICATION
SPKR SPEAKER
SQ SQUARE
SS STAINLESS STEEL
STC SOUND TRANSMISSION CLASS
STD STANDARD
STEEL STEEL
STOR STORAGE
STRUL STRUCTURAL
STRUCT STRUCTURES/STRUCTURAL
SUPT SUPPORT
SUSP SUSPENDED
SV SHEET VINYL

T TOILET
TB TOWEL BAR
TB TACK-BOARD
T&G TONGUE & GROOVE
TGL TEMPERED GLASS
THK THICK(NESS)
TO TOP OF
TP TOILET PARTITION
TPD TOILET PAPER DISPENSER
TV TELEVISION
TYP TYPICAL

UCR UNDER COUNTER REFRIGERATOR
UNO UNLESS NOTED OTHERWISE

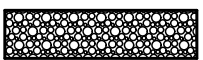
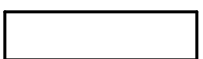
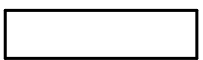
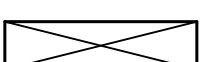
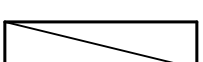
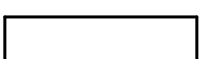
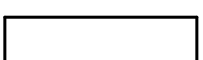
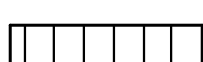
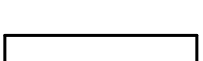
VB VAPOR BARRIER/VINY BASE
VC VALVE CABINET
VCT VINYL COMPOSITION TILE
VERT VERTICAL
VPW VENEER PLYWOOD
VWC VINYL WALL COVERING

W WEST
WI WITH
WC W/OATER CLOSET
WD WOOD
WGL WIRE GLASS
WH WATER HEATER
WO WITHOUT
WS WATERSTOP
WP WATERPROOF
WWF WELDED WIRE FABRIC
WWM WELDED WIRE MESH

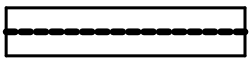
YD YARD
ZCC ZINC-COATED COPPER

LEGEND

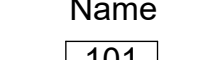
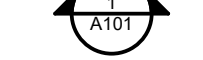
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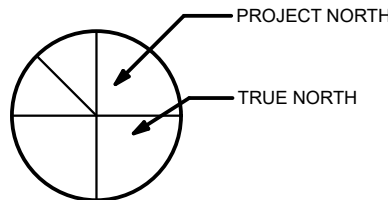
 GRAVEL
 CONCRETE MASONRY UNIT
 BRICK
 CONCRETE
 SOIL
 STEEL
 WOOD FRAMING
 WOOD BLOCKING
 PLYWOOD
 GYPSUM BOARD
 BATT INSULATION
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FIRE RATING

 2 HOUR RATED FIRE SEPARATION
 1 HOUR RATED FIRE SEPARATION
 SMOKE PARTITION

SYMBOLS

 PLUMBING FIXTURE
 BARRIER FREE FIXTURE
 ROOM NUMBER
 DOOR NUMBER
 WINDOW TYPE; LETTER DESIGNATES EXTERIOR
 BORROWED LITE TYPES; DESIGNATED BY NUMBER
 FLOOR LEVEL CHANGE
 BUILDING SECTION
 WALL SECTION
 DETAIL REFERENCE
 WALL OR ROOF TYPE
 ELEVATION REFERENCE
 VERTICAL ELEVATION
 COLUMN CENTERLINE

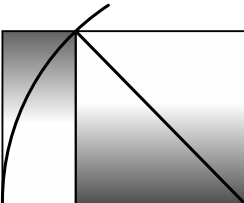


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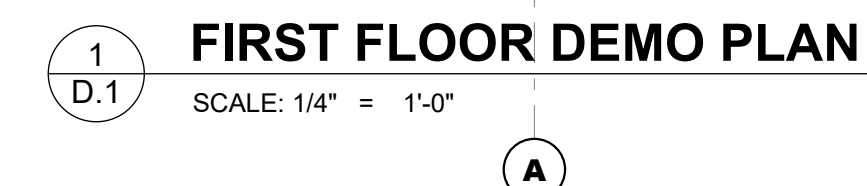
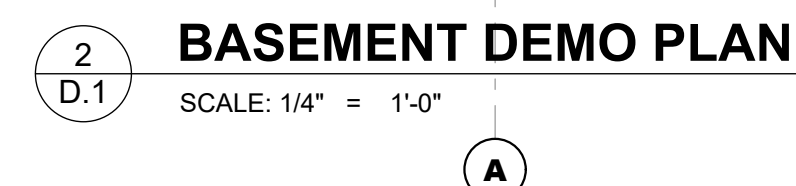
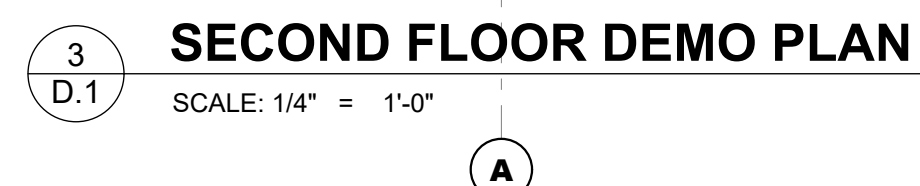
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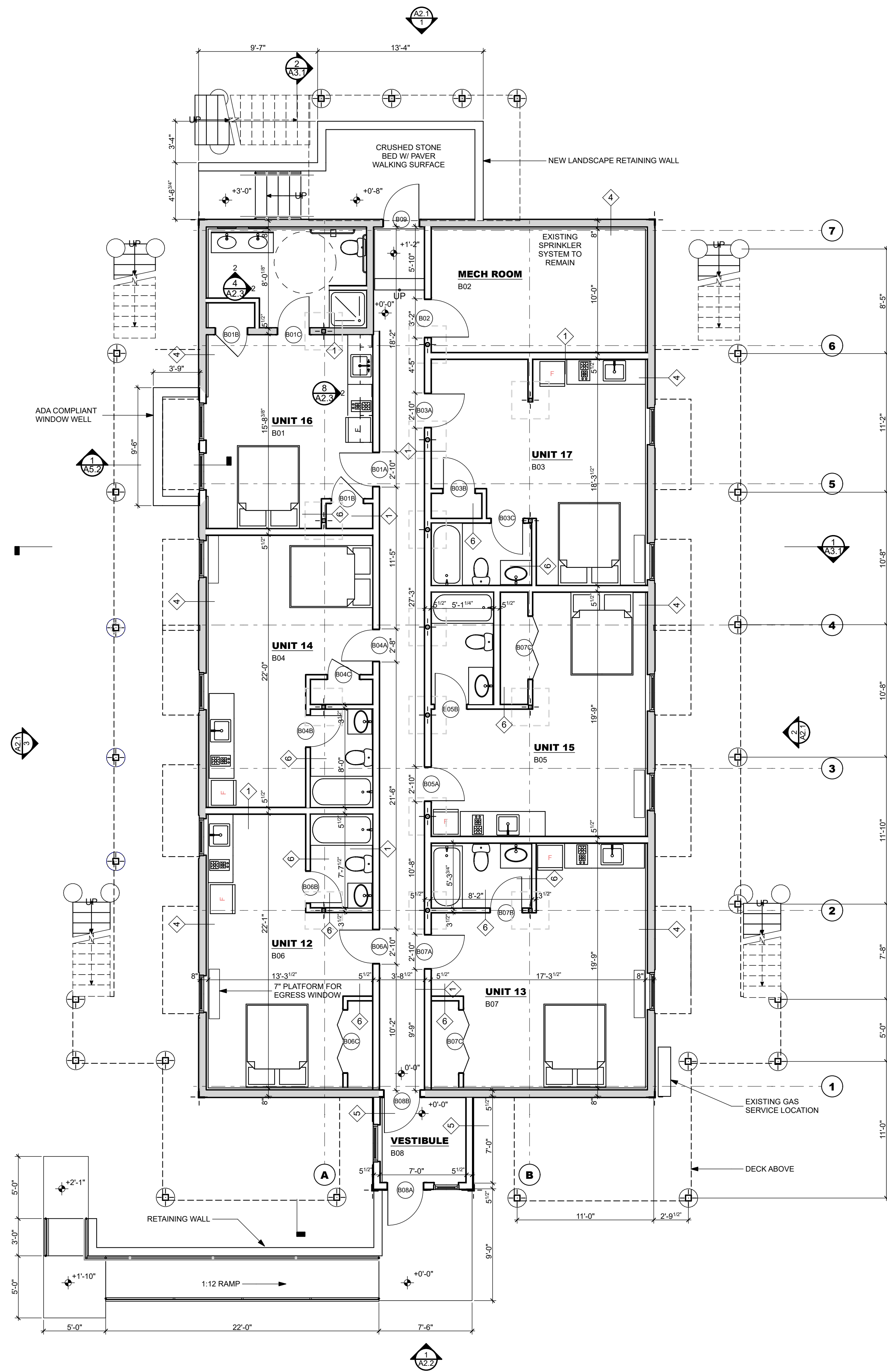
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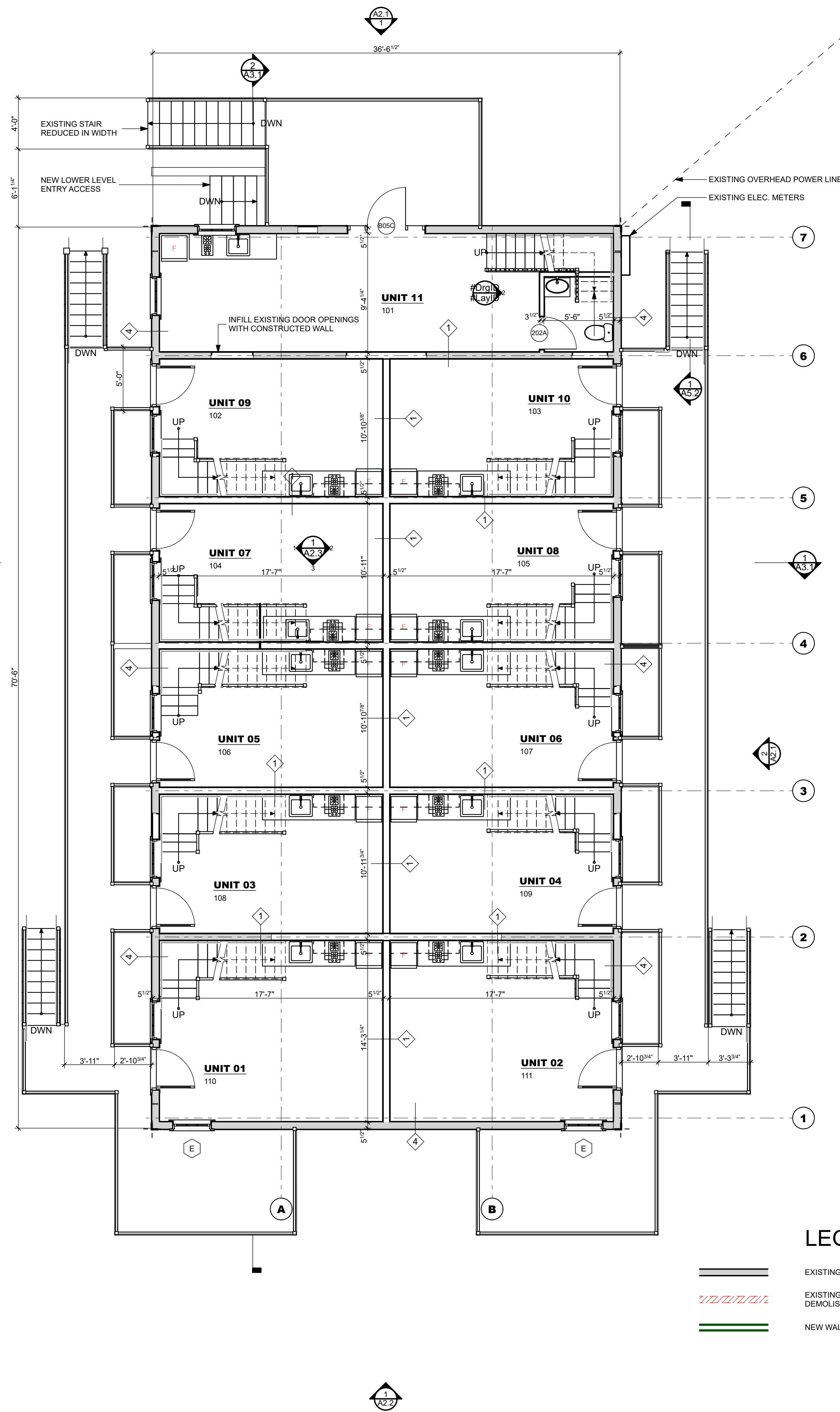
A0.2



D.1



4
A1.1 LOWER LEVEL
SCALE: 3/16" = 1'-0"



1
A1.1 FIRST FLOOR PLAN
SCALE: 3/16" = 1'-0"

LEGEND

EXISTING WALL

EXISTING WALL TO BE DEMOLISHED

NEW WALL

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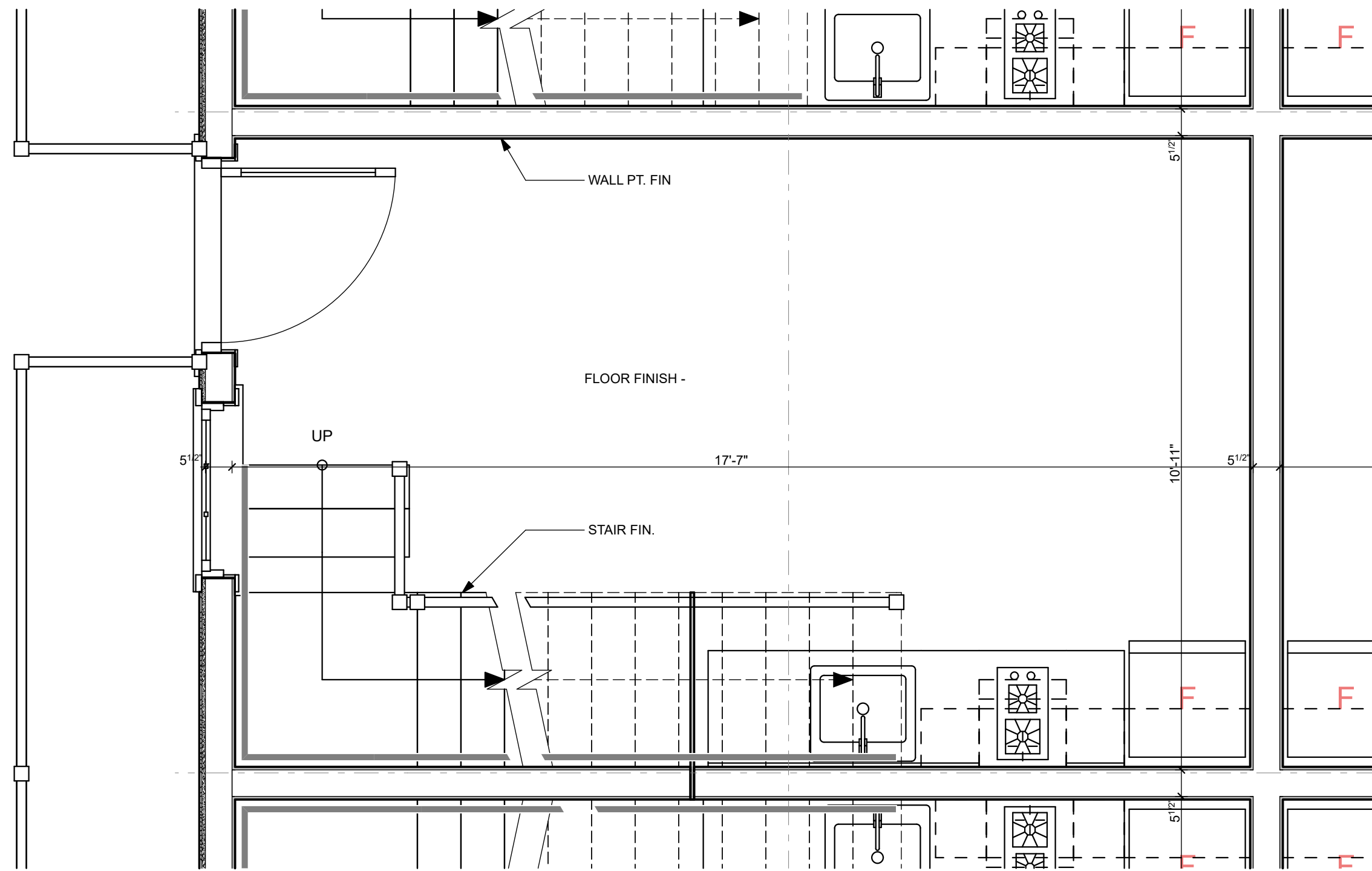
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MARK	DATE	DESCRIPTION

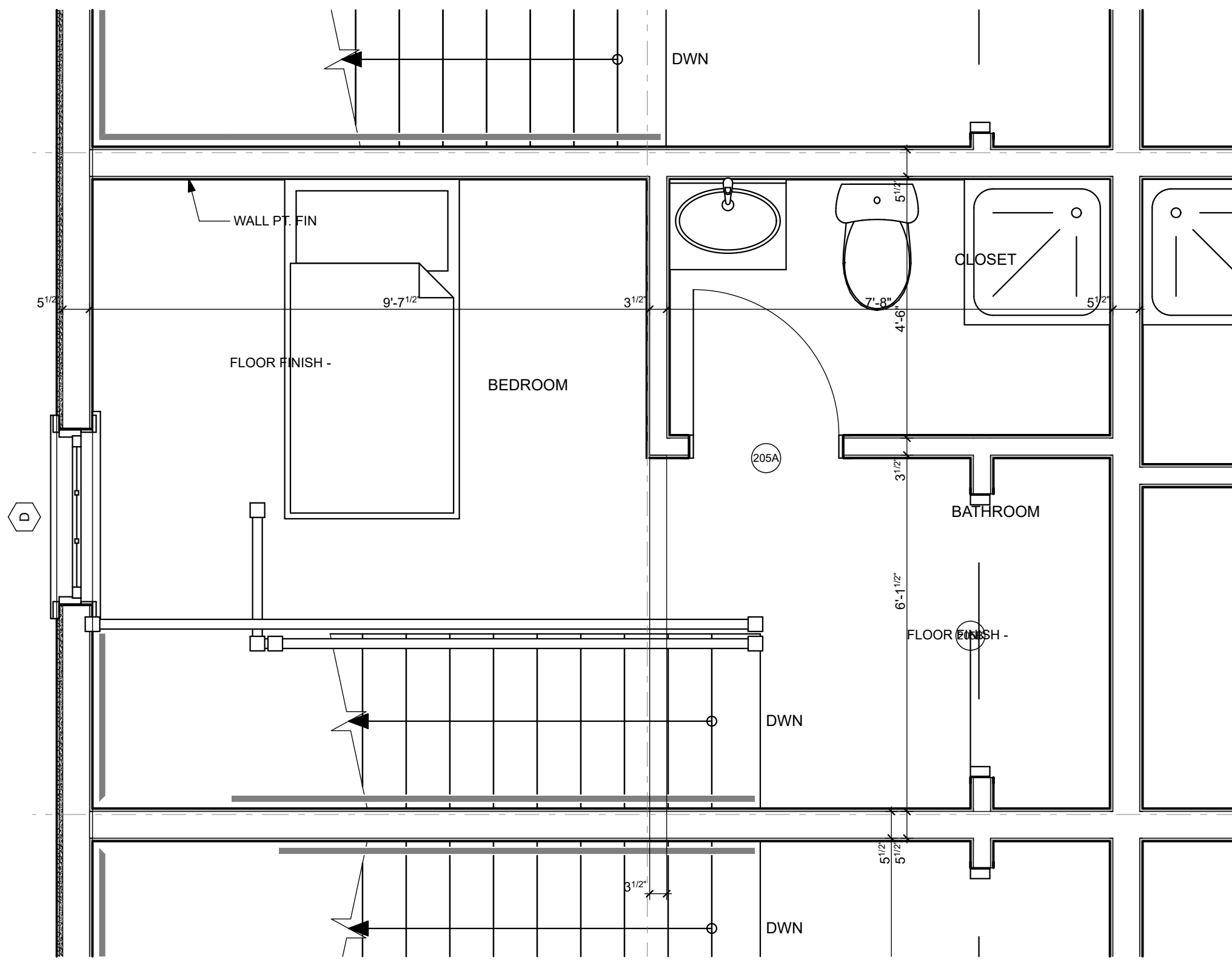
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JOB: #Pln
SHEET TITLE:

FLOOR PLANS

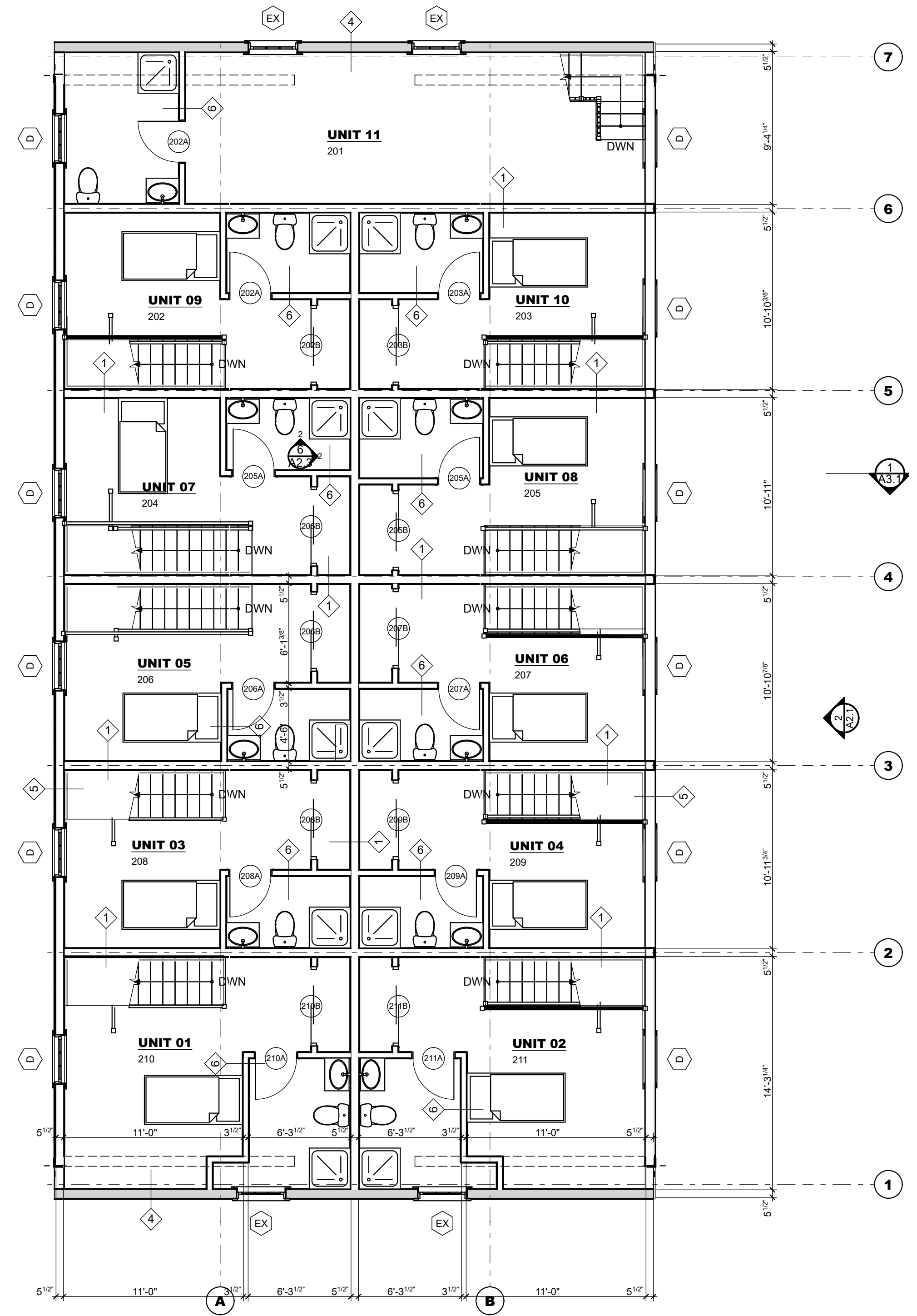
A1.1



2
A1.2
FIRST FLOOR PLAN W/ FINISHES
SCALE: 1/2" = 1'-0"



3
A1.2
SECOND FLOOR PLAN W/ FINISHES
SCALE: 1/2" = 1'-0"



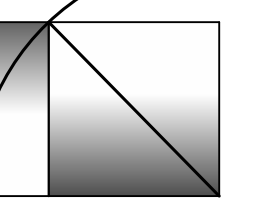
1
A1.2
LOFT FLOOR PLAN
SCALE: 3/16" = 1'-0"
0 4' 8' 12'

LEGEND

- EXISTING WALL
- EXISTING WALL TO BE DEMOLISHED
- NEW WALL

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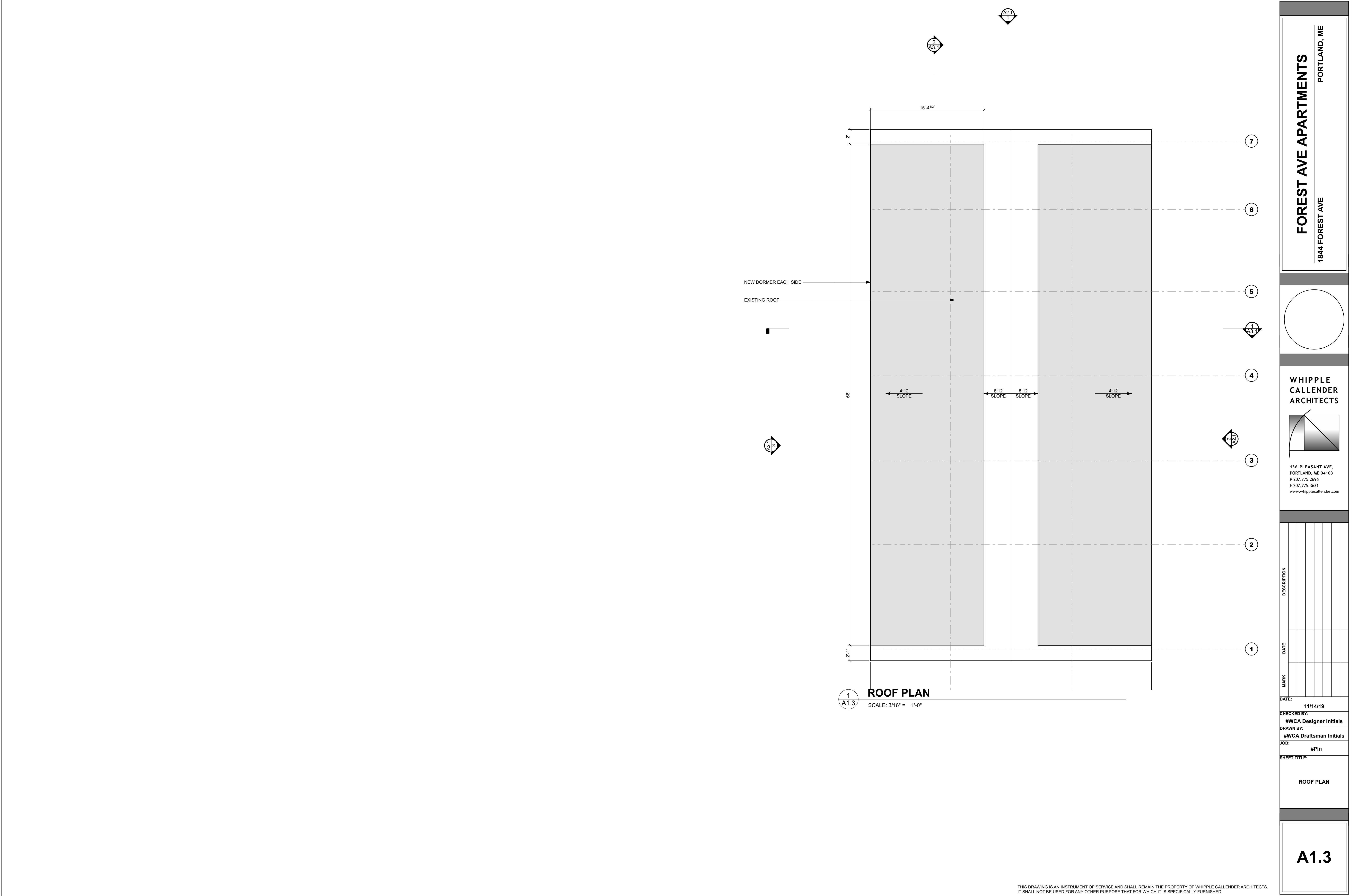
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JOB: #Pin

SHEET TITLE:

LOFT FLOOR PLAN

A1.2





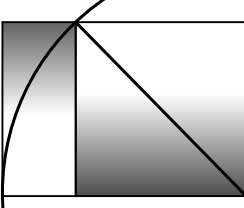
3
A2.1
ELEVATION - WEST
SCALE: 1/4" = 1'-0"



2
A2.1
ELEVATION - EAST
SCALE: 1/4" = 1'-0"

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JOB: #Pin

SHEET TITLE:

ELEVATIONS - NORTH & EAST

A2.1

NEW WINDOW SCHEDULE									
MARK	QTY	ROUGH OPENING	MANUFACTURER	MANUF. NO.	NOTES	COLOR EXT.	COLOR INT.	HARDWARE COLOR	ELEVATION
A	1	2'5/8" x 3'1/2"	ANDERSEN 400	C13		WHITE	WHITE		
B	2	3'1/2" x 5'		CXW135					
B	10	3'1/2" x 3'-5 3/8"	ANDERSEN 400	CXW135	EGRESS	WHITE	WHITE		
C	10	3'1/2" x 4'1 1/2"	ANDERSEN 400	CXW14	TEMPERED GLASS	WHITE	WHITE		
D	12	3'1/2" x 3'-5 3/8"	ANDERSEN 400	CXW145	EGRESS	WHITE	WHITE		
E	2	3'1/2" x 4'-5 3/8"	ANDERSEN 400	CXW145	EGRESS	WHITE	WHITE		



FOREST AVE APARTMENTS

1844 FOREST AVE

PORTLAND, ME

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DESCRIPTION	
DATE	
MARK	

DATE: 11/14/19

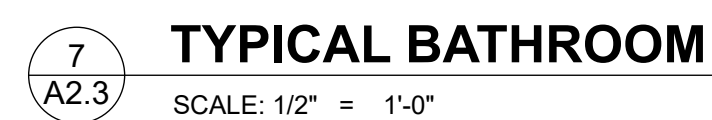
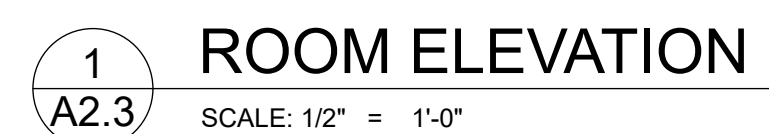
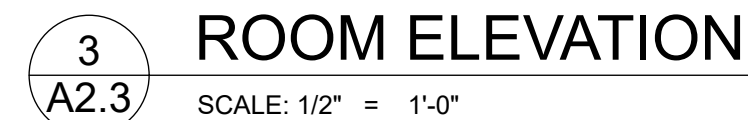
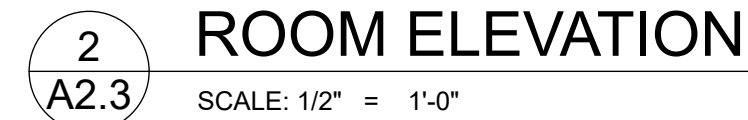
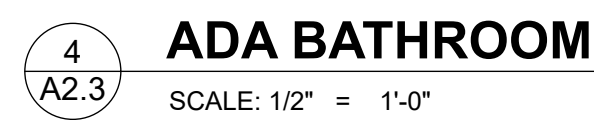
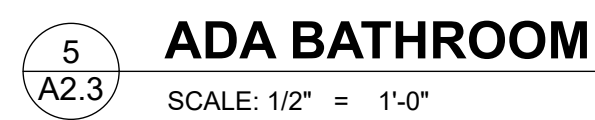
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DRAWN BY: #WCA Draftsman Initials

JOB: #Pin

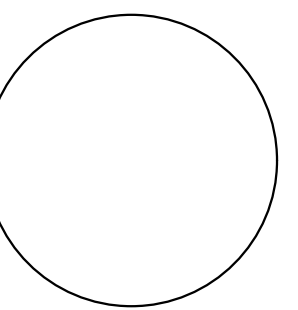
SHEET TITLE: ELEVATIONS SOUTH & WEST

A2.2

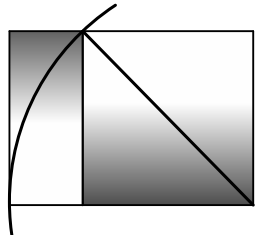


FOREST AVE APARTMENTS

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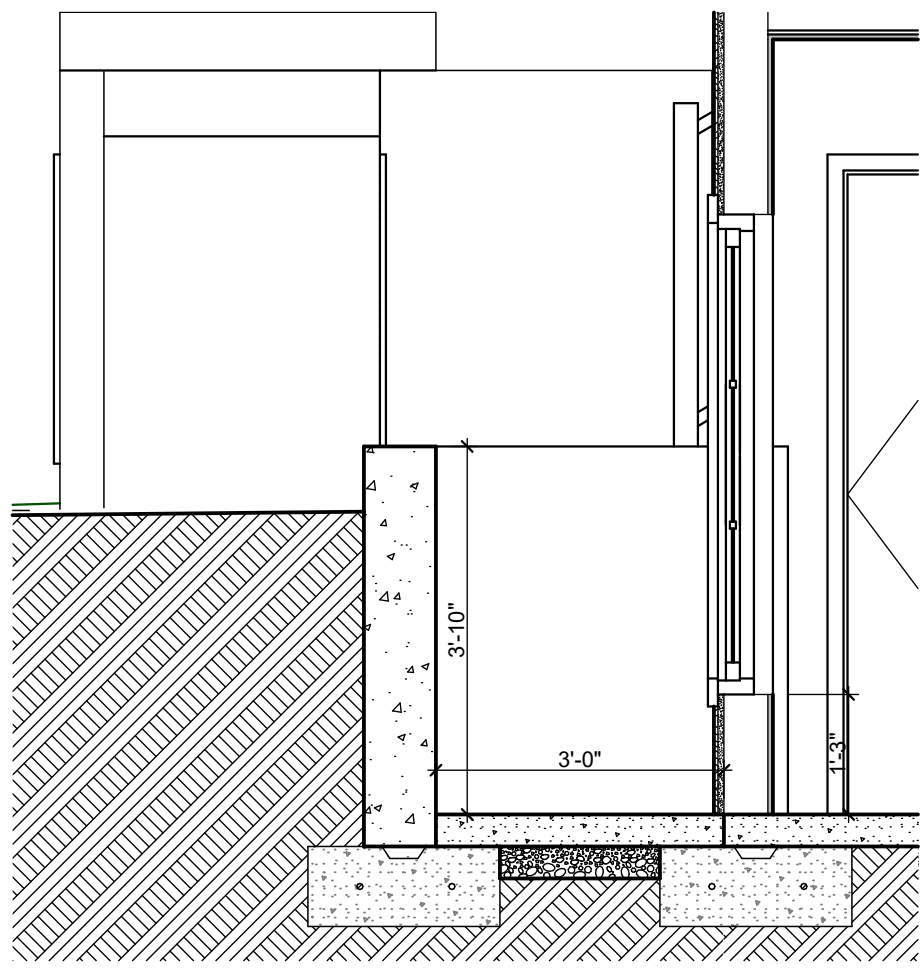
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[illegible]

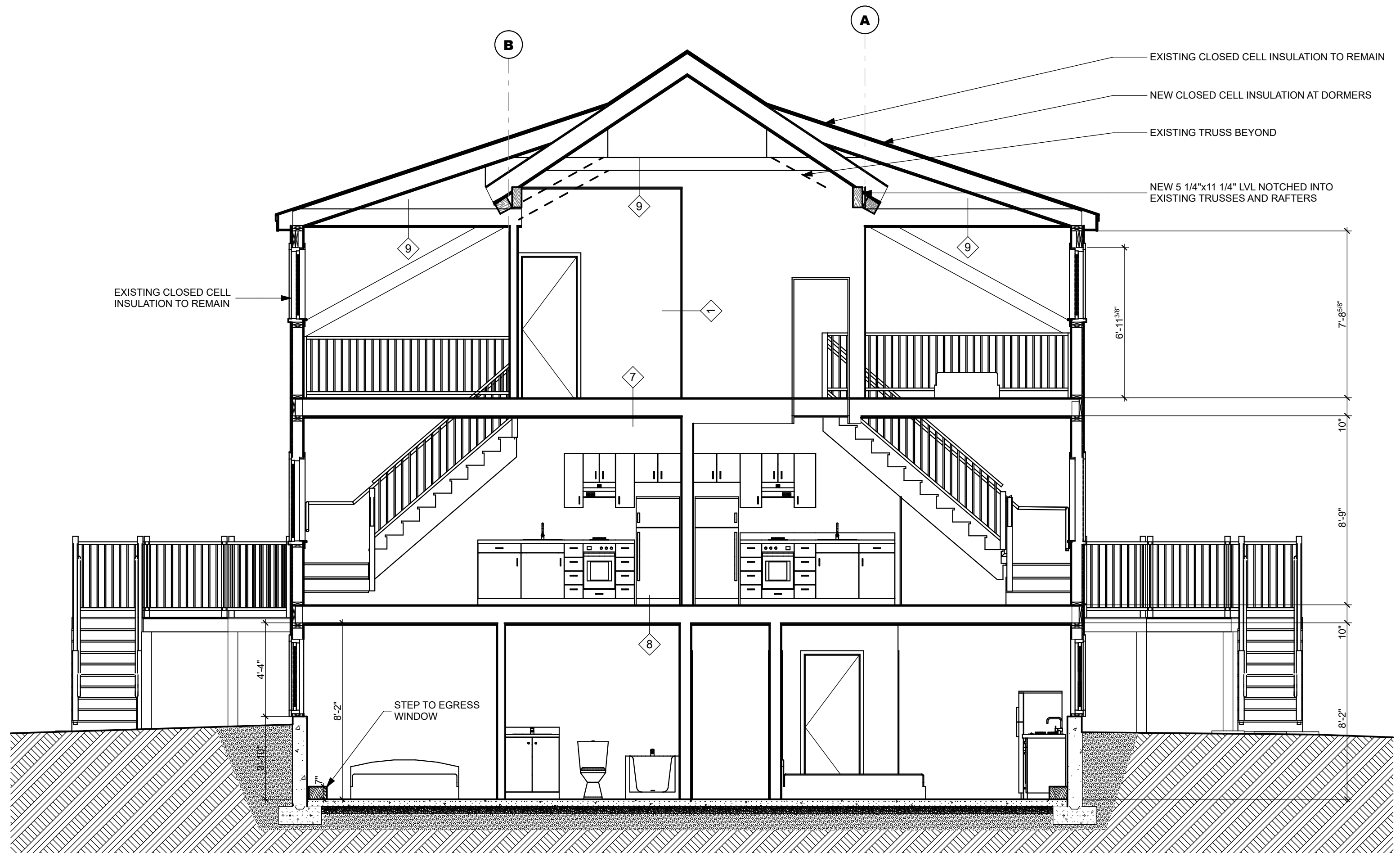
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11/14/19
CHECKED BY:
FWCA Designer Initials
DRAWN BY:
FWCA Draftsman Initials
SHEET TITLE:
#PIn

INTERIOR ELEVATIONS

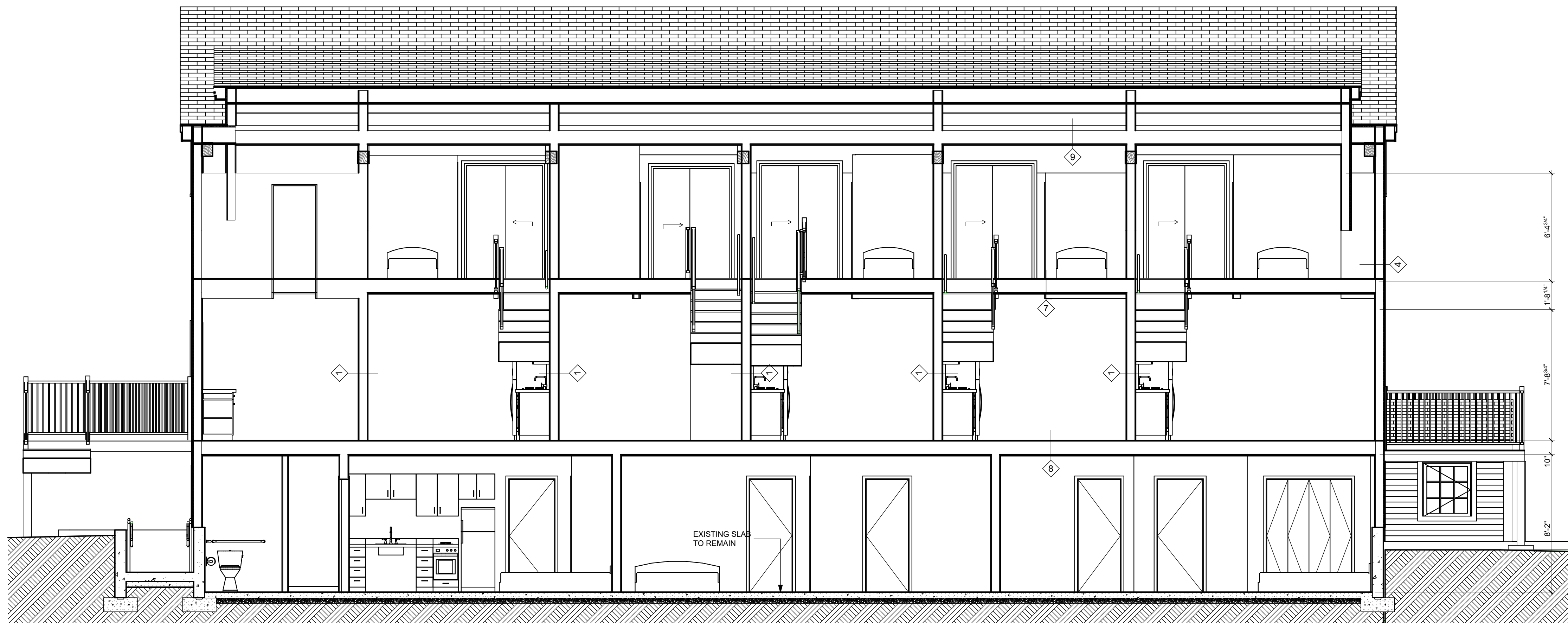
A2.3



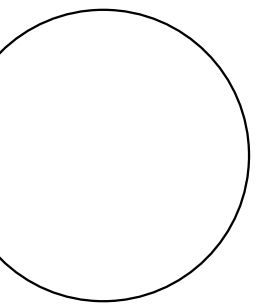
3
A3.1
ADA WINDOW WELL DETAIL
SCALE: 1/2" = 1'-0"



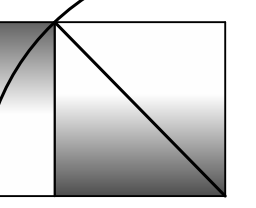
1
A3.1
BUILDING SECTION
SCALE: 1/4" = 1'-0"



2
A3.1
BUILDING SECTION
SCALE: 1/4" = 1'-0"



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DESCRIPTION

DATE

MARK

DATE:

CHECKED BY:

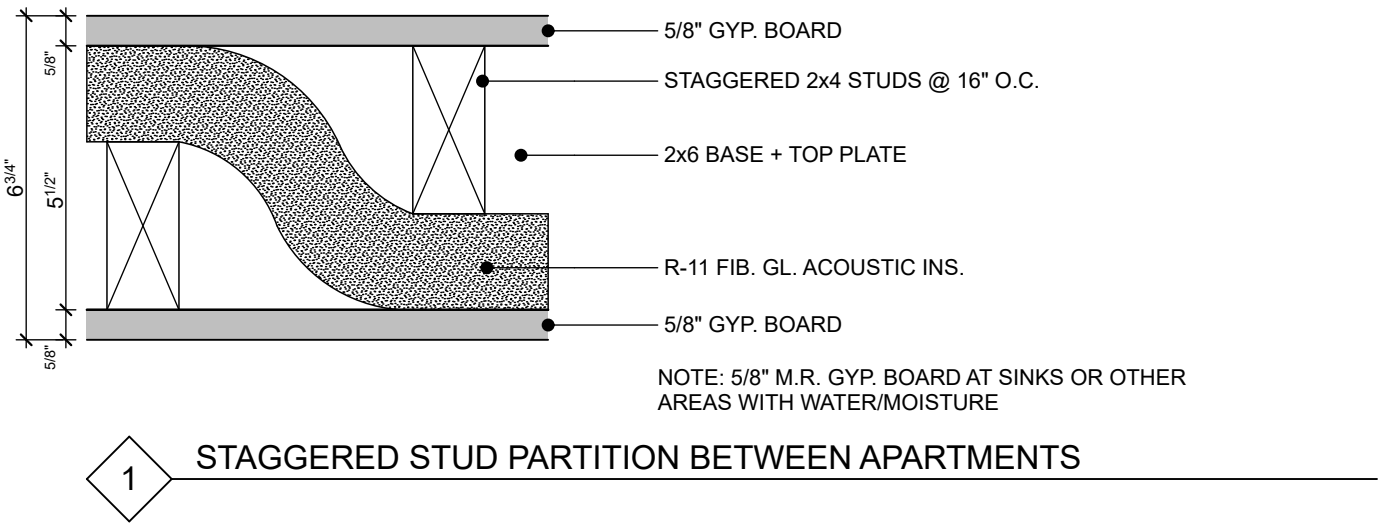
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JOB:

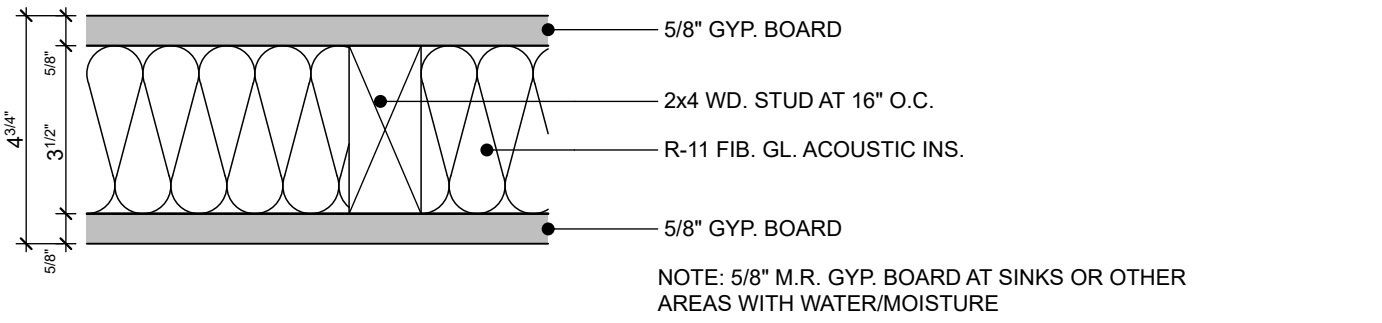
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SECTIONS

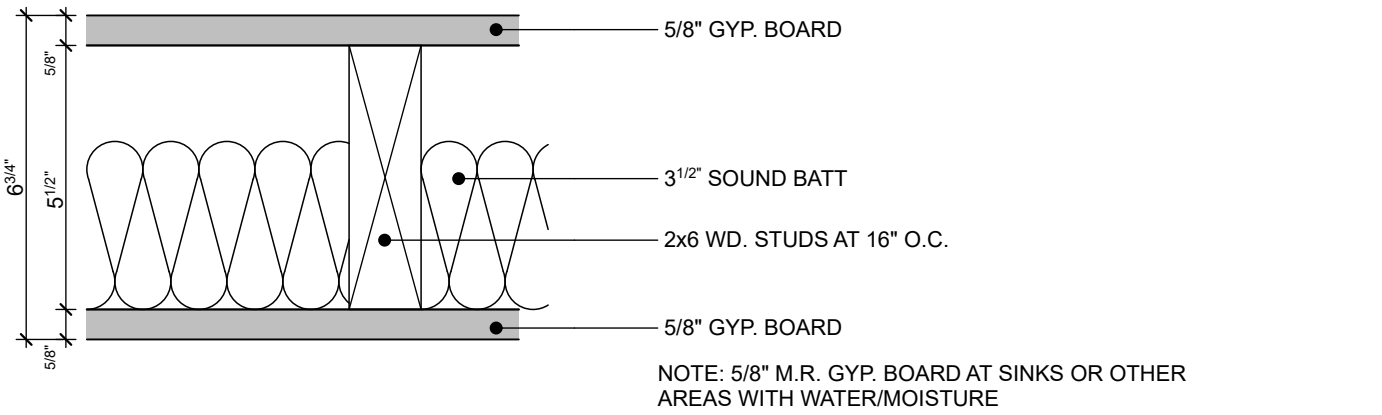
A3.1



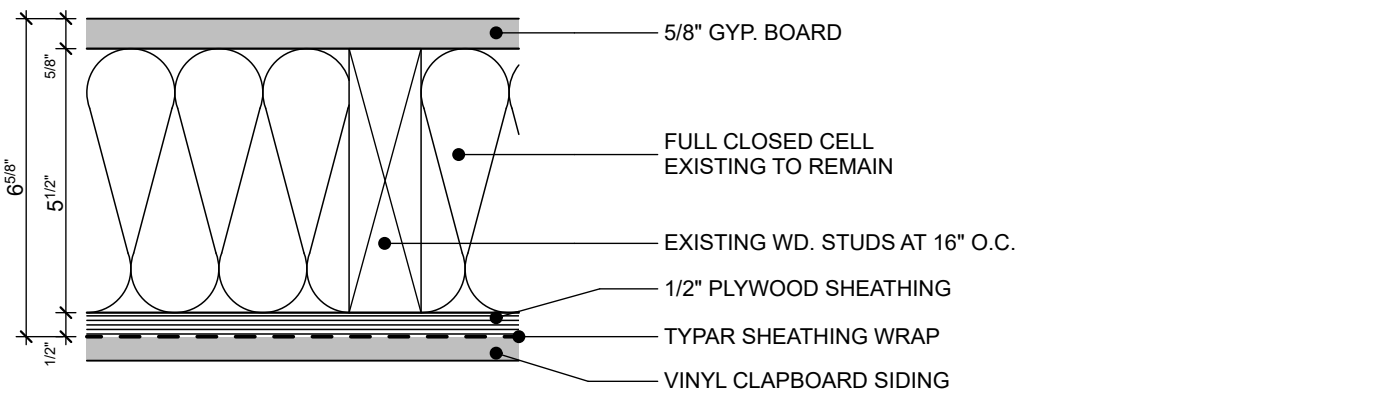
1 STAGGERED STUD PARTITION BETWEEN APARTMENTS



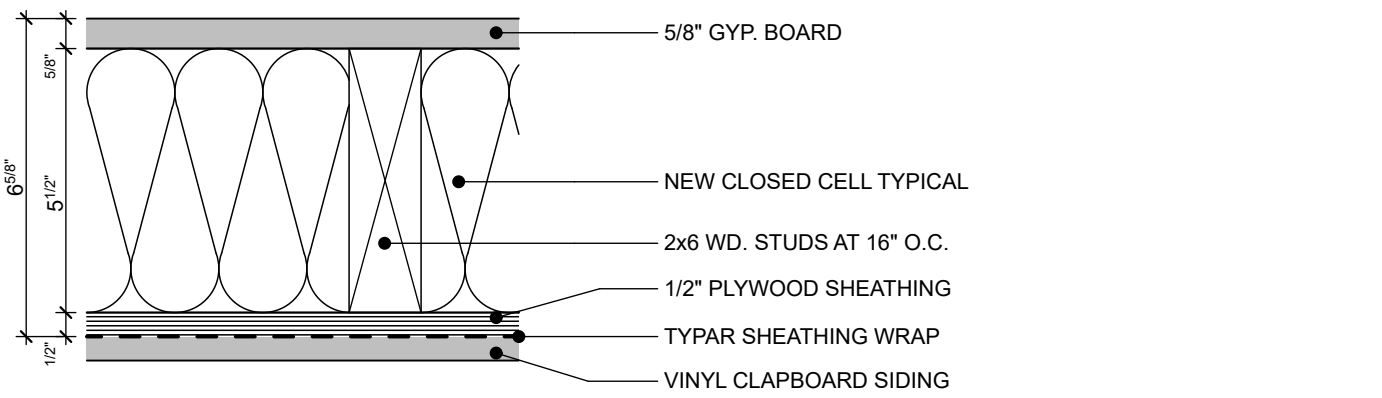
2 TYPICAL 2 x 4 WD. STUD PARTITION
U.L. DESIGN NUMBER
US33, 1 HOUR



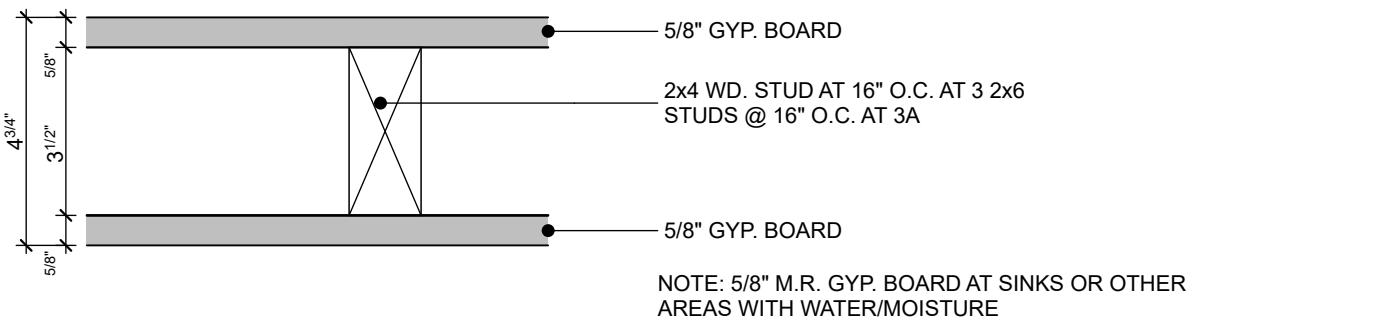
3 2x6 WOOD STUD PARTITION



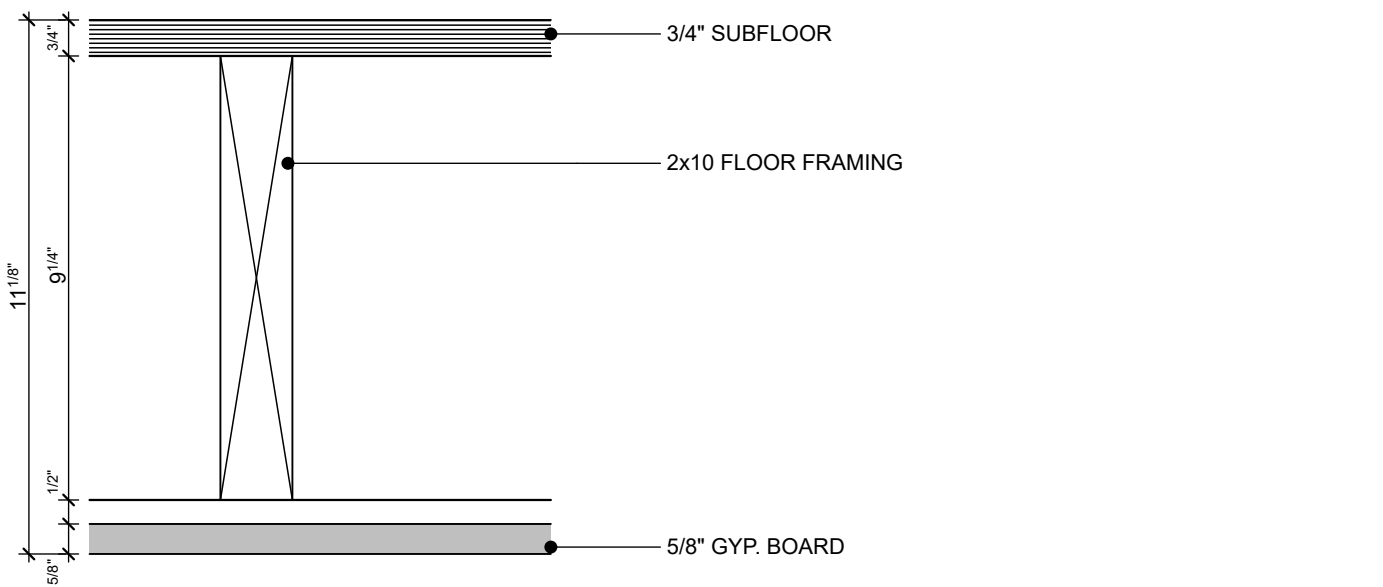
4 EXISTING 2x4 WOOD EXTERIOR WALL



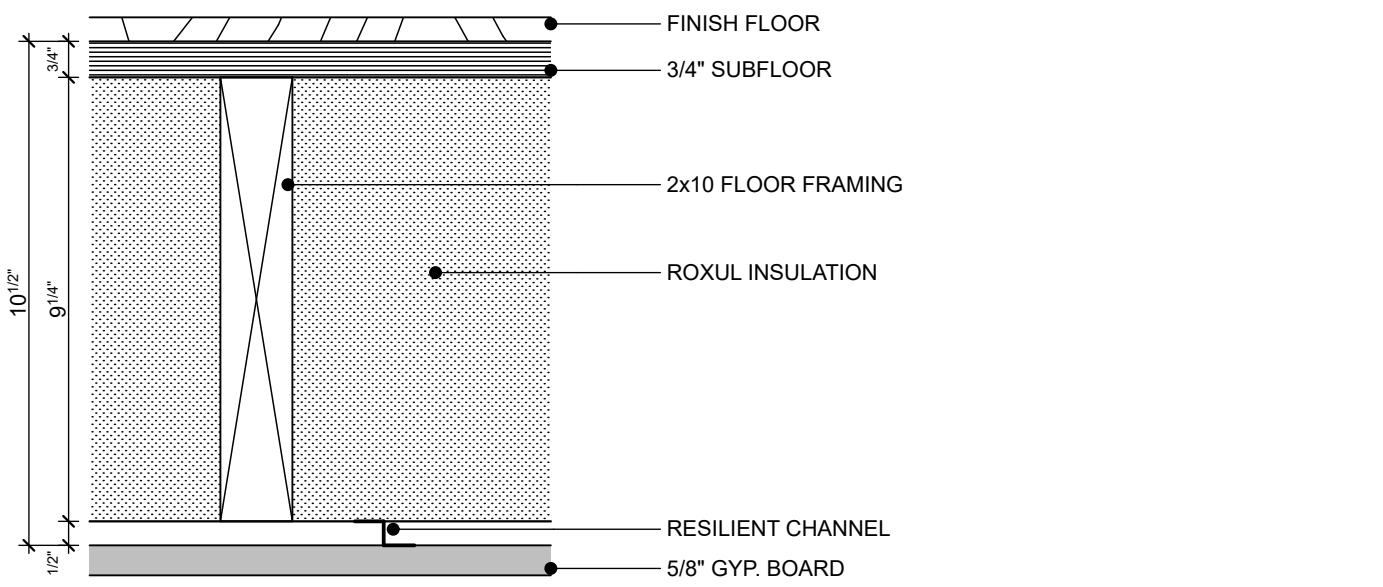
5 NEW 2x WOOD EXTERIOR WALL



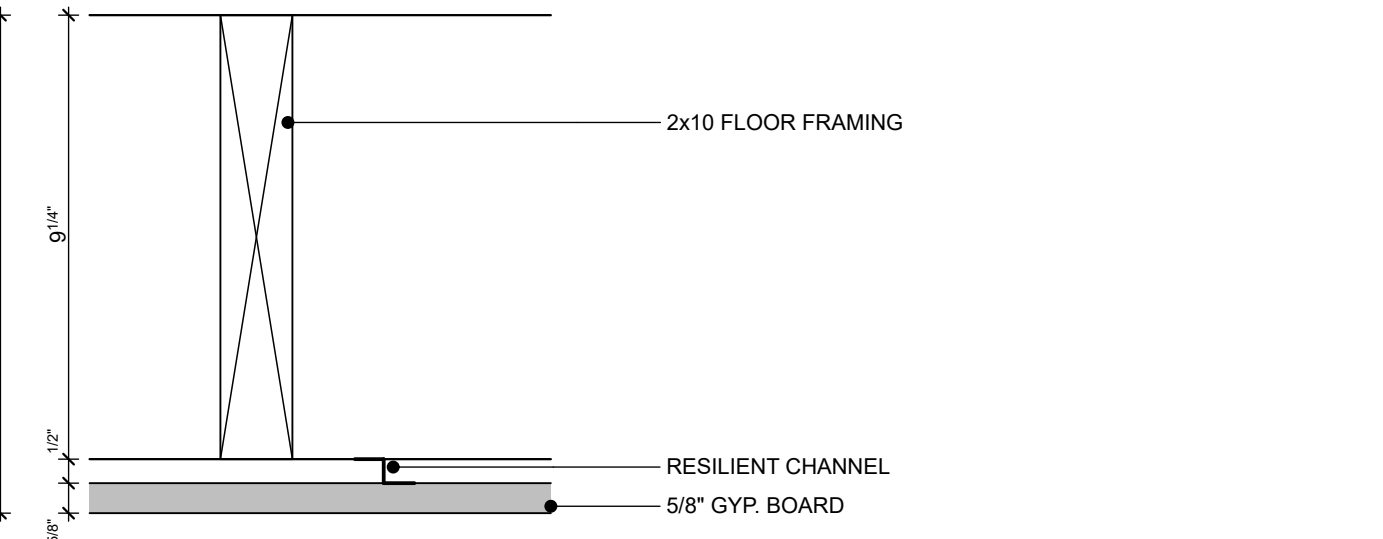
6 2x4 WD. STUD PARTITION @ BATHROOMS AND CLOSETS



7 FLOOR AT LOFT



8 FLOOR BETWEEN LOWER LEVEL AND FIRST FLOOR



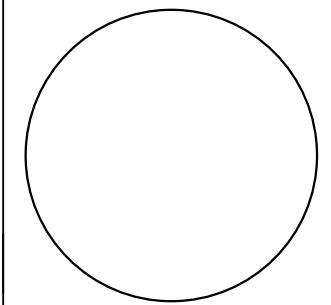
9 LOFT CEILING

FLOOR TYPES

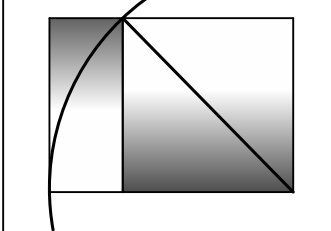
SCALE: 3" = 1'-0"

WALL TYPES

SCALE: 3" = 1'-0"



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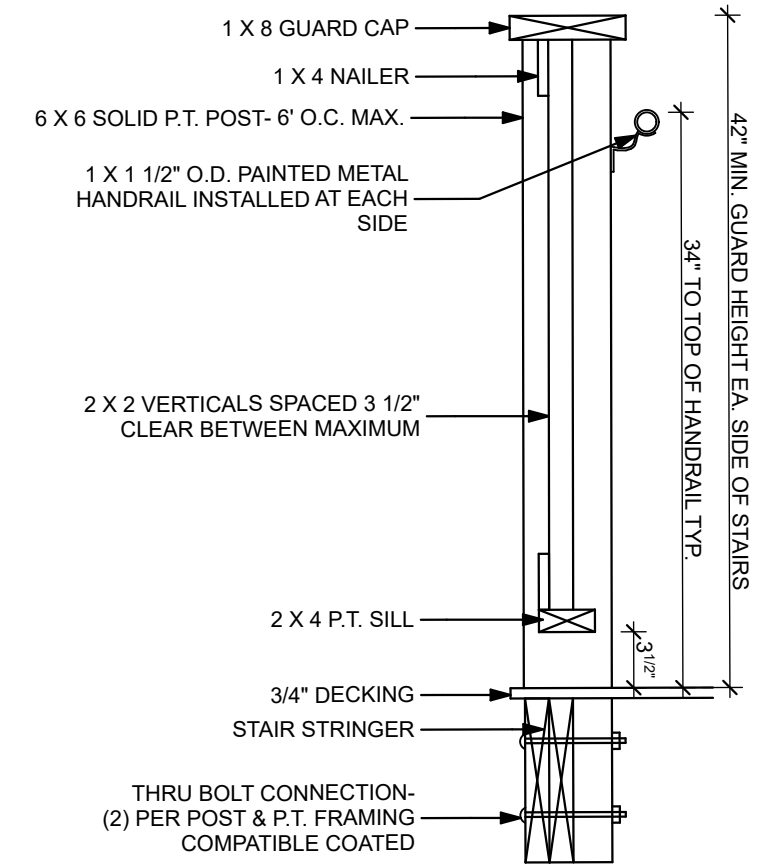
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DRAWN BY: #WCA Draftsman Initials
JOB: #Pin
SHEET TITLE:

WALL TYPES



1
A5.2 **EXTERIOR STAIR SECTION**

SCALE: 1" = 1'-0"



2
A5.2 **EXTERIOR STAIR RAIL DETAIL**

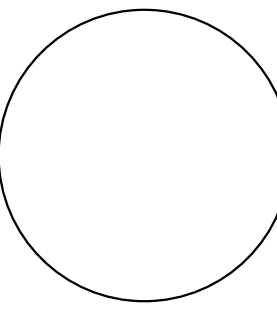
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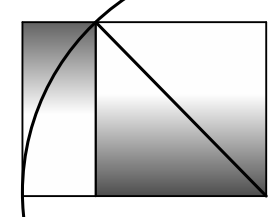
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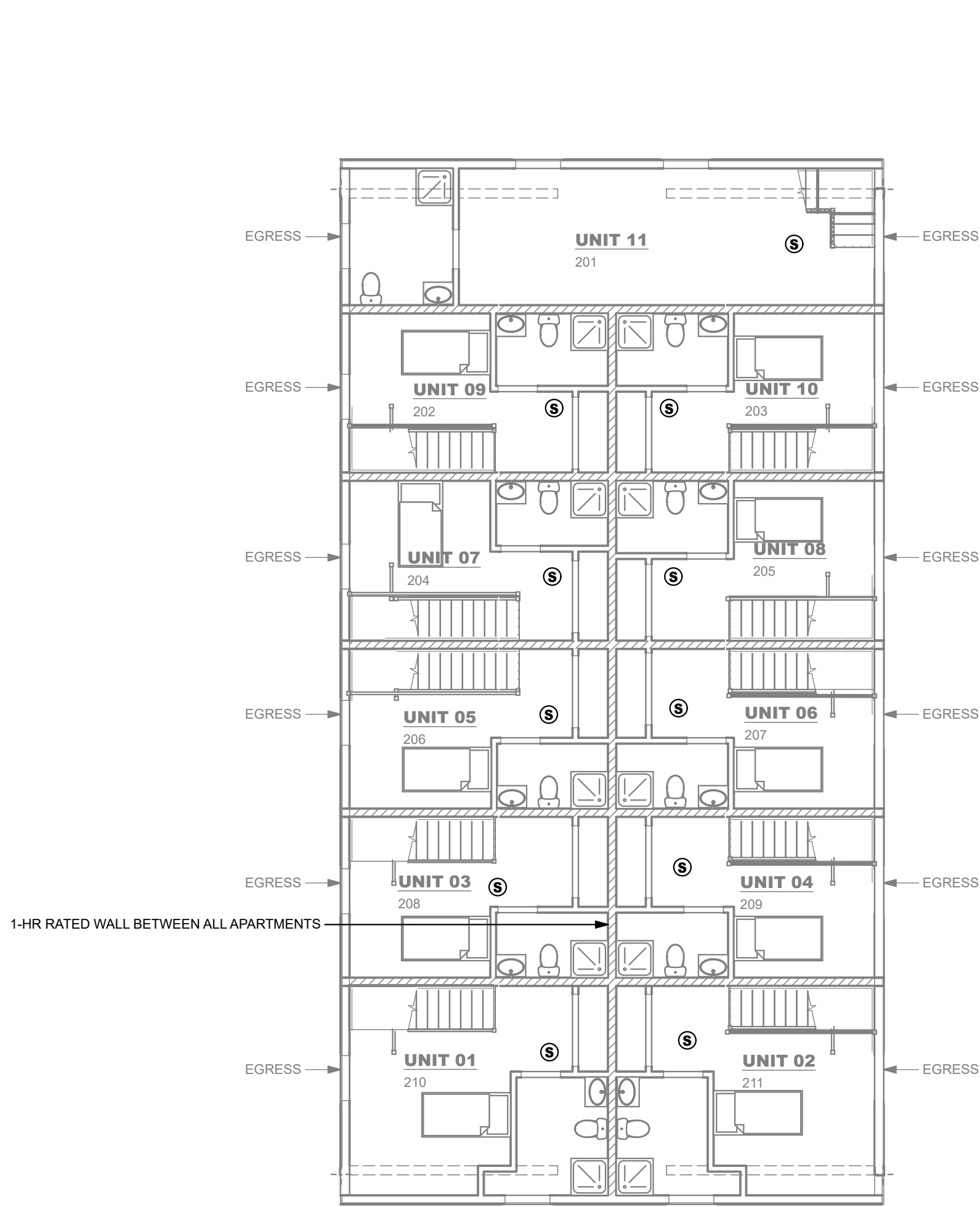
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SHEET TITLE:

DETAILS

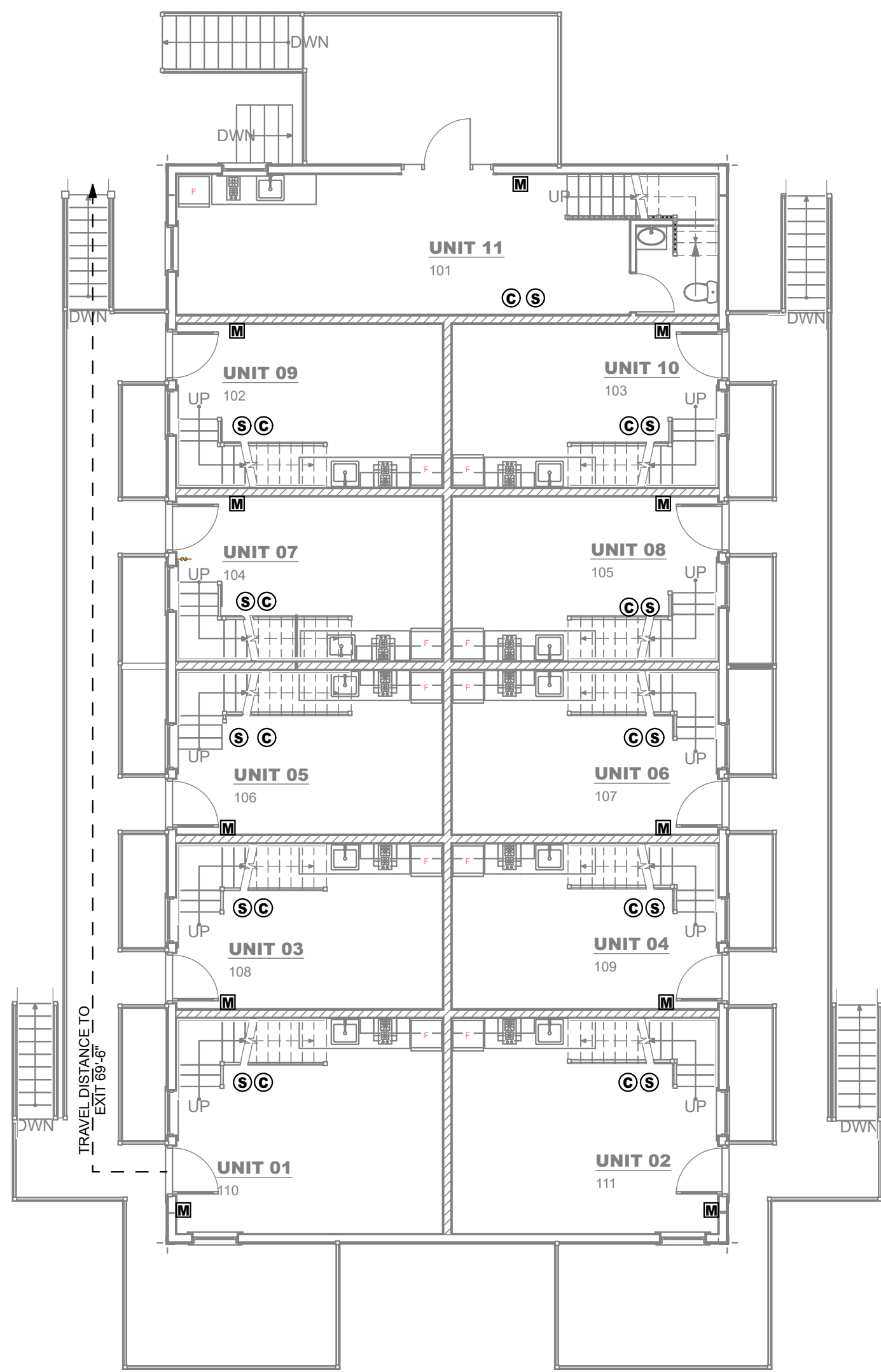
A5.2

NEW DOOR AND FRAME SCHEDULE									NEW DOOR AND FRAME SCHEDULE									NEW DOOR AND FRAME SCHEDULE											
MARK	ROOM NAME	SIZE			MATL	HARDWARE		NOTES	ELEVATION	MARK	ROOM NAME	SIZE			MATL	HARDWARE		NOTES	ELEVATION	MARK	ROOM NAME	SIZE			MATL	HARDWARE		NOTES	ELEVATION
		W	HT	THK		FUNCTION	MANUFACTURER NO.					W	HT	THK		FUNCTION	MANUFACTURER NO.					W	HT	THK		FUNCTION	MANUFACTURER NO.		
102	UNIT 09	3'	6'-8"	1 3/4"						207A		2'-6"	6'-8"	1 3/4"						B05A	UNIT 15	2'-8"	6'-8"	1 3/4"					
103	UNIT 10	3'	6'-8"	1 3/4"						207B		4'-6"	6'-8"	1 3/4"						B05B	UNIT 15	2'-6"	6'-8"	1 3/4"					
104	UNIT 07	3'	6'-8"	1 3/4"						208A		2'-6"	6'-8"	1 3/4"						B05C	UNIT 11	3'	6'-8"	1 3/4"					
105	UNIT 08	3'	6'-8"	1 3/4"						208B		4'-6"	6'-8"	1 3/4"						B06A	UNIT 12	2'-8"	6'-8"	1 3/4"					
106	UNIT 05	3'	6'-8"	1 3/4"						209A		2'-6"	6'-8"	1 3/4"						B06B	UNIT 12	2'-6"	6'-8"	1 3/4"					
107	UNIT 06	3'	6'-8"	1 3/4"						209B		4'-6"	6'-8"	1 3/4"						B06C	UNIT 12	5'	6'-8"	1 3/4"					
108	UNIT 03	3'	6'-8"	1 3/4"						210A		2'-6"	6'-8"	1 3/4"						B07A	UNIT 13	2'-8"	6'-8"	1 3/4"					
109	UNIT 04	3'	6'-8"	1 3/4"						210B		4'-6"	6'-8"	1 3/4"						B07B	UNIT 13	2'-6"	6'-8"	1 3/4"					
110	UNIT 01	3'	6'-8"	1 3/4"						211A		2'-6"	6'-8"	1 3/4"						B07C	UNIT 13	5'	6'-8"	1 3/4"					
111	UNIT 02	3'	6'-8"	1 3/4"						211B		4'-6"	6'-8"	1 3/4"						B07C	UNIT 15	5'	6'-8"	1 3/4"					
202A		2'-6"	6'-8"	1 3/4"						B01A	UNIT 16	2'-8"	6'-8"	1 3/4"						B08A	VESTIBULE	2'-10"	6'-8"	1 3/4"					
202A	UNIT 11	2'-6"	6'-8"	1 3/4"						B01B	UNIT 16	2'-6"	6'-8"	1 3/4"						B08B	VESTIBULE	2'-10"	6'-8"	1 3/4"					
202B		4'-6"	6'-8"	1 3/4"						B02	MECH ROOM	3'	6'-8"	1 3/4"			1 HR. DOOR WITH CLOSER			B09		2'-10"	6'-8"	1 3/4"					
203A		2'-6"	6'-8"	1 3/4"						B03A	UNIT 17	2'-8"	6'-8"	1 3/4"															
203B		4'-6"	6'-8"	1 3/4"						B03B	UNIT 17	2'-6"	6'-8"	1 3/4"															
205A		2'-6"	6'-8"	1 3/4"						B03C	UNIT 17	2'-6"	6'-8"	1 3/4"															
205B		4'-6"	6'-8"	1 3/4"						B04A	UNIT 14	2'-6"	6'-8"	1 3/4"															
206A		2'-6"	6'-8"	1 3/4"						B04B	UNIT 14	2'-6"	6'-8"	1 3/4"															
206B		4'-6"	6'-8"	1 3/4"						B04C	UNIT 14	2'-6"	6'-8"	1 3/4"															



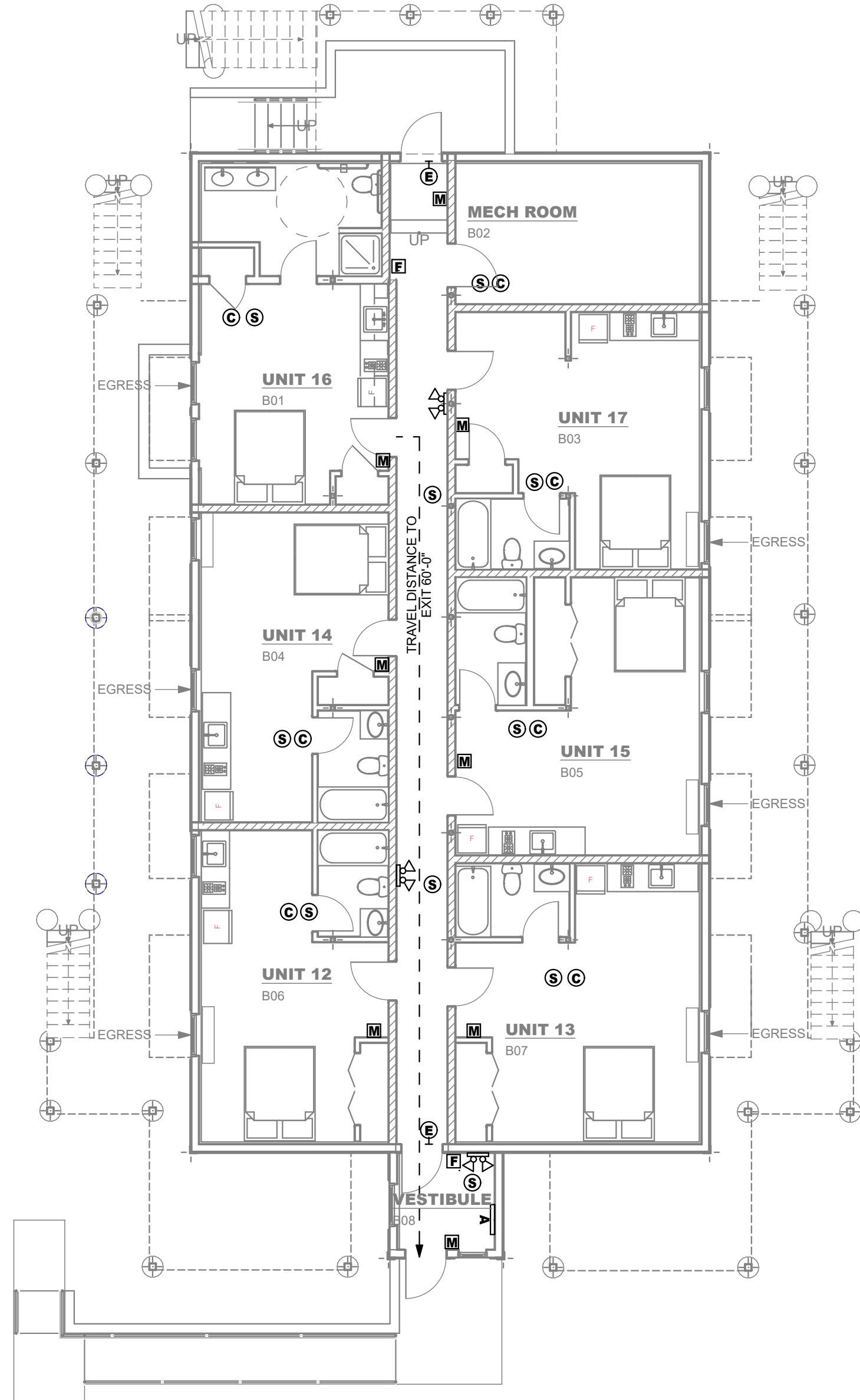
2
LS.1
SECOND FLOOR LIFE SAFETY PLAN

SCALE: 1/8" = 1'-0"



1
LS.1
FIRST FLOOR LIFE SAFETY PLAN

SCALE: 1/8" = 1'-0"



3
LS.1
BASEMENT LIFE SAFETY PLAN

SCALE: 1/8" = 1'-0"

- LIFE SAFETY LEGEND
- [KP] LOCKING SYSTEM KEYPAD
 - [E] EXIT SIGN
 - [EL] EMERGENCY LIGHT
 - [S] SMOKE DETECTOR
 - [C] CARBON MONOXIDE DETECTOR
 - [F] FIRE ALARM PULL STATION
 - [S] STROBE
 - [H] HORN STROBE
 - [FE] FIRE EXTINGUISHER
 - [A] ANNUNCIATOR PANEL
 - [M] MANUAL PULL STATION

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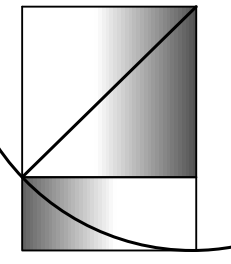
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JOB: #Pin
SHEET TITLE:
FIRST FLOOR LIFE SAFETY PLAN

LS.1



MARK	DATE	DESCRIPTION

DATE: 6/2/20

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#WCA Draftsman Initials

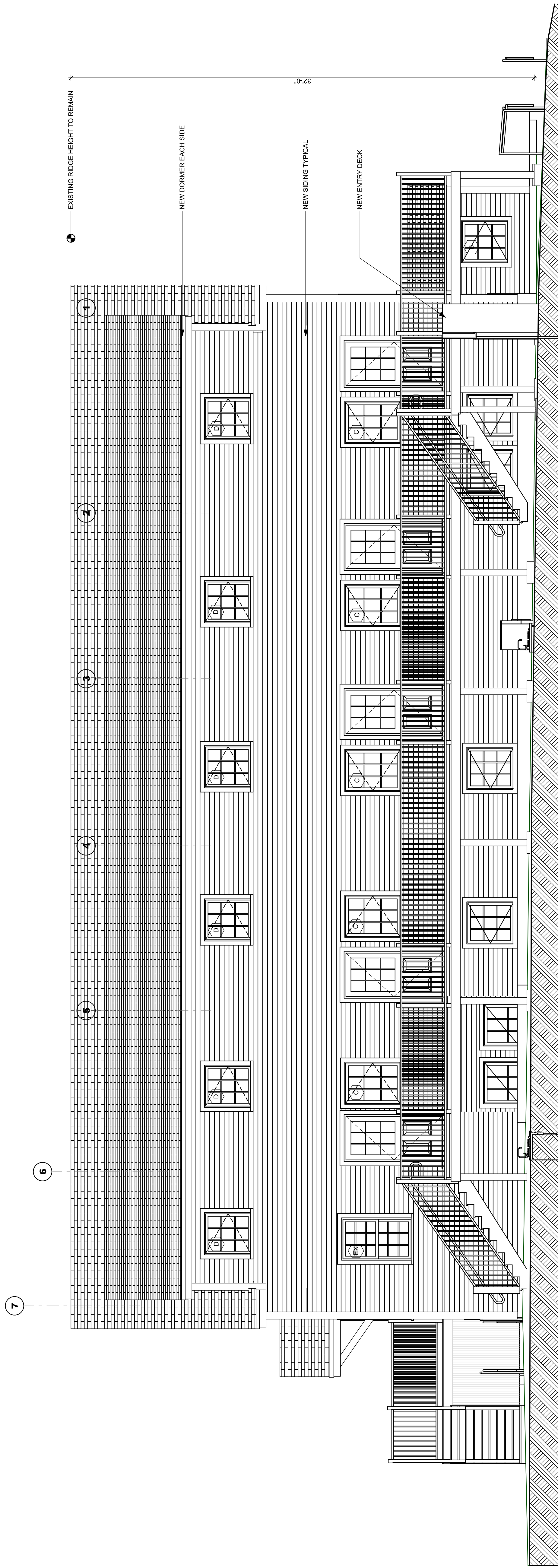
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#PIn

SHEET TITLE:

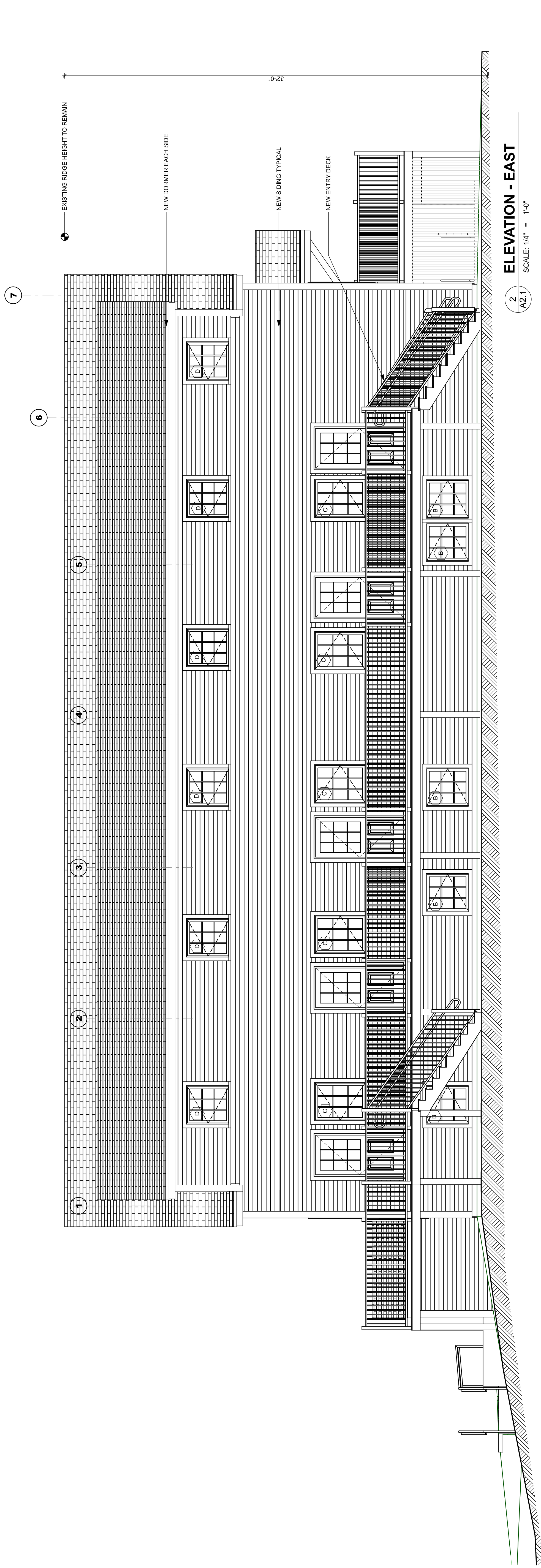
ELEVATIONS - NORTH & EAST

A2.1



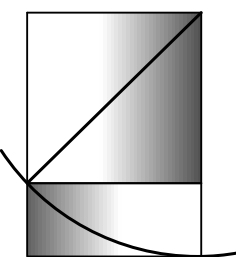
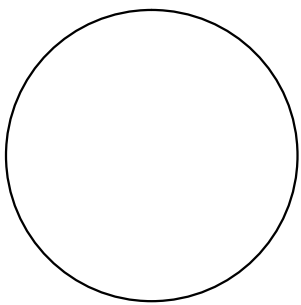
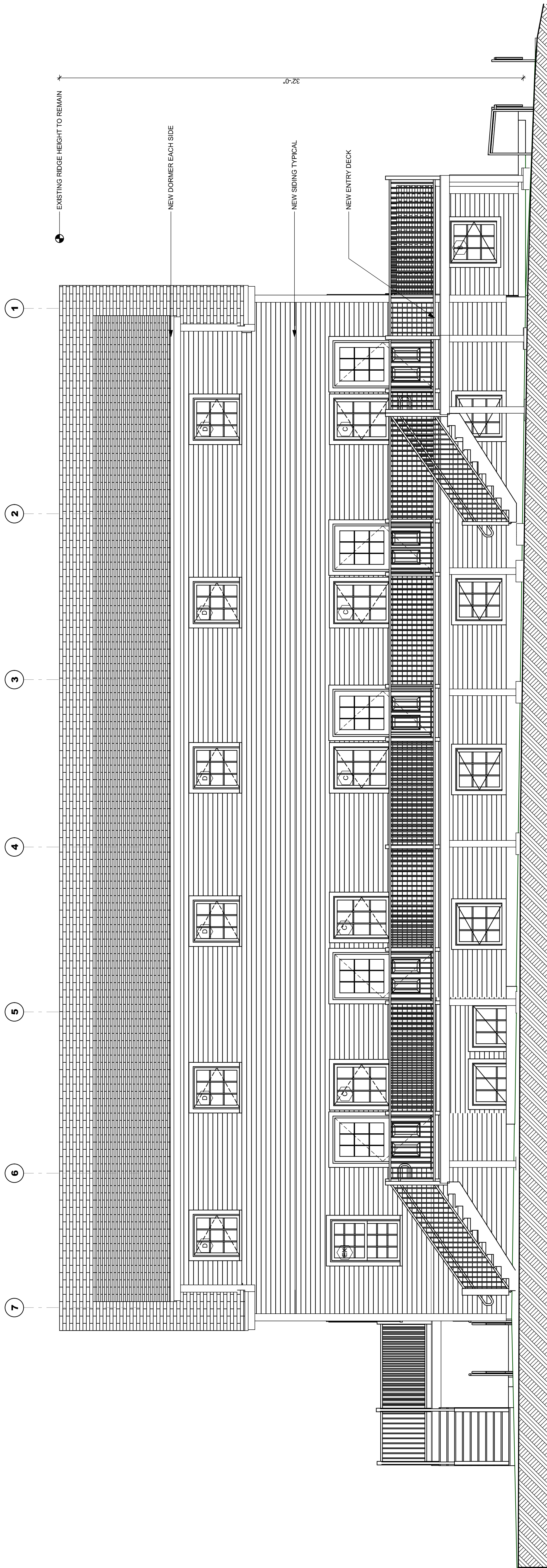
ELEVATION - WEST

A2.1 SCALE: 1/4" = 1'-0"



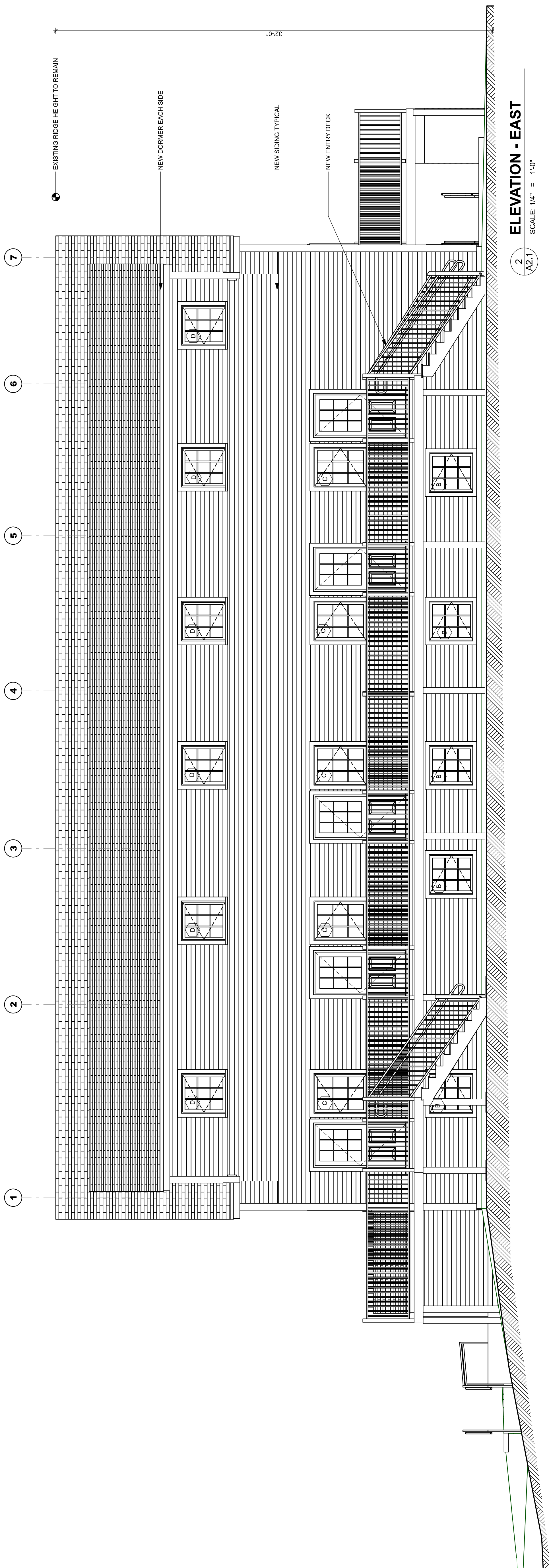
ELEVATION - EAST

A2.1 SCALE: 1/4" = 1'-0"

[illegible]

ELEVATION - WEST

SCALE: 1/4" = 1'-0"



ELEVATION - EAST

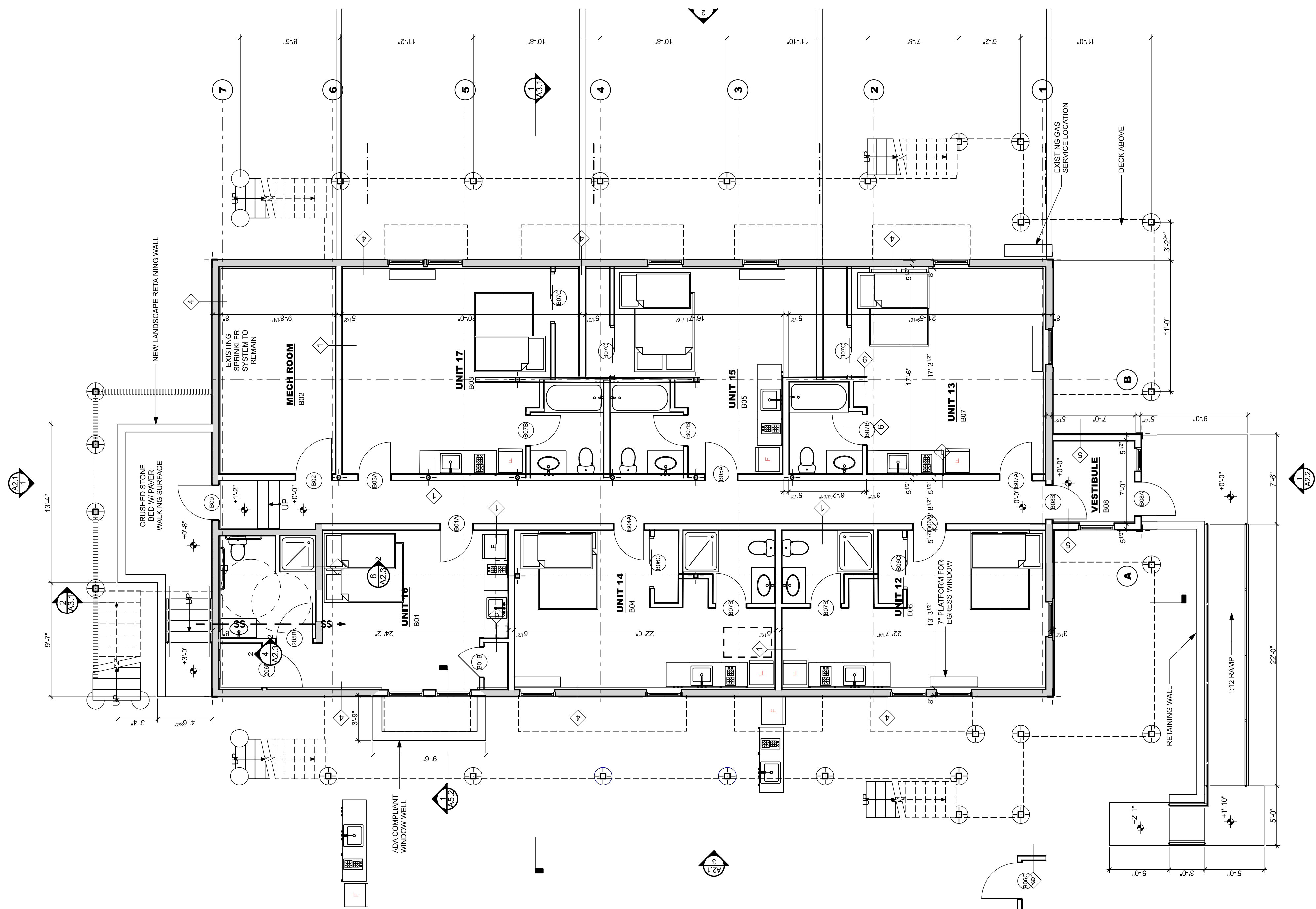
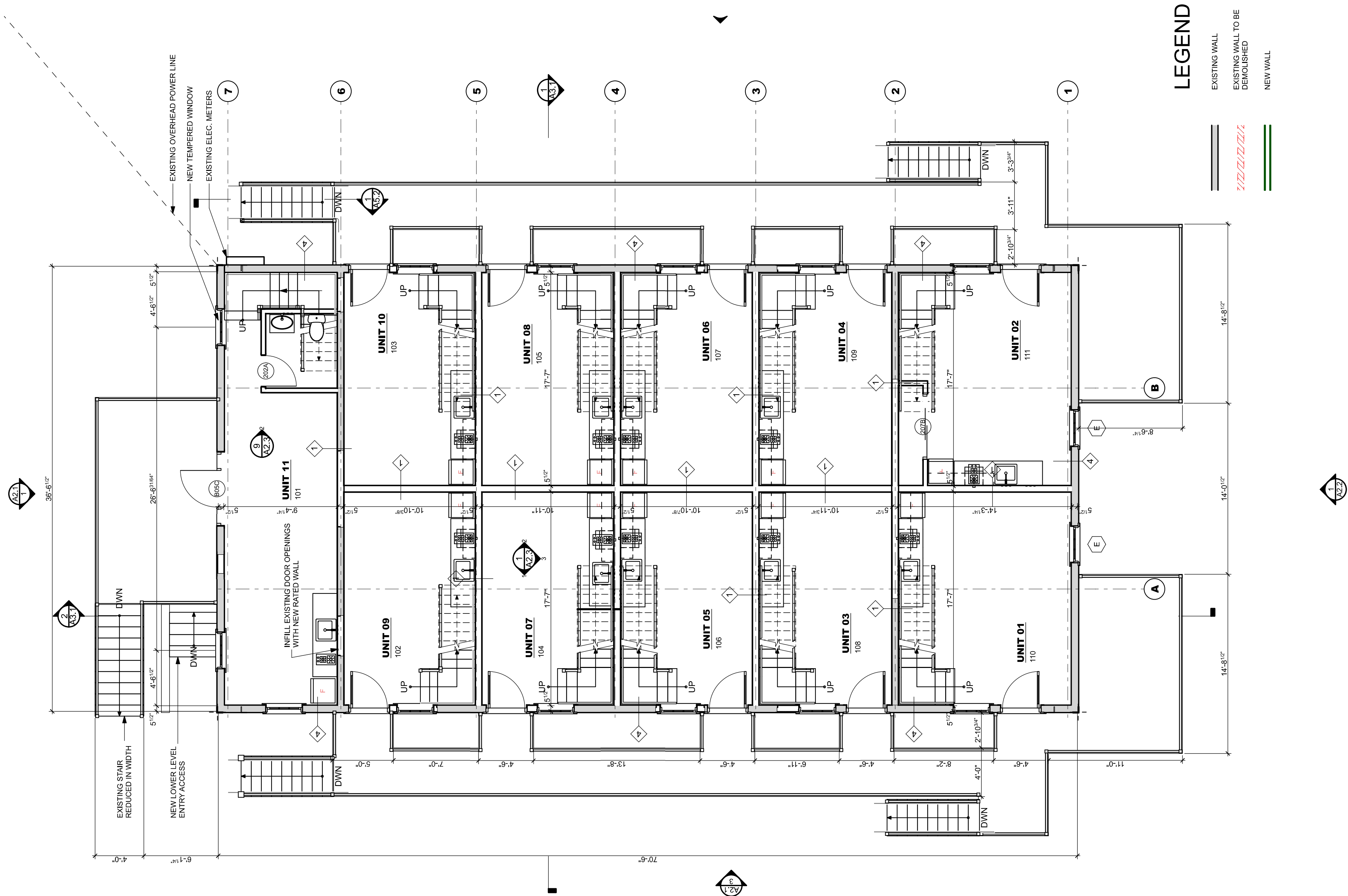
SCALE: 1/4" = 1'-0"

[illegible]

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JOB: #Pin
SHEET TITLE:

FLOOR PLANS

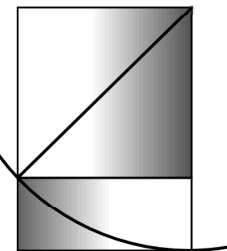
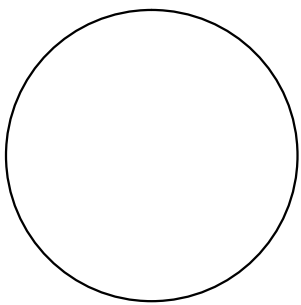
AI.1



FIRST FLOOR PLAN

LOWER LEVEL

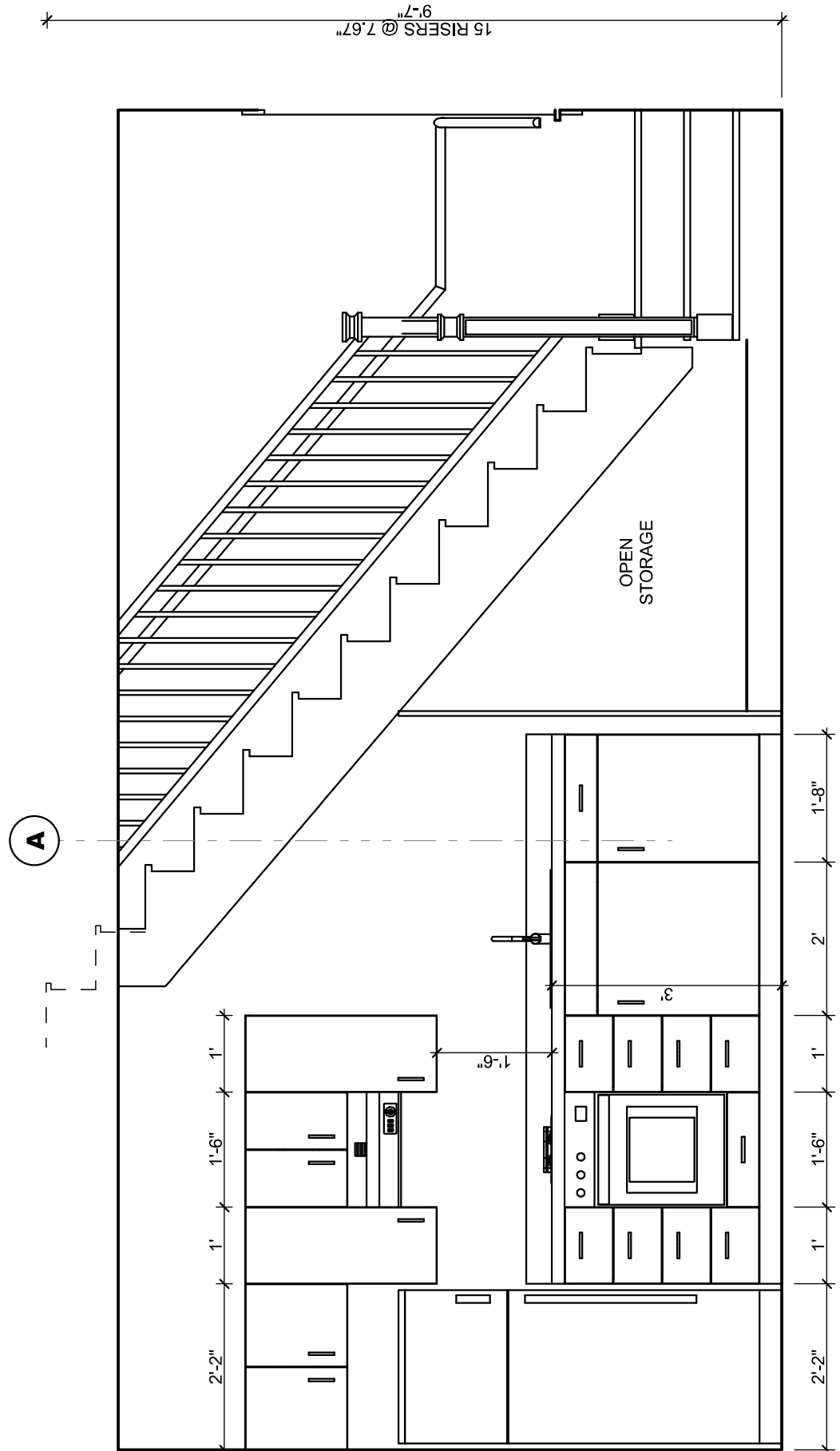
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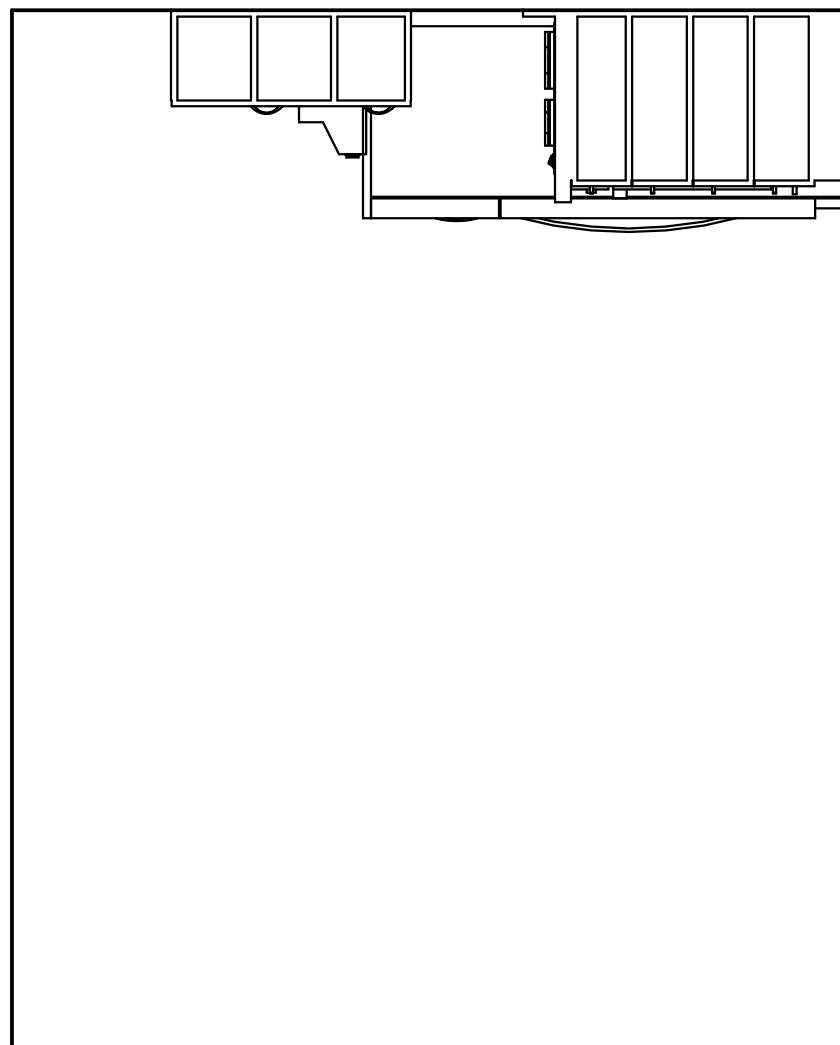
DATE:	6/2/20
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SHEET TITLE:	

INTERIOR ELEVATIONS

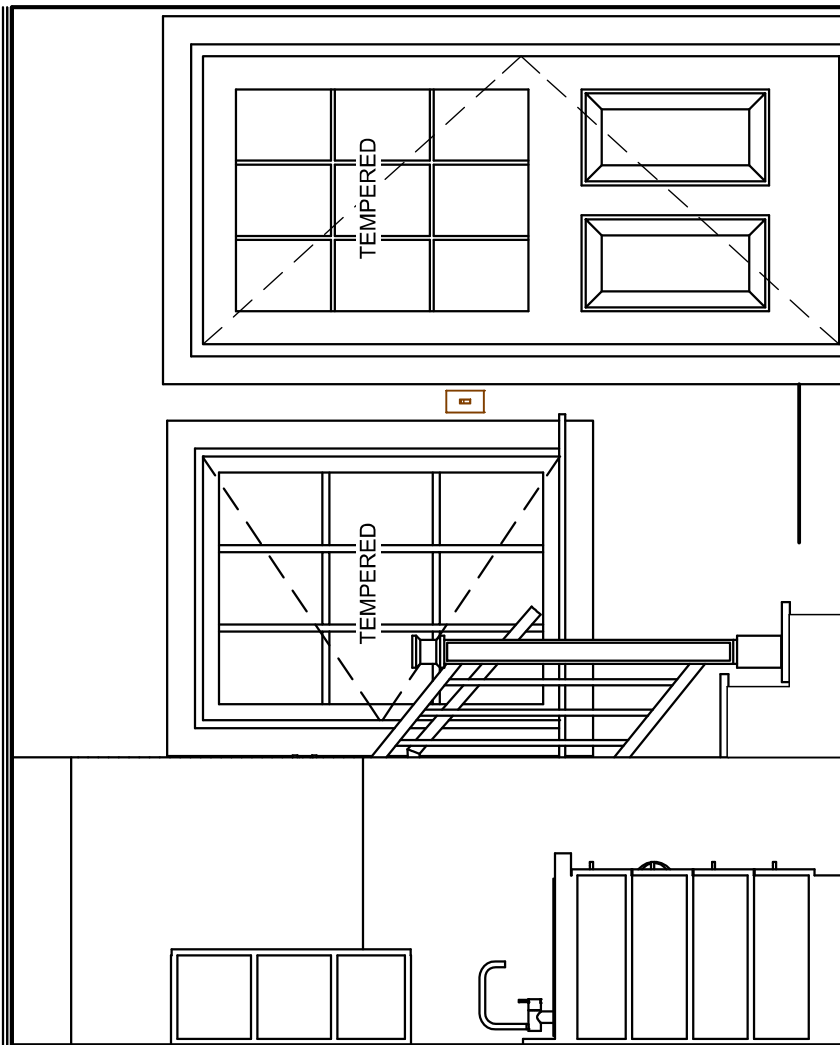
A2.3



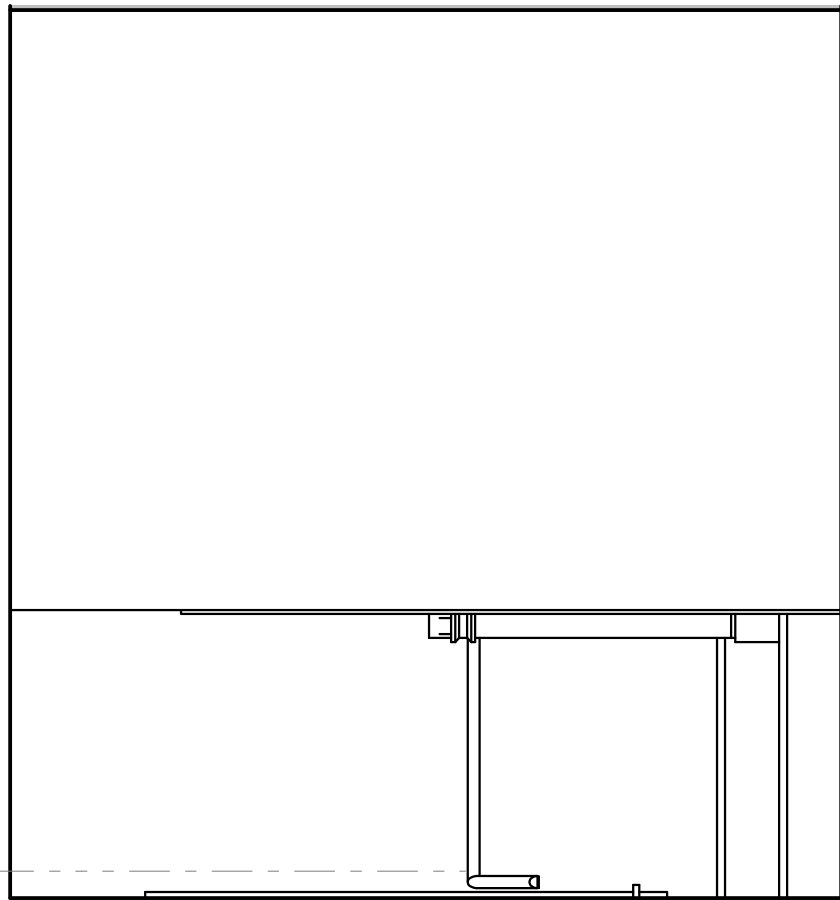
ROOM ELEVATION



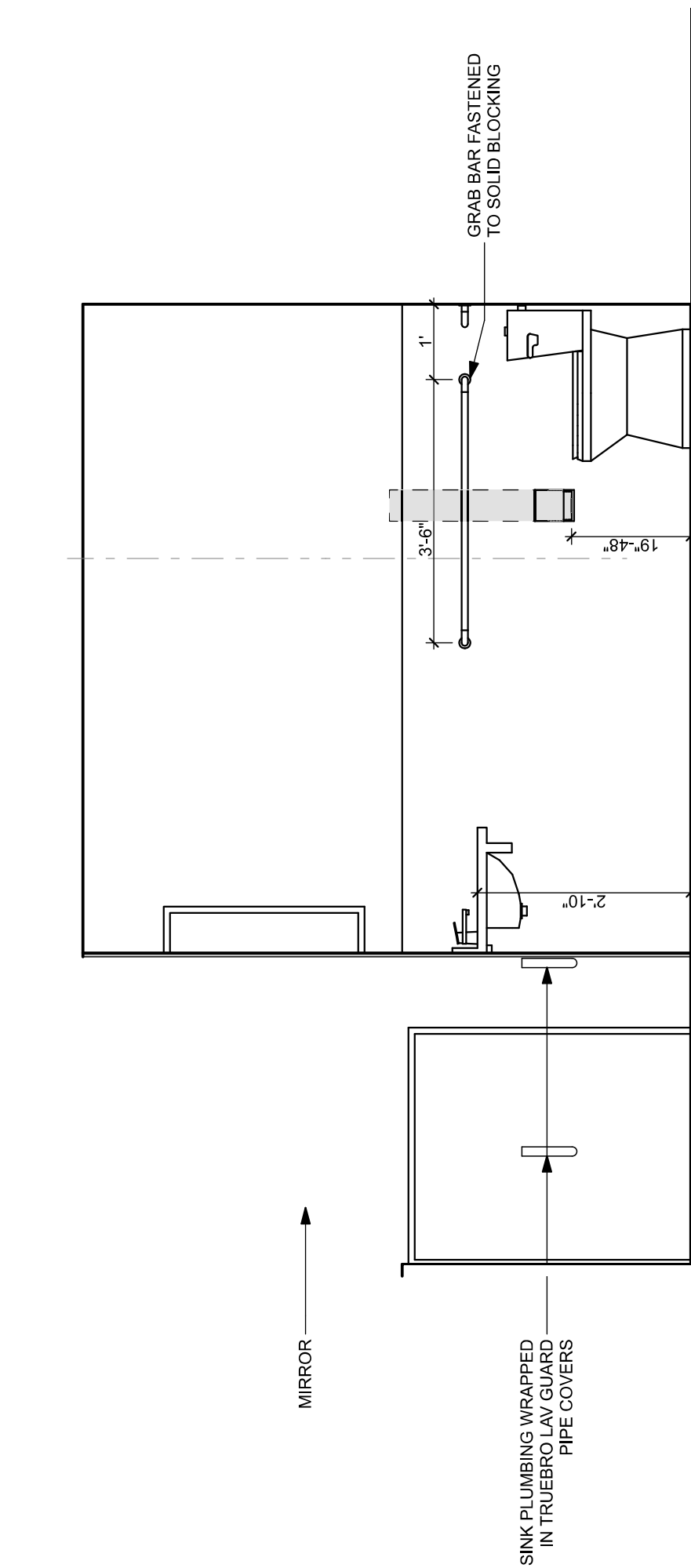
TYPICAL KITCHEN



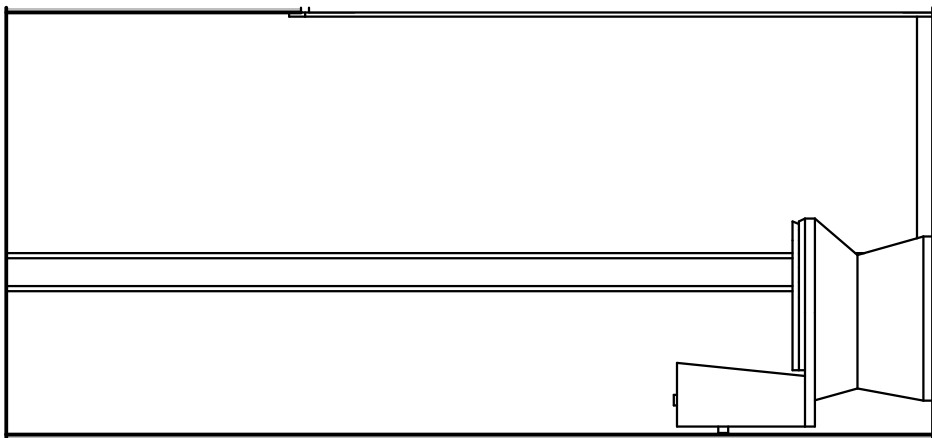
TYPICAL KITCHEN



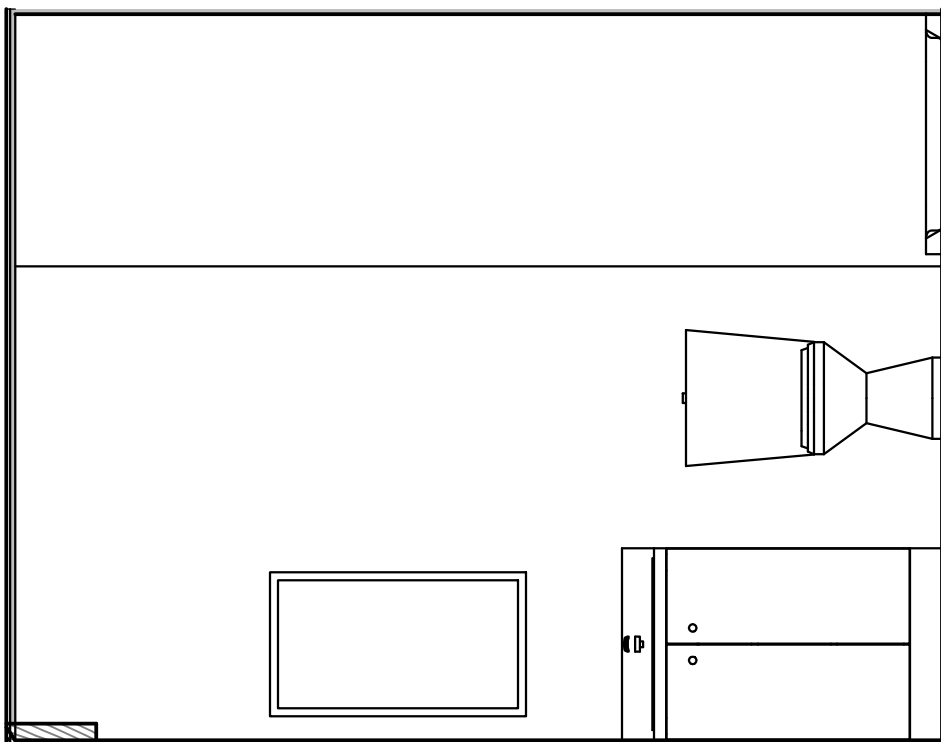
UNIT 11 STAIR ELEVATION



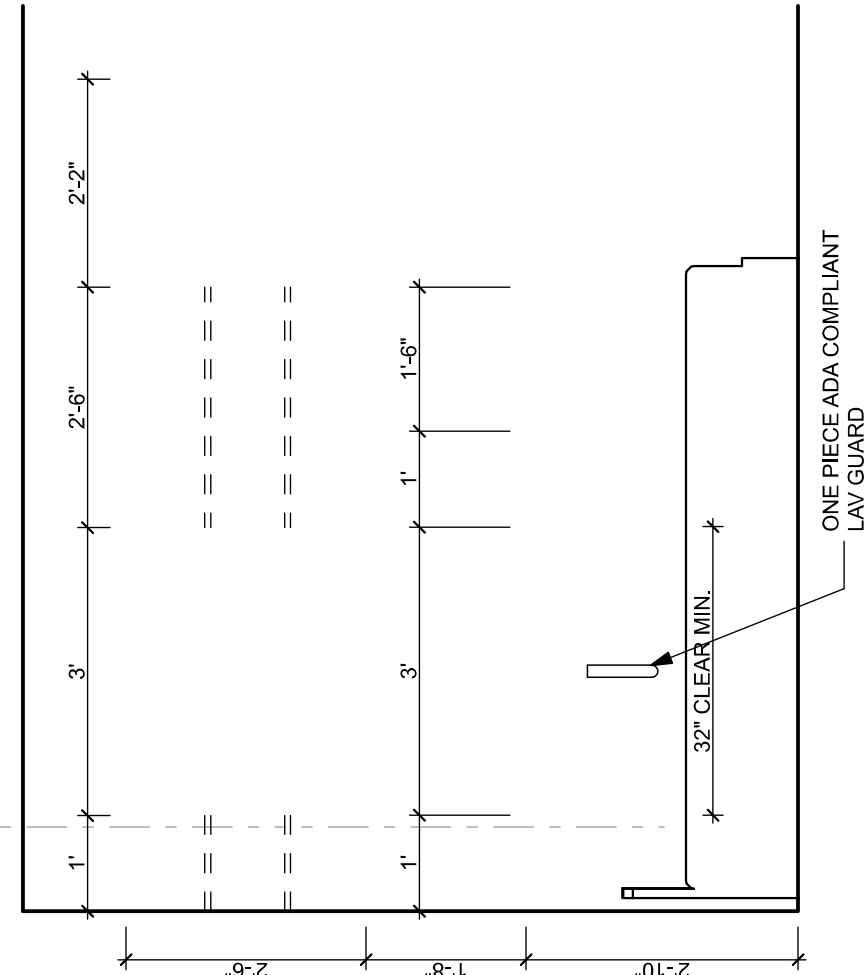
ADA BATHROOM



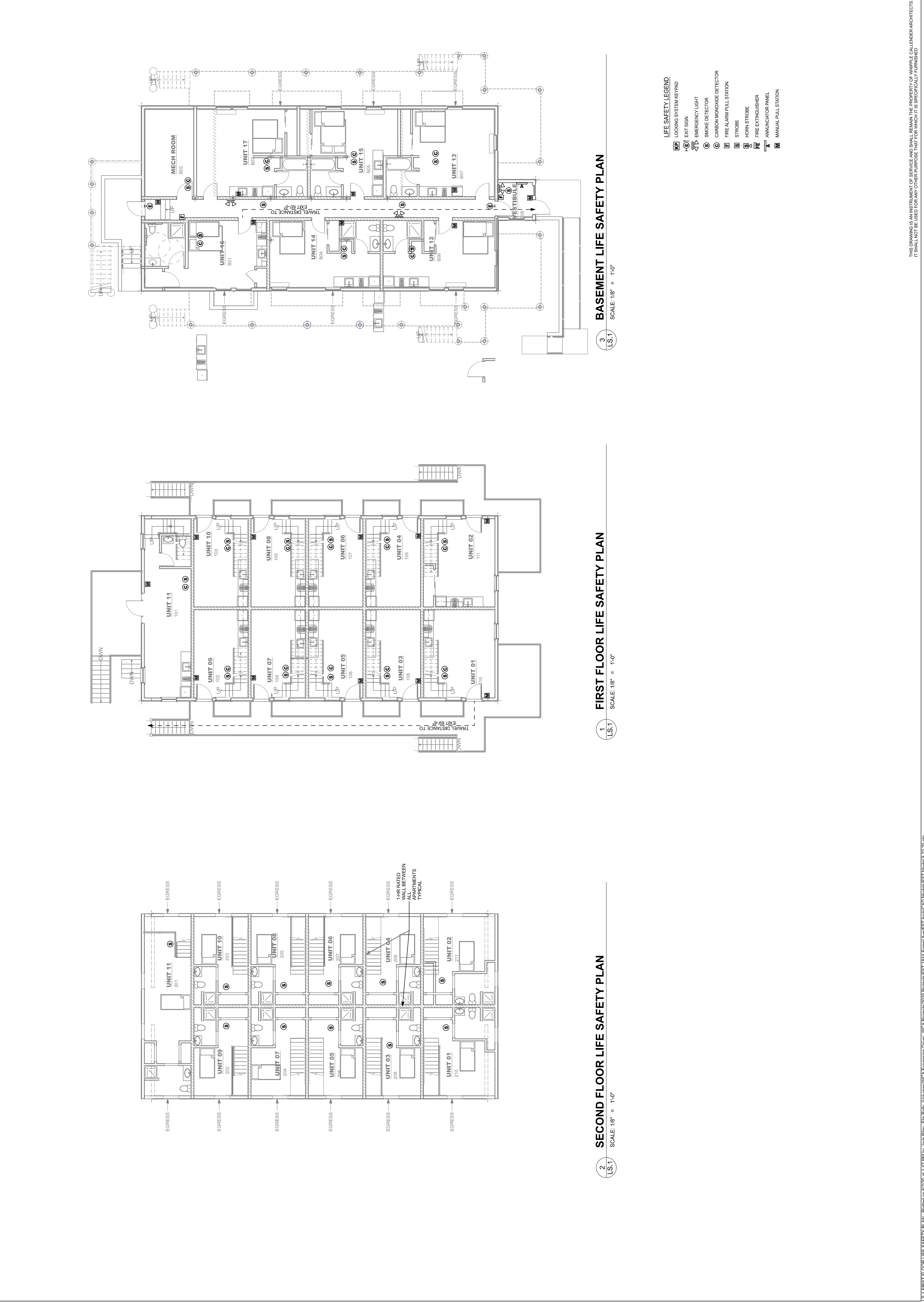
TYPICAL TOWNHOUSE BATHROOM



TYPICAL TOWNHOUSE BATHROOM



ADA KITCHEN

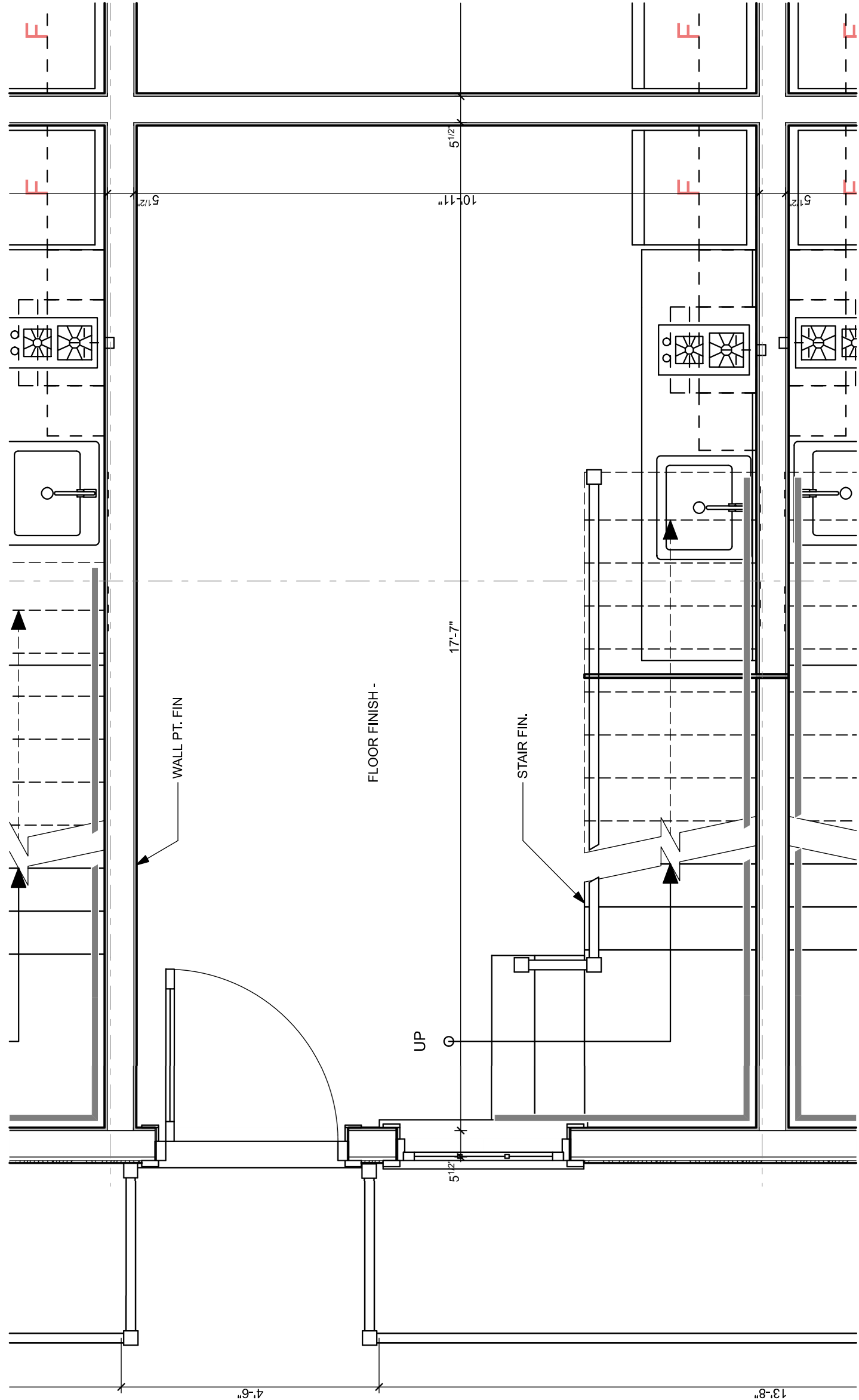


[illegible]

6/2/20
CHECKED BY: #WCA Designer Initials
DRAWN BY: #WCA Draftsman Initials
JOB: #Pln
SHEET TITLE:

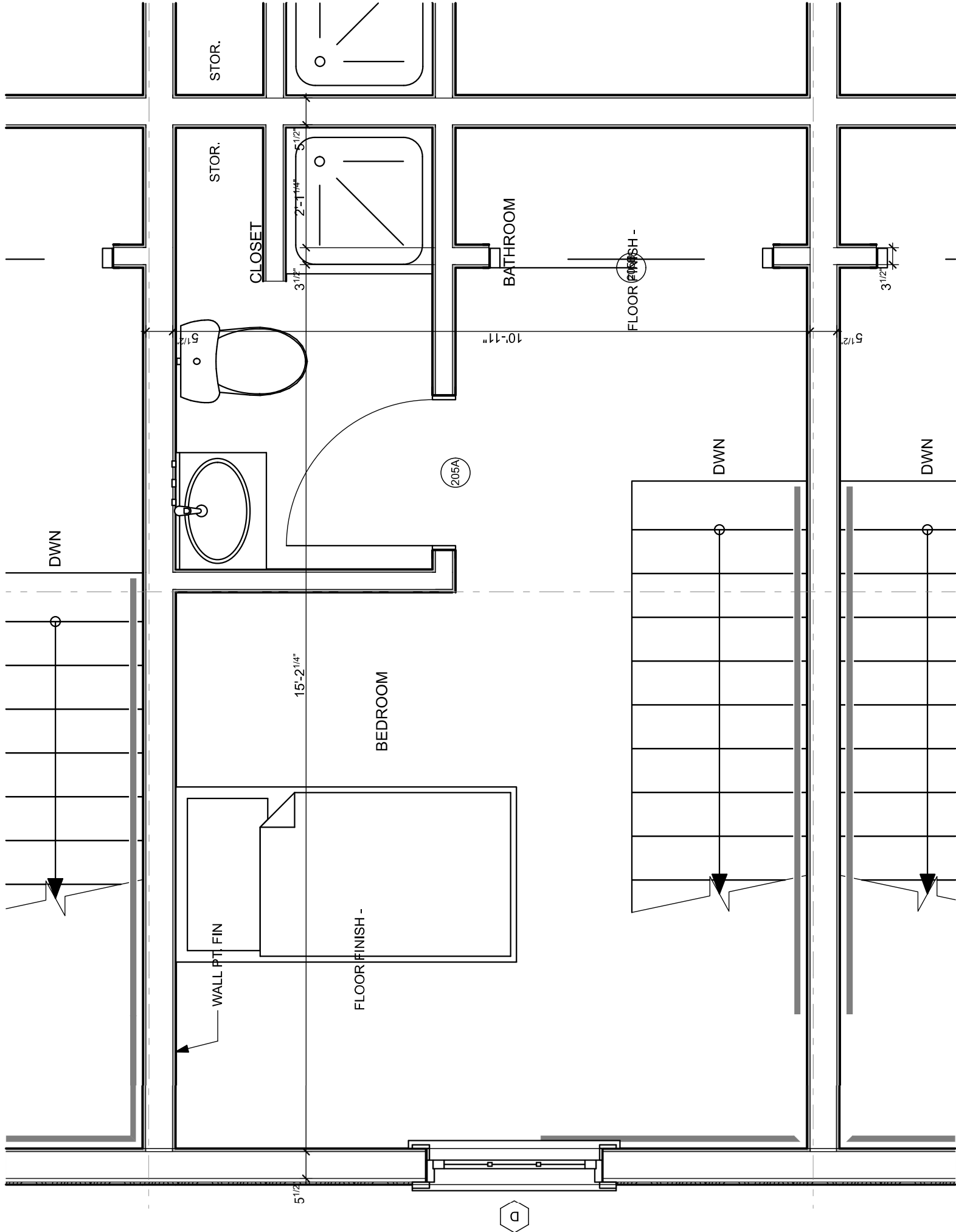
LOFT FLOOR PLAN

A1.2



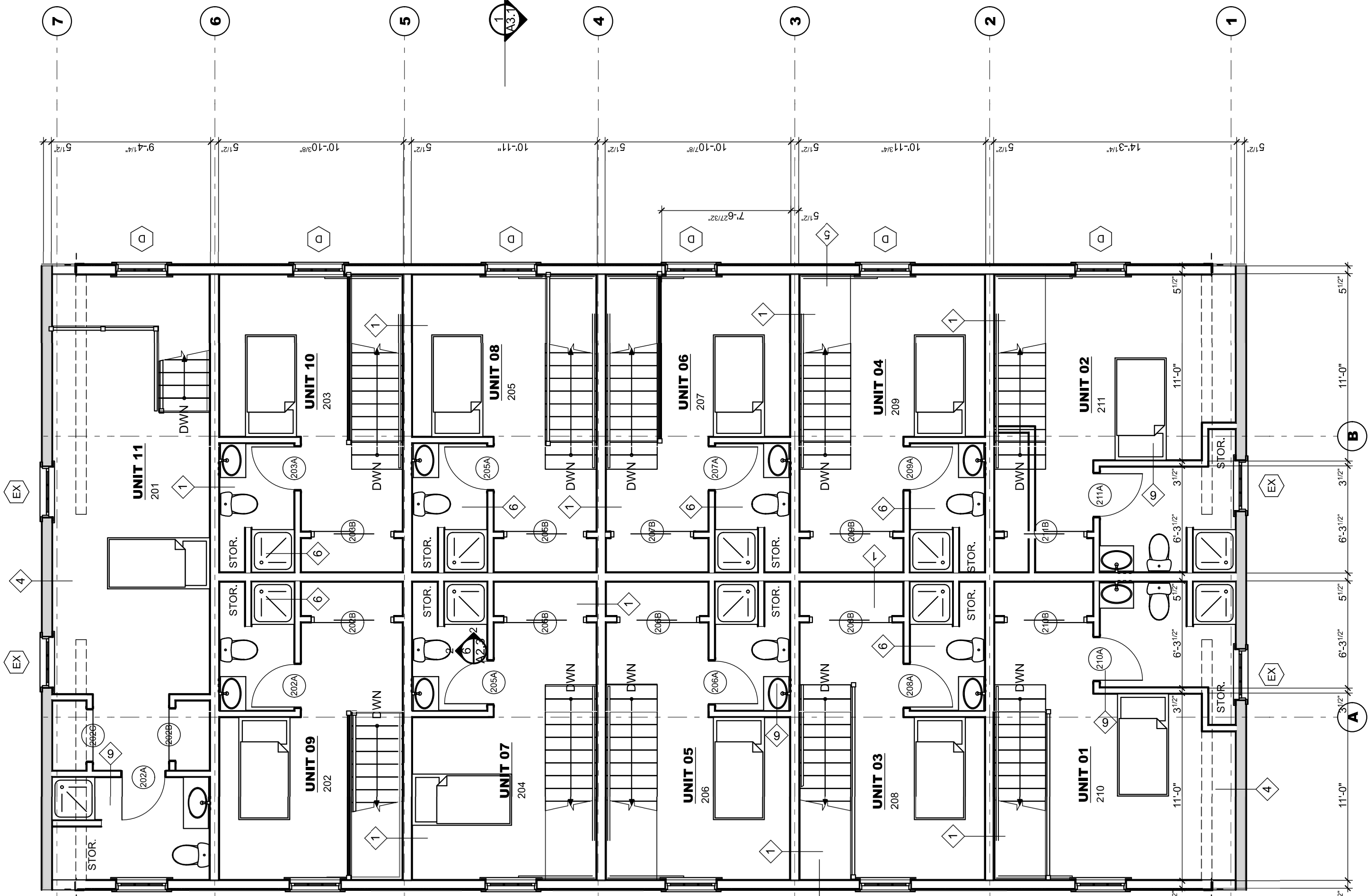
FIRST FLOOR PLAN W/ FINISHES

A1.2



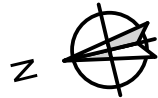
SECOND FLOOR PLAN W/ FINISHES

2.



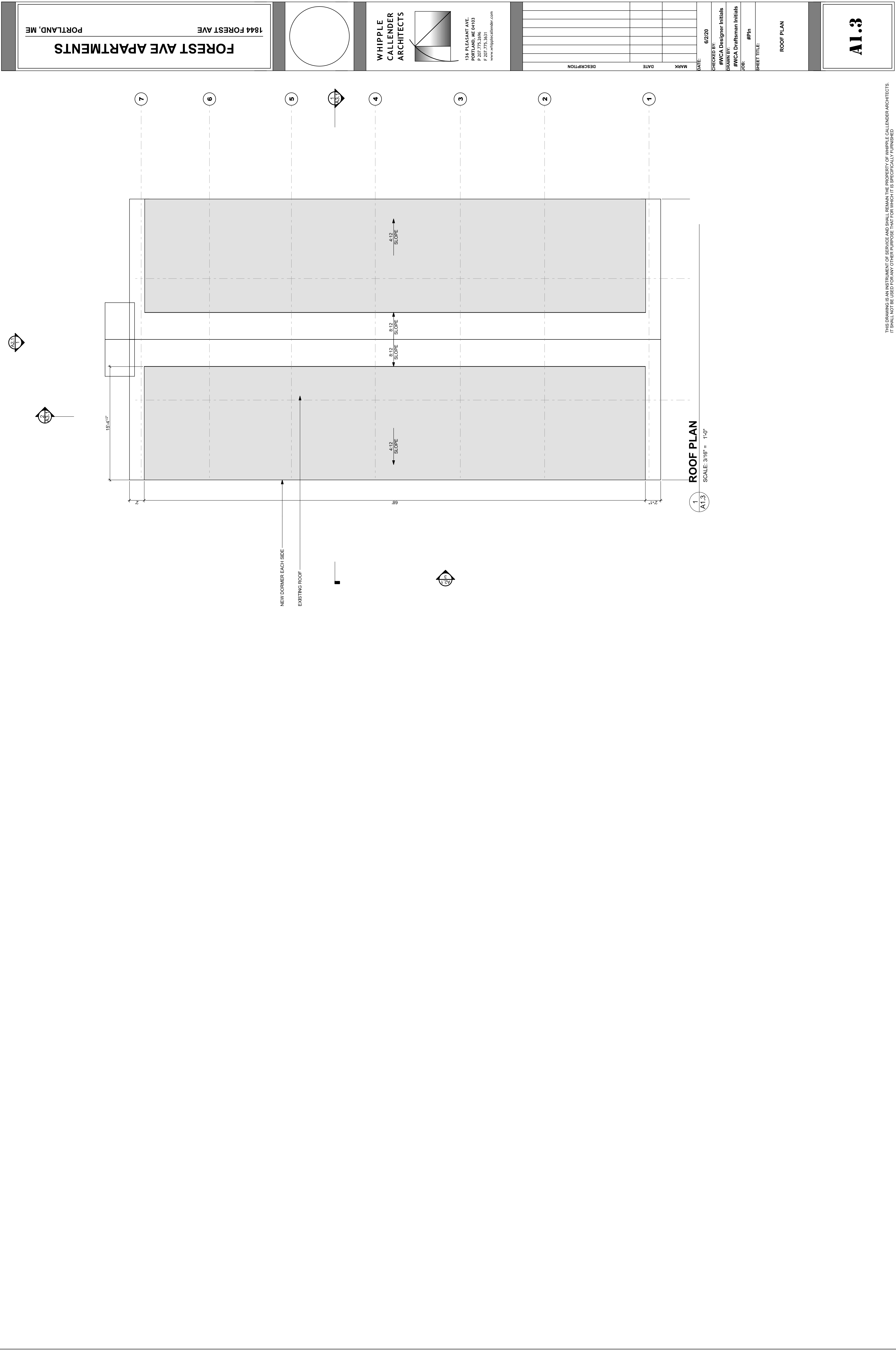
LOFT FLOOR PLAN

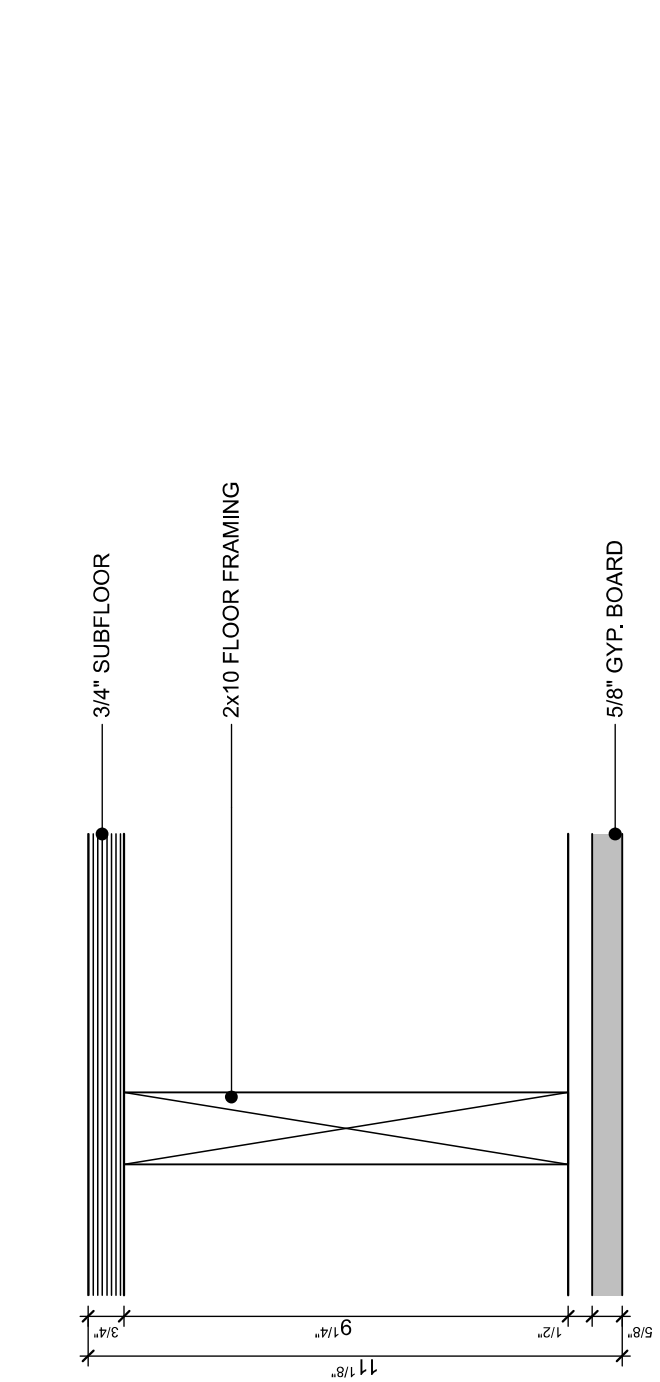
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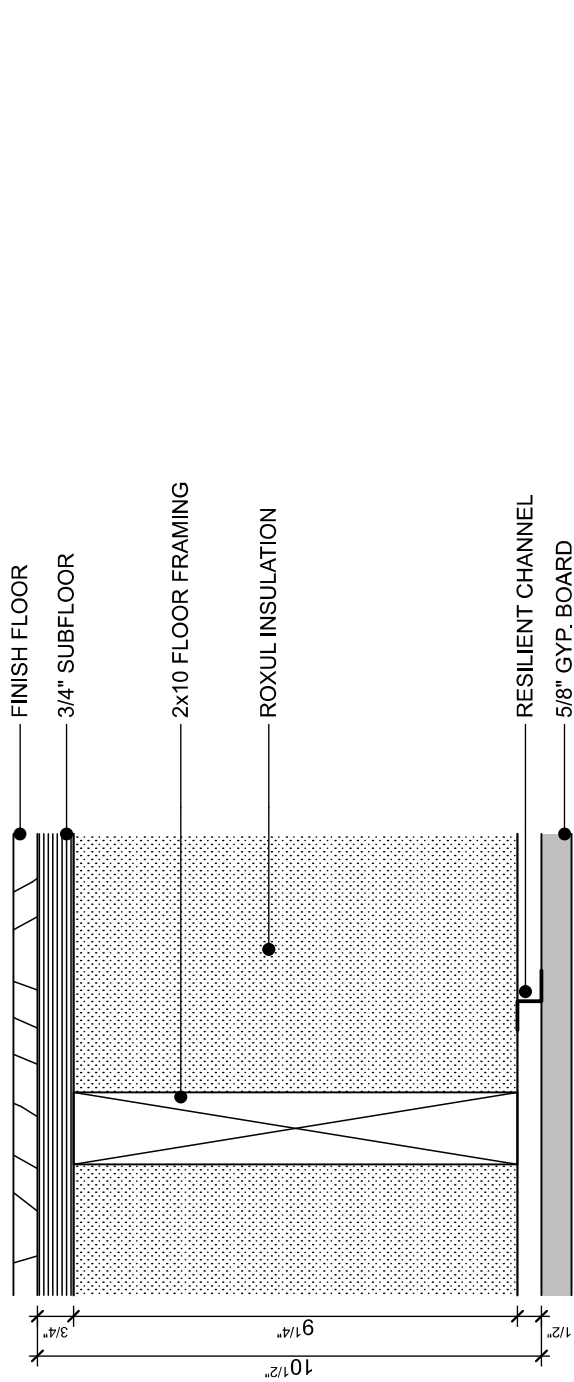
LEGEND

- EXISTING WALL
- EXISTING WALL TO BE DEMOLISHED
- NEW WALL

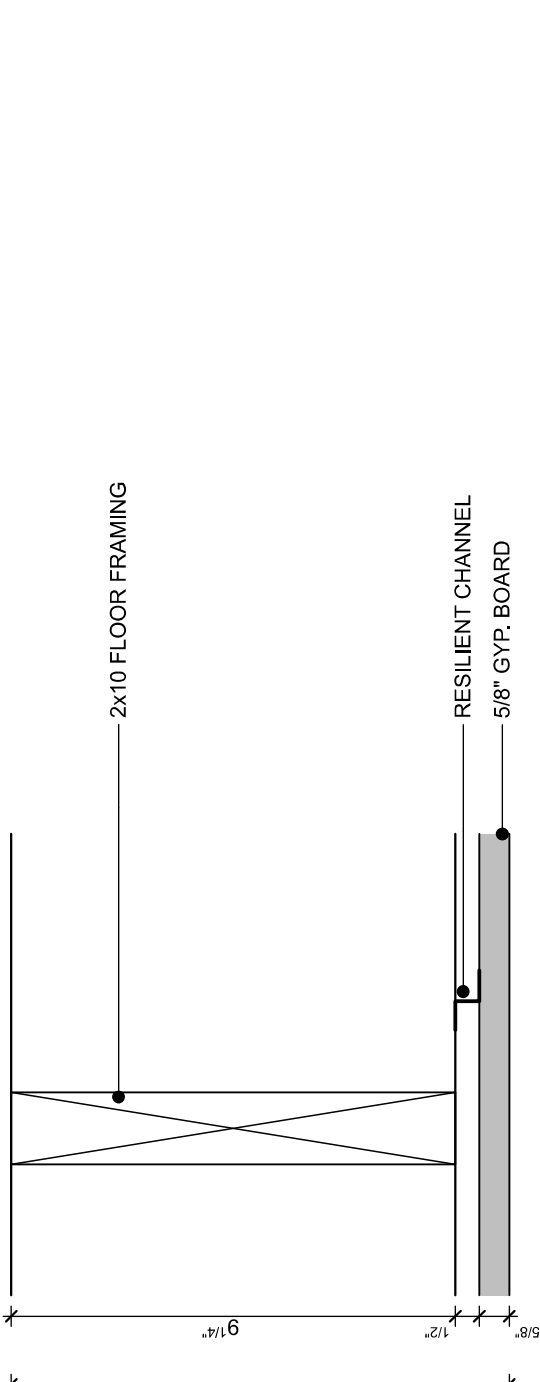




7 FLOOR AT LOFT



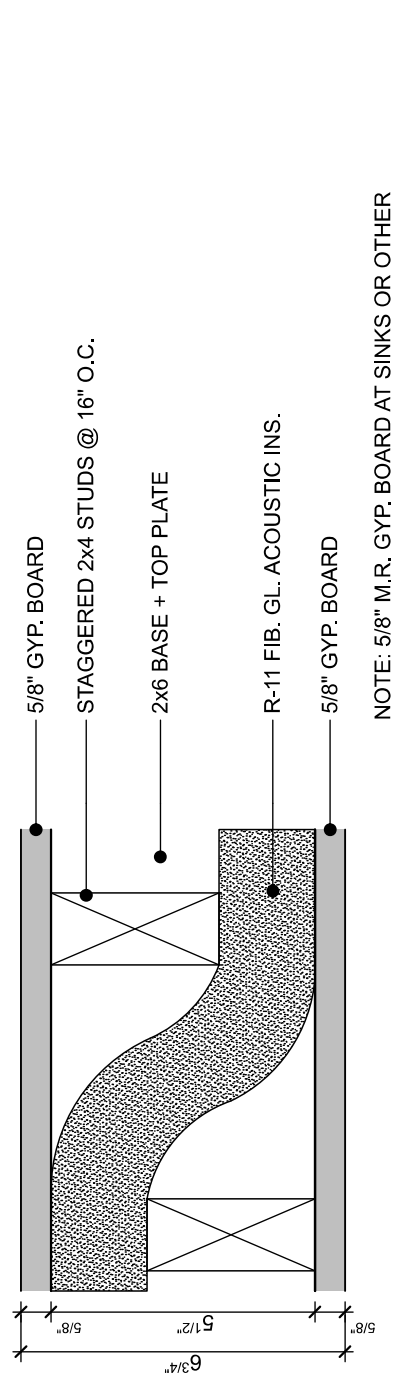
8 FLOOR BETWEEN LOWER LEVEL AND FIRST FLOOR



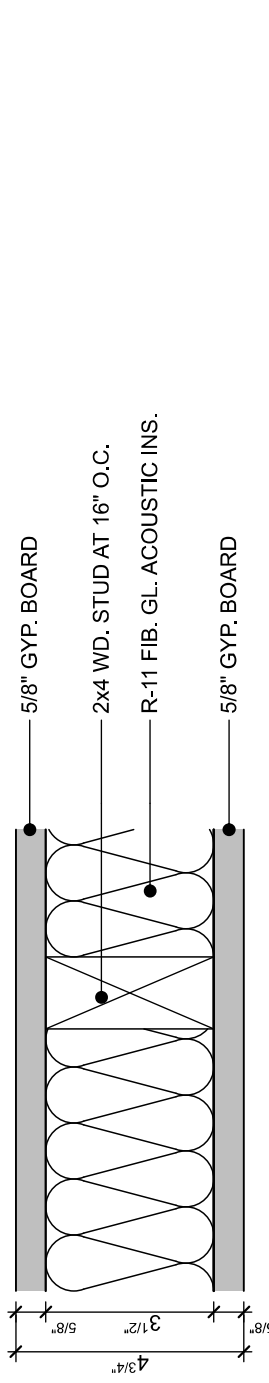
9 LOFT CEILING

FLOOR TYPES

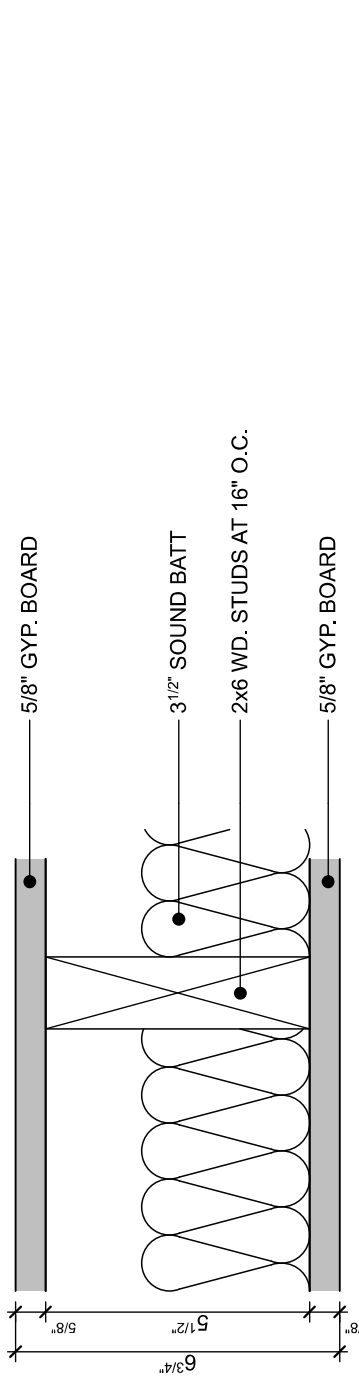
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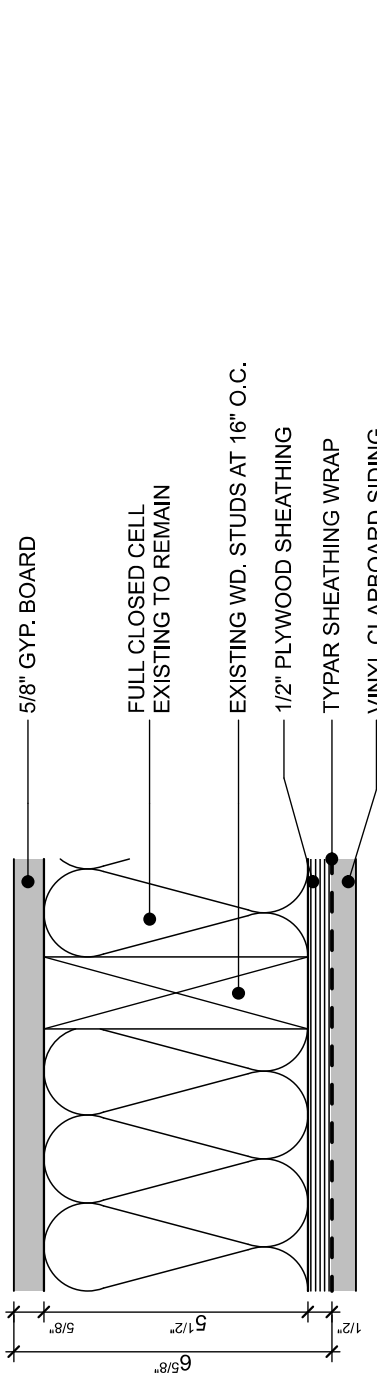
1 STAGGERED STUD PARTITION BETWEEN APARTMENTS



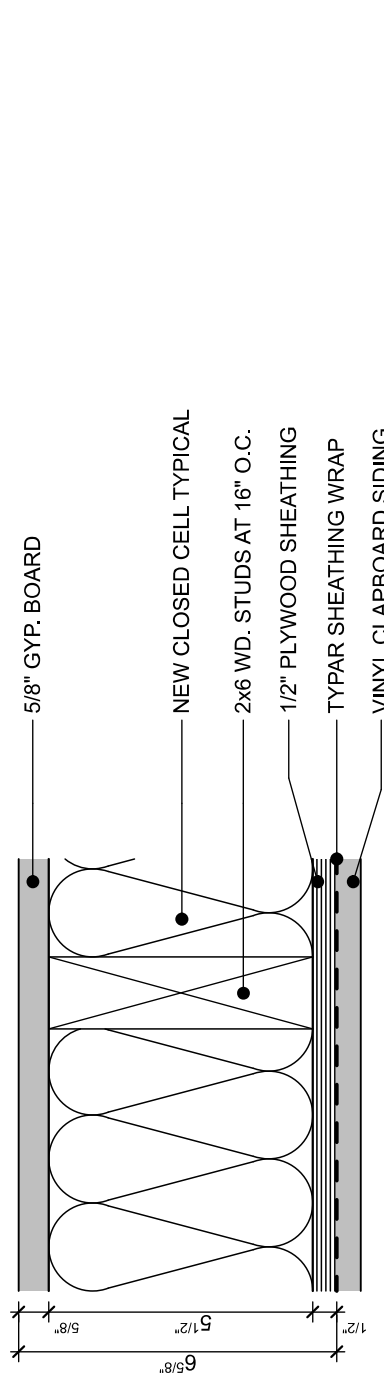
2 TYPICAL 2 x 4 WD. STUD PARTITION
U.L. DESIGN NUMBER
U333.1160R



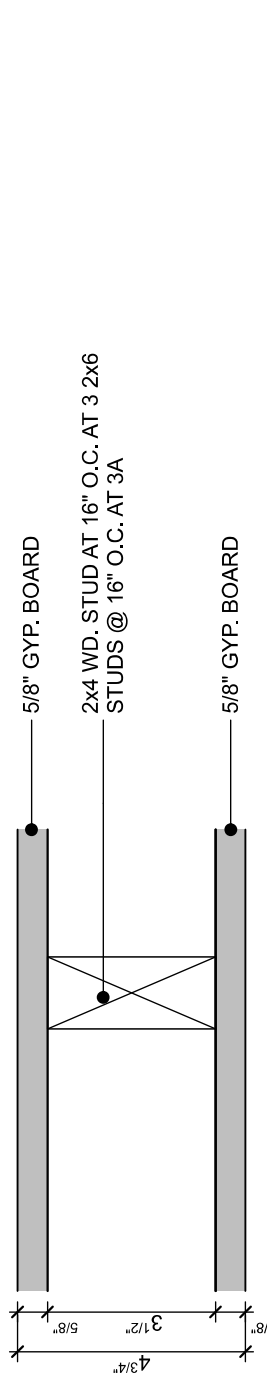
3 2x6 WOOD STUD PARTITION



4 EXISTING 2x4 WOOD EXTERIOR WALL



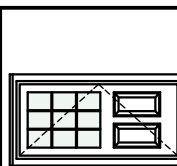
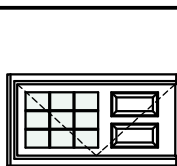
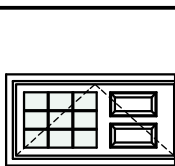
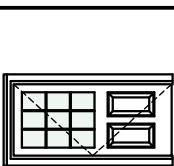
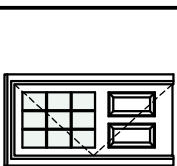
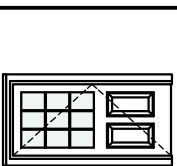
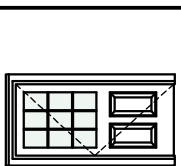
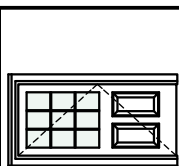
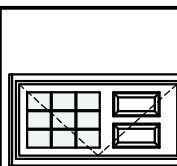
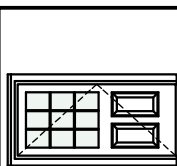
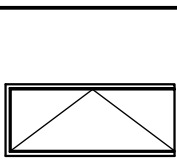
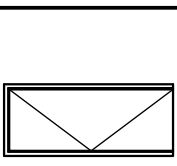
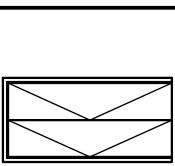
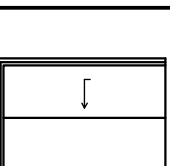
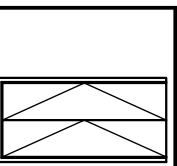
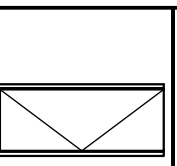
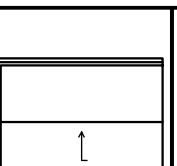
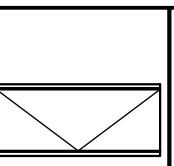
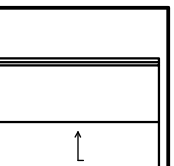
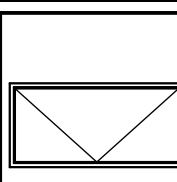
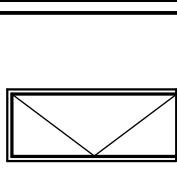
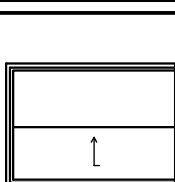
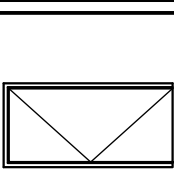
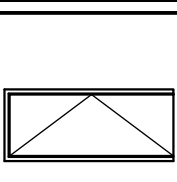
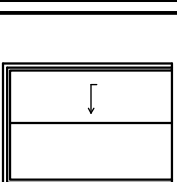
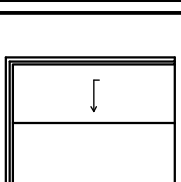
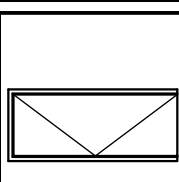
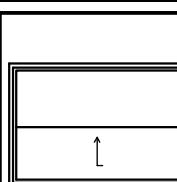
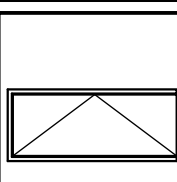
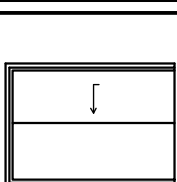
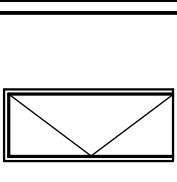
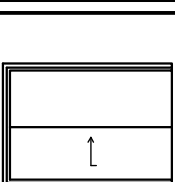
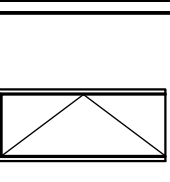
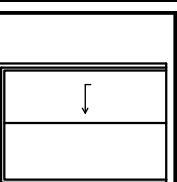
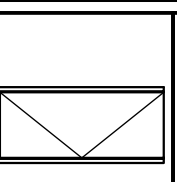
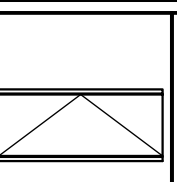
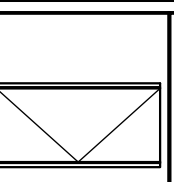
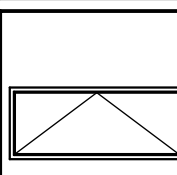
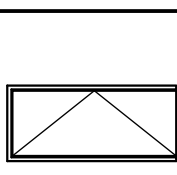
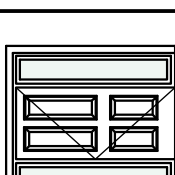
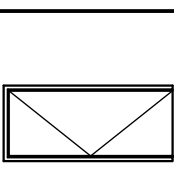
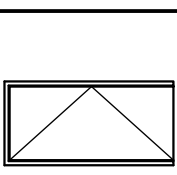
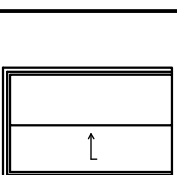
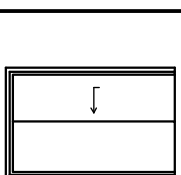
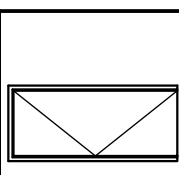
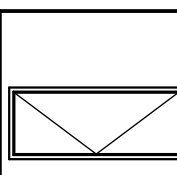
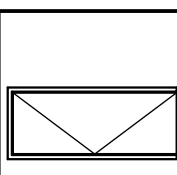
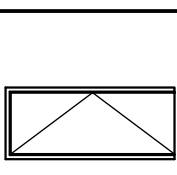
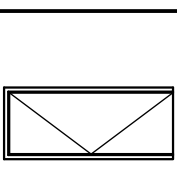
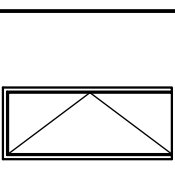
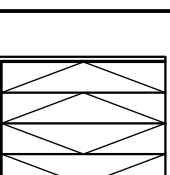
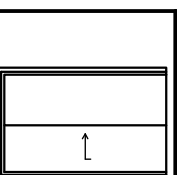
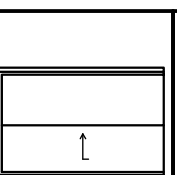
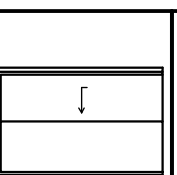
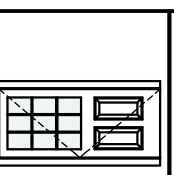
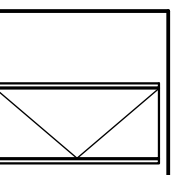
5 NEW 2x4 WOOD EXTERIOR WALL



6 2x4 WD. STUD PARTITION @ BATHROOMS AND CLOSETS

WALL TYPES

SCALE: 3" = 1'-0"

NEW DOOR AND FRAME SCHEDULE											NEW DOOR AND FRAME SCHEDULE											NEW DOOR AND FRAME SCHEDULE										
MARK	ROOM NAME	SIZE			MATL	HARDWARE		NOTES	ELEVATION																							
		W	HT	THK		FUNCTION	MANUFACTURER NO.																									
102	UNIT 09	3'	6'-9"	1 3/4"																												
103	UNIT 10	3'	6'-9"	1 3/4"																												
104	UNIT 07	3'	6'-9"	1 3/4"																												
105	UNIT 08	3'	6'-9"	1 3/4"																												
106	UNIT 05	3'	6'-9"	1 3/4"																												
107	UNIT 06	3'	6'-9"	1 3/4"																												
108	UNIT 03	3'	6'-9"	1 3/4"																												
109	UNIT 04	3'	6'-9"	1 3/4"																												
110	UNIT 01	3'	6'-9"	1 3/4"																												
111	UNIT 02	3'	6'-9"	1 3/4"																												
202A		2'-6"	6'-9"	1 3/4"																												
202A	UNIT 11	2'-6"	6'-9"	1 3/4"																												
202B		3'	6'-9"	1 3/4"																												
202B		4'-6"	6'-9"	1 3/4"																												
202C		3'	6'-9"	1 3/4"																												
203A		2'-6"	6'-9"	1 3/4"																												
203B		4'-6"	6'-9"	1 3/4"																												
205A	2'-6"	6'-9"	1 3/4"																													
205B	4'-6"	6'-9"	1 3/4"																													
MARK	ROOM NAME	SIZE			MATL	HARDWARE		NOTES	ELEVATION																							
		W	HT	THK		FUNCTION	MANUFACTURER NO.																									
206B	UNIT 16	3'	6'-8"	1 3/4"																												
206A		2'-6"	6'-8"	1 3/4"																												
206B		4'-6"	6'-8"	1 3/4"																												
206B	UNIT 16	3'	6'-8"	1 3/4"																												
207A		2'-6"	6'-8"	1 3/4"																												
207B		4'-6"	6'-8"	1 3/4"																												
207B	UNIT 02	5'	6'-8"	1 3/4"																												
208A		2'-6"	6'-8"	1 3/4"																												
208B		4'-6"	6'-8"	1 3/4"																												
208A		2'-6"	6'-8"	1 3/4"																												
210A		2'-6"	6'-8"	1 3/4"																												
210B		4'-6"	6'-8"	1 3/4"																												
211A		2'-6"	6'-8"	1 3/4"																												
211B		4'-6"	6'-8"	1 3/4"																												
B01A	UNIT 16	2'-8"	6'-8"	1 3/4"																												
B01B	UNIT 16	2'-6"	6'-8"	1 3/4"																												
B02	MECH ROOM	3'	6'-8"	1 3/4"				1 HR. DOOR WITH CLOSER																								
B03A	UNIT 17	2'-8"	6'-8"	1 3/4"																												
MARK	ROOM NAME	SIZE			MATL	HARDWARE		NOTES	ELEVATION																							
		W	HT	THK		FUNCTION	MANUFACTURER NO.																									
B04A	UNIT 14	2'-6"	6'-8"	1 3/4"																												
B05A	UNIT 15	2'-8"	6'-8"	1 3/4"																												
B06C	UNIT 11	3'	6'-8"	1 3/4"																												
B06A	UNIT 12	2'-8"	6'-8"	1 3/4"																												
B06C		3'	6'-8"	1 3/4"																												
B06C	UNIT 12	4'	6'-8"	1 3/4"																												
B06C	UNIT 14	4'	6'-8"	1 3/4"																												
B07A	UNIT 13	2'-8"	6'-8"	1 3/4"																												
B07B	UNIT 12	2'-6"	6'-8"	1 3/4"																												
B07B	UNIT 13	2'-6"	6'-8"	1 3/4"																												
B07B	UNIT 14	2'-8"	6'-8"	1 3/4"																												
B07B	UNIT 15	2'-6"	6'-8"	1 3/4"																												
B07B	UNIT 17	2'-6"	6'-8"	1 3/4"																												
B07C		5'	6'-8"	1 3/4"																												
B07C	UNIT 13	4'	6'-8"	1 3/4"																												
B07C	UNIT 15	4'	6'-8"	1 3/4"																												
B07C	UNIT 17	4'	6'-8"	1 3/4"																												
B08A	VESTIBULE	2'-10"	6'-8"	1 3/4"																												
B08B	VESTIBULE	2'-10"	6'-8"	1 3/4"																												

1844 FOREST AVE
PORTLAND, ME

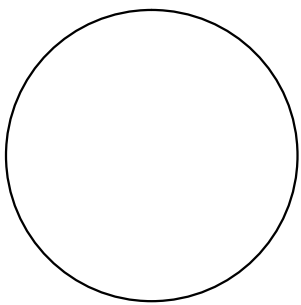
FOREST AVE APARTMENTS

WHIPPLE
CALLENDER
ARCHITECTS

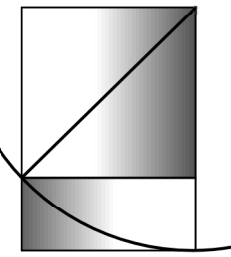
136 PLEASANT AVE.
PORTLAND, ME 04103
P 207.775.2696
F 207.775.3631
www.whipplecalender.com

</

FOREST AVE APARTMENTS



**WHIPPLE
CALLENDER
ARCHITECTS**



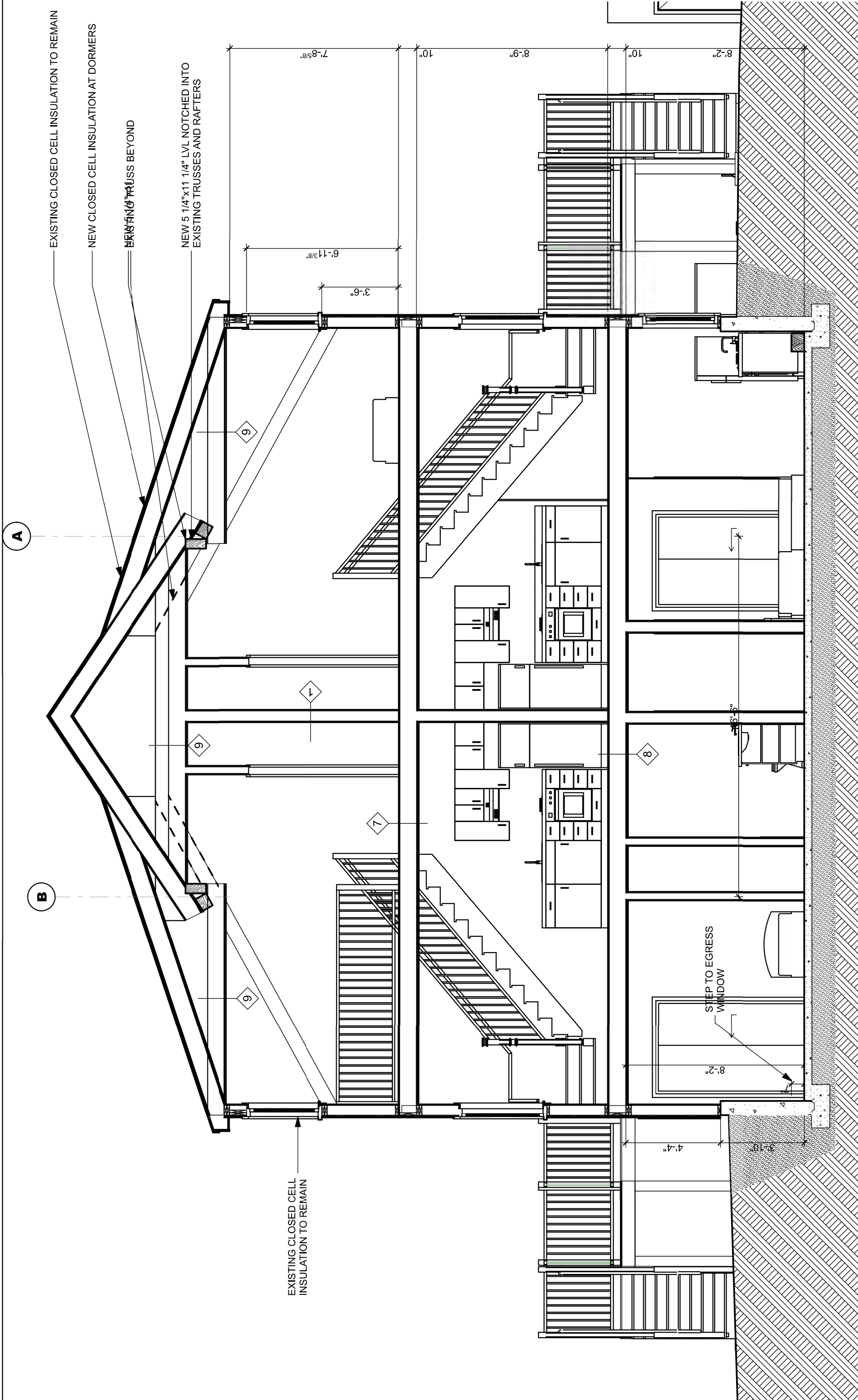
136 PLEASANT AVE.
PORTLAND, ME 04103
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F 207.775.3631
www.whipplecaller.com

[illegible]

6/2/20
CHECKED BY: #WCA Designer Initials
DRAWN BY: #WCA Draftsman Initials
JOB: #Pin
SHEET TITLE:

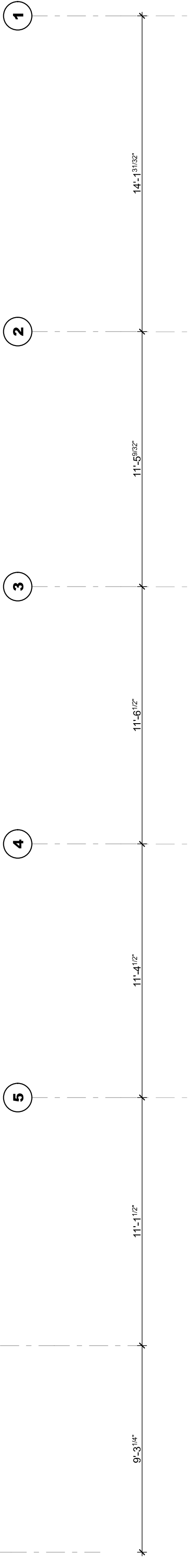
SECTIONS

A3.1



BUILDING SECTION

SCALE: 1/4" = 1'-0"



BUILDING SECTION

A3.1

A3.1 _____ THIS DRAWING IS AN INSTRUMENT OF SERVICE AND SHALL REMAIN THE PROPERTY OF WHIRPLE CALLENDER ARCHITECTS
SCALE: ~~S&L~~ NOT ~~AS~~ SHOWN FOR ANY OTHER PURPOSE THAT FOR WHICH IT IS SPECIFICALLY FURNISHED

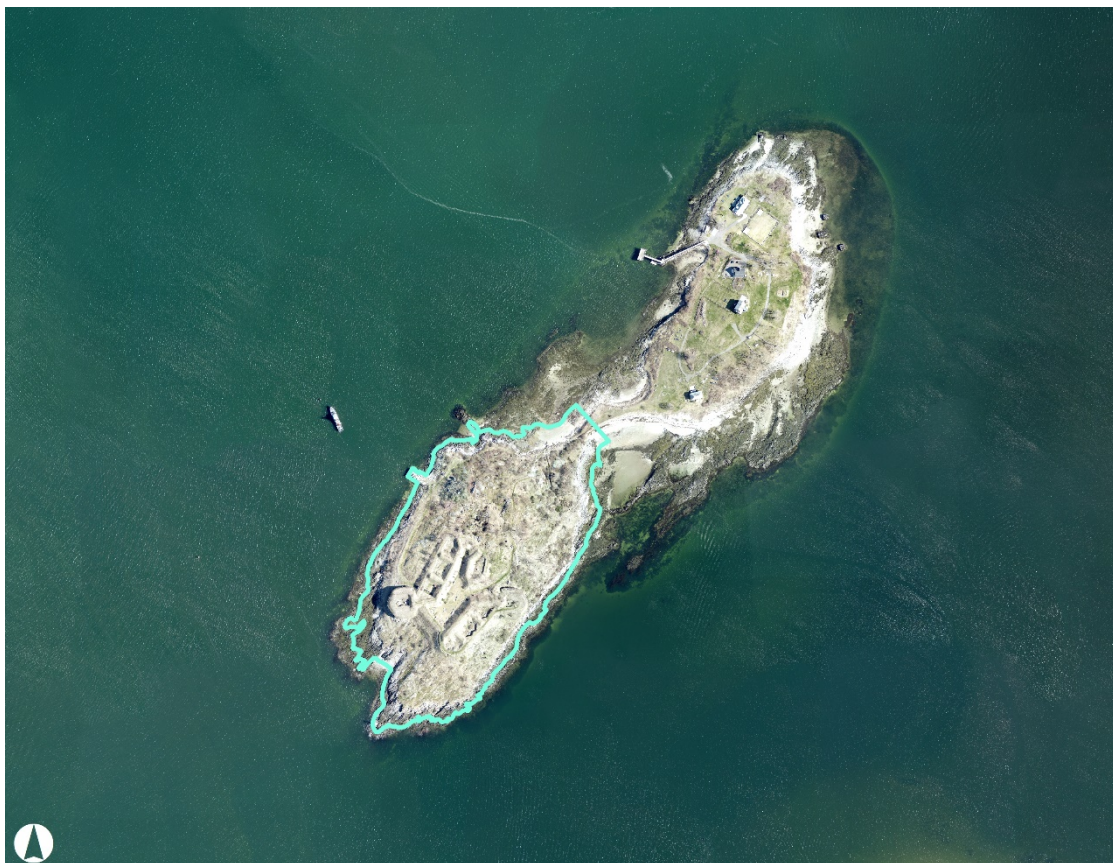


PLANNING BOARD REPORT PORTLAND, MAINE

Campground
o House Island
Level II Site Plan Review
PL-001269-2020
Fortland, LLC, Applicant

Submitted to: Portland Planning Board
Public Hearing Date: February 9, 2021

Prepared by: Christian Roadman, Planner
Date Prepared: February 5, 2021



Context of the proposed project on the southern half of House Island (highlighted in teal).

I. INTRODUCTION / PROPOSED DEVELOPMENT

Fortland LLC (Fortland), the owners of the southern half of House Island, seek to use the property as a seasonal campground to include 21 camping sites consisting of yurts and tents, as well as a community building, bathroom shed, and well pump shed. The area currently includes granite, masonry, and earth tunnels, buildings and earthen berms, and artillery positions from historic Fort Scammel.

The proposed project is located mostly within the IR-1 Residential Zone, with a small portion at the northeast edge in the IR-B zone. Campgrounds are a conditional use in the IR-1 zone, for which the applicant gained approval from the

City's Zoning Board of Appeals in March of 2020 (**Attachment B**). Fort Scammel is a City landmark, and the applicant received a certificate of appropriateness from the City's Historic Preservation Board in February of 2018 (**Attachment C**). Though the limited amount of new construction qualified the project for a Level II Site Plan review (which does not normally require Planning Board approval), the conditional use language in Section 14-145.3(c).6(c) regarding campgrounds in the zone specifically requires Planning Board site plan review.



Renderings of proposed House Island campground project viewed from the northwest (top) and southwest (bottom)

Applicant: Fortland, LLC.

Consultants: Acorn Engineering; Briburn Architecture

II. REQUIRED REVIEWS

<i>Review</i>	<i>Applicable Standards</i>
Site Plan	Section 14-526

III. PROJECT DATA

Existing Zoning	IR-1 Residential (mainly), IR-B Business
Existing Use	Vacant military installation
Proposed Use	Campground
Property Size (sf.)	~688,530
Existing Building Footprint (sf.)	~40,000
Proposed Building Footprint (sf.)	~43,640

IV. EXISTING CONDITIONS

House Island is an hourglass shaped island, with the north and south ends of the island connected by a narrow central portion. The project site is located on the southern portion of the island and is improved with the remains of Fort Scammel, a landmarked fort that was constructed in 1808 as a fortification for the harbor defense of Portland. With the exception of the remains of Fort Scammel, there is little present on the southern portion of the island. A wharf located on the northwest portion of the applicant's property allows access by boat. The site has access to electricity infrastructure, but not to public water or sewer. Two wells are present on the site. In Fortland's application materials, the applicant notes presence of invasive plant species which they intend to remove.

The north end of the island, which is not owned by the applicant team, was previously a hospital, quarantine and immigration station; it now hosts private functions. That property is the only other abutter to the project. House Island is not accessible by any roads and is only accessed via boat.

V. RIGHT, TITLE, & INTEREST AND FINANCIAL & TECHNICAL CAPACITY

The applicant provided a quitclaim deeds (**Attachment D**) to evidence ownership of the property.

The applicant provided a letter from Norway Savings Bank (**Attachment E**) to evidence financial capacity.

The applicant cited founder & consultant experience and expertise as evidence of technical capacity (**Attachment F**).



Rendering of the proposed project from above

VI. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

As this is a Level II site plan review, a neighborhood meeting is not required. As of the writing of this report, no public comments were received by the Planning Department.

VII. ZONING ANALYSIS

As the application for this project was filed and substantively reviewed in advance of the December 1, 2020 effective date of the new Land Use Code, the standards set forth in that code govern this application, and all code citations will reference that document. The proposed development site is located primarily within the IR-1 Residential Zone, which allows campgrounds as a conditional use. Such use was approved by the City's Zoning Board of Appeals on March 5,

2020.

The project site is located in the shoreland zone and is therefore subject to shoreland zoning regulations. The proposed project places all proposed structures farther than 75 feet away from the highest annual tide, as required.

The proposed project includes the construction of a community building and three accessory buildings (bathroom shed, utility shed, and well pump shed) which conform to height maximums and setbacks in the zone.



Zoning context of the proposed project on the southern parcel (highlighted in teal) of House Island.

VIII. DEVELOPMENT REVIEW

A. SITE PLAN STANDARDS (Section 14-526)

Staff reviewed the proposed development for conformance with the relevant review standards of Portland's site plan ordinance and applicable regulations, and staff comments relative to each standard are below:

a) Transportation Standards

Impact on Surrounding Street Systems and Access and Circulation; Site Access and Circulation; Public Transit Access; Parking; Transportation Demand Management

The proposed development is isolated from the broader Portland Street network by Casco Bay, and does not include accepted roads. The proposed development will be accessed via boat; campground clients will be ferried by the campground operator.

The applicant calculated a parking requirement of 1.3 parking spaces by using the metric for hotel uses (one

parking space for every four guest rooms, assuming each guest tent is a room) and applying a specific parking reduction for the IR-1 residential zone. That reduction states that non-residential uses must only provide 25% of the otherwise required amount. Despite this, the applicant intends to provide five parking spaces on the mainland, in South Portland, for potential use by guests. The applicant provided confirmation from South Portland of spaces for lease at Bug Light Park between Memorial Day and Labor Day for the 2021 season. Because this agreement is limited to a short time frame, evidence of adequate parking for five years is suggested as a **condition of approval**.

b) Environmental Quality Standards

Preservation of Significant Natural Features; Landscaping & Landscape Preservation; Water Quality, Storm Water Management and Erosion Control

The City's consulting civil engineer reviewed the applicant's proposal (**Attachment 1**) and did not identify any concerns.

Other than limited introduction of additional impervious surface via new structures, one of the most dramatic changes proposed on the island is removal of invasive species. The City's arborist reviewed these plans and supports such removal (**Attachment 2**).

c) Public Infrastructure and Community Safety Standards

a. Consistency with related Master Plans; Public Safety and Fire Prevention; Availability and Capacity of Public Utilities

The location of the project makes it reliant on the City's fire boat for emergency response. The Fire Department participated in the review of the island's previously approved dock and ramp system to confirm access to the island's small wharf.

The property in question is not connected to public water or sewer systems. The applicant proposes the use of existing wells for water, composting toilets, and a subservice wastewater disposal field (the septic system will be reviewed as part of the permitting process). Solid waste and recyclables are to be removed via private boat.

Site Design Standards

1. Massing, Ventilation and Wind Impact; Shadows; Snow and Ice Loading; View Corridors; Historic Resources; Exterior Lighting; Noise and Vibration; Signage and Wayfinding; Zone Related Design Standards

The property in question is a historic landmark, and was granted a certificate of appropriateness by the Historic Preservation Board on February 21, 2018. Building design is not within the scope of Planning Board review for this project.

As presented by the applicant, the project is intended to be seasonable, reversible, and to impose a light touch on the landscape and aesthetics of Fort Scammel. The proposed project is not intended for wintertime operation. No adverse impacts related to noise and vibration are anticipated.

The applicant will install some lighting on the site, but specific fixtures have not been determined. Such fixtures require approval by historic preservation staff, and must be full cutoff to comply with City standards. Confirmation of acceptable light fixtures is suggested as a **condition of approval**.

B. COMPREHENSIVE PLAN

[*Portland's Plan 2030*](#) identifies a vision statement and policy goals for the City. The project aligns with guidance in that document that historic resources should be preserved and celebrated, and that access to open spaces and recreation should be available throughout the City. It specifically calls for reinforcing the waterfront as a key component of Portland's economy, balancing traditional waterfront industries with recreation and tourism, and promotes historic preservation as an economic, sustainability, and community development strategy.

**IX. PROPOSED MOTION****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 February 9, 2021 for application PL-001269-2020 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **[is / is not]** in conformance with the site plan standards of the Land Use Code, subject to the following conditions of approval:

1. Prior to issuance of a certificate of occupancy, the applicant shall submit cutsheets of final proposed light fixtures for review and approval by the Planning Authority.
2. The applicant shall submit confirmation of adequate parking provision for five years beginning with the issuance of a certificate of occupancy. This may be reconfirmed annually prior to each season of operation, and/or for multiple year periods at a time.

XI. ATTACHMENTS

Report Attachments

1. Consulting Civil Engineer Review 2/3/2020
2. City Arborist Comments 10/22/2020

Applicant's Submittals

- A. Project Description & Standards Narratives
- B. Conditional Use Approval & Application
- C. Historic Certificate of Appropriateness
- D. Right, Title, Interest, & Easements
- E. Financial Capability
- F. Technical Capability
- G. 2021 Parking Letter
- H. Comment Response 10-14-20
- I. Invasive Species
- J. State Agency Documents
- K. Stormwater Management Report
- L. Subsurface Wastewater Disposal System Application
- M. Lighting Examples
- N. Fire Code Documents
- O. Zoning Assessment Table
- P. Application Checklist

Plans

- P1. Cover Sheet
- P2. Site Plan
- P3. Boundary Survey
- P4. Utility Plan
- P5. Invasive Species & Landscape
- P6. Pre & Post Development
- P7. Community Building
- P8. Accessory Structures
- P9. Temporary Canvas Structures
- P10. Significant Natural Features, Waterbodies, & Wetlands
- P11. Existing Conditions Photos
- P12. Renderings



Christian Roadman <croadman@portlandmaine.gov>

House Island

Lauren Swett <lswett@woodardcurran.com>

Wed, Feb 3, 2021 at 8:59 AM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian,

I have reviewed the applicant's materials and have no further comments. They have provided 300 feet of separation between their wells and the proposed septic system. The septic system will need a separate permit through the building permit process, and their design will be signed off on at that time when it goes through permitting and inspections, but I don't see any issues based on my review.

If you have any questions, let me know.

Thanks,

Lauren

All Woodard & Curran consulting employees are currently working from home. I do not have regular access to mail or other deliveries made to the office. You can still reach me via email or at my direct or cell phone numbers.

Lauren Swett, P.E.*

Technical Manager

Woodard & Curran

[41 Hutchins Drive](#)

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M.ASCE

Chair, Leader Training Committee

American Society of Civil Engineers

<http://regions.asce.org/leader-training-committee/>



Christian Roadman <croadman@portlandmaine.gov>

0 House Island / Fortland: Invasive Species & Landscape

Jeff Tarling <jst@portlandmaine.gov>

Thu, Oct 22, 2020 at 3:56 PM

To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian -

I have not been on that section of House Island but would agree that removing Bittersweet vines and Black Swallowwort would not constitute replanting other than follow up maintenance. We have noticed other shrubby invasives could be present such as Honeysuckle, Barberry, Buckthorn etc. Shrubby invasive plants should be replaced especially in the Shoreland Zone. Bayberry seems to be the best plant given the location. All of the nearby islands have active invasive plant control programs, including Peaks, Cushing and Cliff Island. The various islands, the City of Portland have worked with the Oceanside Conservation Trust of Casco Bay along with the Maine Island Institute to map out invasive plant control, this effort is active and ongoing. We would ask that House Island work in that regard as well knowing they care about the environment. The web links below outline some of these efforts and we know the other islands in Casco Bay would welcome House Island's inclusion.

Casco Bay Invasive plant projects -

<http://oceansideconservationtrust.org/invasive-species/>
<https://www.islandinstitute.org/working-waterfront/war-on-invasive-plants-relies-on-many-weapons/>
https://www.maine.gov/dacf/mnap/features/invasive_plants/invsheets.htm
http://oceansideconservationtrust.org/octcbwp/wp-content/uploads/Invasive-Species-Guiderc_Part2.pdf

Jeff Tarling

City Arborist - City of Portland Maine

Parks, Recreation & Facilities Department

Forestry & Horticulture

212 Canco Road - Suite A

Portland, ME. 04103

(207) 808-5400

jst@portlandmaine.gov

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FORTLAND

Planning and Urban Development Department
Planning Division
City of Portland, Maine

Level II Development Review
House Island and Fort Scammel

TO: Christian Rodman Senior Planner Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-	James Rather Development Review Manager Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509
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FROM: Stefan Scarks and Travis Bullard, Fortland, LLC

Date: August 26, 2020

RE: Site Level II Development Review, Fortland Campground

Introduction:

On behalf of Fortland, LLC (Fortland), we are pleased to provide the accompanying package of submission materials for a Site Level II site plan review related to the proposed 21 Site Campground on the Southern Parcel of House Island. Fortland is excited to present our plans for this unique project that will serve to preserve, protect and celebrate one of Portland's special island resources. The proposed development requires a Level II Site Plan Submission Pursuant to Section 14-523 (e) 1 of the city's land use code. This submission package will demonstrate that the project meets the City's Level II Site Plan Submission requirements as outlined in the Level II Application Submission Checklist as well as Section 14-527 (f) of the Code of Ordinances. The applicant is proposing the following development: 1. The construction of a new structures having a total floor area less than 10,000 Sq. ft.

The mission of Fortland is to preserve, protect, celebrate and share the amazing historical and environmental island resource. Throughout Fortland's design process, great thought and planning has be dedicated to mitigating and reducing physical, environmental and visual impacts. Our goal is to create an immersive and educational camping experience where guests can enjoy an exceptional piece of Maine's rich island history, environment and culture. Fortland has spent several years engaging stakeholders, designing and permitting this adaptive reuse of a truly unique site. The proposed project has a light touch and creates an opportunity for people to have a transformative Maine experience rooted in a sense of place, respecting the ecology and immersed in history.

This application and submission package are the result of four years of hard work and diligent progress (process). In 2017 Fortland commenced an 18-month review by the city of Portland Historic Preservation with key input and support from Greater Portland landmarks. The historic review process included three public workshops as well as a site visit from the board. Fortland received unanimous support from the HPB for a certificate of appropriateness for the proposed project on February 21, 2018.

During this process, Fortland simultaneously engaged stakeholders, advisors and State regulators for feedback and guidance. This engagement included presentations to and meetings in Augusta with John Perry, Environmental Review Coordinator for Maine Department of Inland Fisheries and Wildlife (MEIF&W), Kirk F. Mohny, Director and State Historic Preservation Officer and Christi A. Chapman-Mitchell, Assistant Director, Deputy SHPO. Additionally, a site visit was conducted with Mark Bergeron, Director Land Resources Bureau, Maine Department of Environmental Protection (MEDEP). Fortland conducted follow up site visits with ME IF&W biologists as well as multiple consulting and advisory scientists and biologists.

In 2019-2020 Fortland continued engaging the city and advancing through the permitting process including two pre application meetings with City of Portland officials from Planning, Zoning, Fire and Public safety.

In early 2020 Fortland worked with feedback from Planning and Zoning Staff to prepare and submit a conditional use permit application for the campground use. In February 2020 the Zoning Board of Appeals held a public meeting where we received broad public support. Fortland was granted the conditional use permit by a unanimous vote from the Zoning Board of Appeals on March 5, 2020.

A site level II permit will be one of the final steps in our local permitting process. If a permit is granted by the Portland Planning Board, Fortland will then be required to obtain a license through the State of Maine Department of Health and Human Services (DHHS) to operate the campground. Fortland will continue to engage the City of Portland's Permitting and Inspections department to obtain all necessary building permits needed to commence development operation during the 2020 off season.

Our goal is to create a one of a kind destination in heart of Portland's Casco Bay and be able to share our island vision with guests this coming spring 2021. Fortland sincerely appreciates the time and consideration from all parties that went in to making this submission possible and humbly requests approval of our site plan permit.

SECTION 1 - GENERAL APPLICATION DOCUMENTS

- **Project Description**

Background/Existing Site Conditions:

The proposed development is located on the Southern parcel of House Island and is the site of historic Fort Scammel. The approximate 15.8-acre site was developed in the lead up to the War of 1812 to protect the coastal city of Portland and Portland Harbor. The original 1808 fort was redesigned and developed into a third system fortification from 1862-1870's that resulted in the fort structures that exist today.

The site slopes from sea level up to an elevation of +/- 70 feet above sea level at the top of the existing grand magazine earthen berm. A majority of the site has been developed to varying degrees at some point during the past 212 years. Existing structures include approximate 30,000 sf. of granite, brick and masonry bastions and approximate 10,000 sf. of granite, brick and masonry tunnels connecting ramparts and bastions to subterranean magazines. There are no public utilities existing on the site, although there are two existing artesian wells.

The proposed scope of work includes:

1. Construction of an accessory structure: Community Building with a green roof (2,095 sf ground floor area, 2,850 sf structure footprint). Please see Drawing "A-01_Community Building" and "A-02_Community Building - Floorplans"
2. Construction of three wood-framed accessory structures: Utility and Operations Shed (336 sf ground floor area, 406 sf structure footprint), Bathroom Shed (160 sf ground floor area, 192 sf structure footprint) and Well Pump Shed (160 sf ground floor area, 192 sf structure footprint). Please see Drawing "A-03_Accessory Structures".
3. Installation of 8 structural decks on the existing gun foundations and erection of 6 yurt structures and 2 temporary seasonal tents. Please see Drawing "A-04_Temporary Canvas Structures".
4. Installation of 15 additional temporary seasonal tents with platforms. Tent platform decks are to be set on precast piers. The tent decks will allow for the permeation of stormwater between the boards. Please see Drawing "A-04_Temporary Canvas Structures".
5. Installation of underground power and water distribution, subsurface wastewater disposal system.
6. Maintenance of existing roads and paths.

- **Completed Checklist – Level II and Level III Site Plan**

- Please see Document “Completed Checklist – Level II and Level III Site Plan”

- **Right, Title and Interest**

- *Deeds, leases, or purchase and sales agreements.*

- Please see Document “Right, Title and Interest”

- **Evidence of State or Federal Approvals**

- *Permits or letters of non-jurisdiction, if applicable*

- Due to the light touch of this project, careful design to reduce impacts and the previously developed nature of the site, the project does not require any federal permits.
- The proposed project has obtained a permit approval for a Permit By Rule (PBR) from Maine, Department of Environmental Protection, DEP under NRPA review for structures proposed in the shoreland zone. Please see Document “ME DEP Permit By Rule”
- Fortland, LLC will obtain a campground license from the State of Maine Department of Health and Human Services.

- **Zoning Assessment**

- *Zoning Assessment Table*

- Please see Document “Zoning Assessment Table”
- Please see Drawing “C-10_Site Plan”
- House Island lies in the IR-1 zone and is also subject to shoreland and floodplain regulations under the city’s land use code. The application complies with floodplain and shoreland requirements. Shoreland setbacks are a required minimum 75’ for structures from the annual mean high tide line (Elevation model 6.5 feet NAVD88).
- In the IR-1 zone, Campgrounds are an allowed conditional use. Fortland, LLC has acquired the necessary conditional use permit for the proposed use of campground defined in Section 14-145.3 (c) 5 and Section 14-145.3 (c) 6. Campgrounds are an allowed conditional use Fortland’s proposed use has meet the standards and criteria of Section 14-474 and Section 14-145.3 (c). Please see Document “Zoning Conditional Use Application” and Document “Zoning Conditional Use Approval”

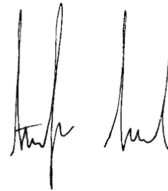
- **Existing and/or Proposed Easements**

- Please see Document “Easement – Central Maine Power”
 - Please see Document “Easement – US Coast Guard”
- **Waiver Requests**
 - Fortland does not seek any Waiver Requests.
- **Financial Capability**
 - Please see Document “Financial Capability”
- **Technical Capability**
 - Please see Document “Technical Capability”

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Reference Documents:

1. Completed Checklist – Level II and Level III Site Plan
2. Right, Title and Interest
3. ME DEP Permit By Rule
4. Zoning Assessment Table
5. Zoning Conditional Use Application
6. Zoning Conditional Use Approval
7. Easement – Central Maine Power
8. Easement – US Coast Guard
9. Financial Capability
10. Technical Capability

Reference Drawings:

1. A-01_Community Building
2. A-03_Accessory Structures
3. A-04_Temporary Canvas Structures
4. C-10_Site Plan

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level II Review.
House Island and Fort Scammel

August 26, 2020

TO:	Christian Rodman Senior Planner Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509	James Rather Development Review Manager Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509
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RE: Fortland Campground - Transportation

SECTION 2 – TRANSPORTATION

Introduction:

Part of what makes Fortland such a unique and interesting project are the transportation constraints (and opportunities). The project site is a private island accessible only by private boat. All guests and goods arriving and leaving the island will do so from the granite wharf on the Western shore. The wharf was recently renovated for safe access by water taxi, private watercraft and municipal boats (Fire and Police).

On island there are existing private trails and roads used for pedestrian travel and movement of good by small off-road vehicles. This private road system does not intersect or abut any public roads or sidewalks. Additionally, there is no service to the island by Public transportation of any kind.

The nature of a private island without public roads made responding to many of the technical standards a challenge because they simply don't apply. We don't have abutting right of ways, a parking demand that will have any central demand point, or any public transportation infrastructure. Accordingly, we have attempted to answer each required criteria as clearly and concisely as possible to clarify why each is inapplicable to this project.

- **Transportation Analysis- Traffic Impact (14-526 (a) 1)**
 - *Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts*

- The project site has no paved streets or roads and the site is not appropriate for traditional vehicles (cars and trucks). Fortland will utilize small off-road vehicles for deliveries of goods on site. The primary form off circulation on site will be pedestrian on existing roads and foot paths. Please see Drawing “C-10_Site Plan.”
 - *Traffic Impact Study (Technical Manual Section 1) if applicable*
 - Per the City of Portland Technical Manual, Section 1.1, there is no direct impact to vehicle traffic on the site. Passenger Car Equivalents (PCE) generated by guests of the campground or support vehicles are non-centralized to any single point of departure on the mainland and are not exclusive to the City of Portland. Any PCE generated by the campground falls below the lowest threshold of 25 PCE as defined by Technical Manual Section 1.1.1, 1.1.2 and 1.1.3. Not Applicable.
- **Access and Circulation (14-526 (a) 2 a)**
 - *Access and internal circulation, addressing ADA access*
 - The project site is unique in that is a private island without access to public roads, sidewalks or public transit. The site is also unique in its history as an active military fort and a site for cutting granite for local fort construction. As a result of the extensive industrial use of the +/- 16 acre site, systems of roads, trails and railroads were established to facilitate transportation of supplies and personnel to the extents of the property. These roads and trails were constructed using compacted gravel and aggregate (which is now largely vegetated with grass) and traverse sections of exposed granite ledge. The differentiating features of the roads and trails are width and grade. Roads are generally wider and less steep which are well suited for small support vehicles and pedestrian traffic. Trails are generally narrower and have more varied terrain that make pedestrian traffic more appropriate.
 - Following our mission to preserve, protect and celebrate the character of the site, the system of existing roads and trails will continue to be maintained and used for internal circulation of our guests and support vehicles.
 - The project site is largely defined by Fort Scammel. Circulation within the fort includes navigation of features such as varying grades, cobblestone walkways, granite stairs, concrete tunnels, ramps and grassy open spaces. The remainder of the site is defined by steep grades, thick vegetation, exposed granite ledge, beaches and rocky coastline. These are all character contributing features to the site that will be preserved to the greatest extent feasible. As a result, the entirety of the

site may not be readily accessible to those with certain mobility limitations.

- The 2010 ADA Standards for Accessible Design – 2010 Standards for Public Accommodations and Commercial Facilities: Title III shall be followed pursuant to the following:
 1. New construction will comply with 28 CFR, part 36, subpart D to the extent that it is not Structurally Impractical.
 2. The community building will feature ADA compliant bathroom facilities.
 3. The cutting shed bathroom will be ADA compliant.
 4. All wooden ramps on site will be ADA width, regardless of their slope so that wheelchairs can be used with assistance (ramp slopes are dictated by unique site conditions)
 5. Select campsites sites will include ADA compliant features.
- *Access and egress impacts on traffic flows*
 - There are no public roads serving the site. Access and egress to the site is limited to boats, which will not impact any traffic flows. Not Applicable.
- *Description and use of drive-up features, if applicable*
 - There are no drive-up features. Not Applicable.
- **Loading and Servicing (14-526 (a) 2 b)**
 - *Loading and servicing needs, route and travel way geometrics for deliveries*
 - Deliveries will originate from various locations in and around Portland Harbor and will travel by boat to the island. Deliveries will coincide with late morning check out and afternoon check in. (See Document “Zoning Conditional Use Application” for additional information.)
 - *Turning Templates for delivery vehicles if applicable*
 - All deliveries will be by boat. Not Applicable.
- **Sidewalks (14-526 (a) 2 c)**
 - *Sidewalks and condition along street frontages and internal walkways.*
 - *Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)*

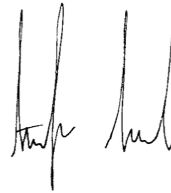
- There are no public streets or sidewalks on or abutting the project site. Not Applicable.
- **Public Transit (14-526 (a) 3), if applicable**
 - *Existing available transit services*
 - There are no existing available transit services.
 - *Proposed site plan design details, such as easement, pad base, and shelter*
 - There is no existing or proposed access to public transit.
- **Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c)**
 - *Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements.*
 - To ensure that parking needs are met without negative impact, Fortland will be securing 5 off-street parking spaces outside the City of Portland in South Portland. This will ensure that if guests need off-street parking on the mainland, it will be available.
 - Please refer to Document “Conditional Use Permit Application” - Section 1: Parking Analysis.
 - *Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and location on site plan*
 - There are no curb cuts or parking lots on site. Not Applicable.
- **Bicycle Parking (14-526 (a) 4 b**
 - *Address bicycle parking requirements and identify locations on site.*
 - *Construction details for bike racks (Technical Manual, Section 1)*
 - Bicycle parking is not required or proposed in this application. Not Applicable.
- **Snow Storage (14-526 (a) 4 d)**
 - *Management plan for snow removal and locate snow storage areas on plan.*
 - The campground is seasonal and will be closed during the winter months. There is no snow removal or storage required.
- **Traffic Demand Management (TDM) (14-526 (a) 5), if applicable**

- *Develop TDM with Trip Reduction Targets and Strategies*
 - Fortland will utilize scheduled boat trips for transportation of guests, staff, supplies and waste to and from the island. To the greatest extent possible, both legs of each round trip will be used for movement of people and materials to minimize impact. (See Document “Zoning Conditional Use Application” for additional information).

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Reference Documents:

1. Zoning Conditional Use Application

Reference Drawings:

1. C-10_Site Plan

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level II Review.
House Island and Fort Scammel

August 26, 2020

TO: Christian Rodman
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

James Rather
Development Review Manager
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

RE: Fortland Campground – Environmental and Landscape

SECTION 3 – ENVIRONMENTAL AND LANDSCAPE FEATURES

Fortland has designed the Site Plan to preserve and protect the natural features by incorporating them into the campground Site Design. This will ensure the project has a low impact on the environment and landscape.

- **Preservation of Significant Natural Features (14-526 (b) 1), if applicable**

- *Trees, plants, habitats listed on State or Federal list of endangered or threatened*

- The State of Maine Department of Agriculture, Conservation and Forestry Natural Areas Program (MNAP) Beginning with Habitat (BWH) - Primary Map 2: High Value Plants and Animals – Portland, ME identifies a single mapped significant natural feature within the project site; Sea Bird Nesting Island. Tidal Wading Bird and Waterfowl habitat is mapped adjacent to the island offshore in Casco Bay, Atlantic Ocean. MNAP BWH Primary Map 2 does not identify any endangered or threatened plant species habitats within the project area. Please see Drawing “EL-01_Map of Significant Natural Features”.
 - In an agency consultation letter response dated September 11, 2017, John Perry, Environmental Review Coordinator for Maine Department of Inland Fisheries and Wildlife (MEIF&W) identified the following natural features that may be present in or around the proposed project area: Endangered, threatened, and special species of concern: Bats, and Significant Wildlife Habitat: Seabird Nesting Area and Tidal Waterfowl and Wading Bird Habitat.

In response Fortland worked with Consultants (Bio Diversity Research Institute (BDRI), and Tetra Tech) field biologists and scientists as well MEIF&W field biologists and scientists to conduct site surveys and consultation to ensure that our design and operation of the proposed campground would preserve and protect trees, plants, habitats, and animal species of concern and result in minimal to no impacts to those resources. Please see Document “Agency Consultation MEIF&W”

- *High and moderate value waterfowl and wading habitat*
 - Available online mapping and the BWH map for Portland do not identify high or moderate waterfowl or wading habitat within the proposed project site. The proposed project is designed to limit impacts to the intertidal in order to maintain healthy bird forage and habitat to support waterfowl and wading birds. The project is preserving a significant intact buffer along the higher value habitats in the coastal portions of the island to the greatest extent practical. Please see Drawing “C-10_Site Plan”.
- *Aquifers on Casco Bay Islands*
 - There are no mapped aquifers on the site. Please see Drawing “EL-02_Waterbodies Map”.
- *Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains)*
 - The project site is an island that is surrounded by the waterbody of Casco Bay, Atlantic Ocean. No waterbodies are located within proposed development area on the proposed project site. Project site perimeter is defined as the NAV88 6.5’ highest annual tide (HAT) line on Map EL03 - Maine Geological survey map over satellite imagery. Please see Drawing “EL-03_Wetland Map”. Please see Drawing “Boundary Survey” for field verified HAT line.
 - Beginning with Habitat (BWH) - Primary Map 1: Water Resources and Riparian Habitats shows the existing of 250 foot Shoreland Riparian Habitat. The U.S Fish & Wildlife Service - National Wetlands Inventory does not show any wetlands on the project site. Please see Drawing “EL-02_Waterbodies Map”.
 - Beginning with Habitat (BWH) - Supplementary Map 7: Wetlands Characterization identifies the presence of aquatic beds (floating or submerged aquatic vegetation), open water adjacent to the beach area on the north and east side of the island project site. Fortland’s campground operations with its limited motorized boat traffic in the identified areas will

not have any negative impact on any existing aquatic beds. Please see Drawing “EL-03_Wetland Maps”.

- US Fish and Wildlife Service (USF&W) National Wetlands inventory shows no mapped wetland resources (wetlands, watercourses or significant vernal pools), on the site within the proposed development area.
- USF&W National Wetlands Inventory classifies the Ocean waterbody surrounding the island site as “Estuarine and Marine Wetland”, Classification code: M2AB1/RS1N – System **Marine (M)**. The Marine System consists of the open ocean overlying the continental shelf and its associated high-energy coastline. Marine habitats are exposed to the waves and currents of the open ocean, and the Water Regimes are determined primarily by the ebb and flow of oceanic tides. Salinities exceed 30 parts per thousand (ppt), with little or no dilution except outside the mouths of estuaries. Shallow coastal indentations or bays without appreciable freshwater inflow, and coasts with exposed rocky islands that provide the mainland with little or no shelter from wind and waves, are also considered part of the Marine System because they generally support typical marine biota. Please see Drawing “EL-02_Waterbodies Map”.
 1. Subsystem **INTERTIDAL (2)**: The substrate in these habitats is flooded and exposed by tides; includes the associated splash zone.
 2. Class **Aquatic Bed (AB)**: Includes wetlands and deepwater habitats dominated by plants that grow principally on or below the surface of the water for most of the growing season in most years.
 3. Subclass **Algal (1)**: Algal beds are widespread and diverse in the Marine and Estuarine systems, where they occupy substrates characterized by a wide range of sediment depths and textures. They occur in both subtidal and intertidal subsystems and may grow to depths of 30m (98'). They also occur in Lacustrine and Palustrine deepwater habitats.
 4. Split Class **Rocky Shore (RS)**: High energy shoreline environments characterized by bedrock, stones, or boulders which singly or in combination have an areal cover 75% percent or more and less than 30 percent vegetative cover by area.
 5. Split Subclass **Bedrock (1)**: Bottoms in which bedrock covers 75% or more of the surface.
 6. Water Regime **Regularly Flooded (N)**: Tides alternately flood and expose the substrate at least once daily.
- Per review of the City of Portland GIS Map Viewer-Flood Map (1986 FEMA flood boundaries), The project proposes no structures in the VE 12 flood plain. Please see Drawing “Site Plan – Post Development”.

○ *Proposed preservation areas and protection measures*

- Fortland has designed the site plan to preserve and protect significant natural features by incorporating them into site design. Fortland proposes to maintain a preservation area in the Northeast portion of the project site that will remain in its vegetated natural state and create a buffer between the campground and the coastal beach habitat. Other protection measures include prohibiting dogs unless required for guide or service dogs that would be allowed on leash.
- Species and habitat specific measures:
 1. Bats – Incorporate bat houses to enhance habitat and refrain from cutting mature trees that have bark attributes for potential pup rearing/roosting habitat.
 2. Sea Bird Nesting Area – Brad Zitske and Lindsay Tudor, ME IF&W Shorebird Biologist, Conducted a site visit and determined the proposed campground use would not have an adverse impact on species of concern or potential sea bird nesting habitat on the condition that dogs were not allowed at the campground. The project is prepared to continue engaging with the agency in developing a plan for the site that would integrate wildlife viewing and appreciation into the experience of campground use. This could involve the use of interpretive signs, camper participation in breeding Bird Atlas projects, learning weekends or events targeting birdwatchers. While the proposed site does not have any seabird nesting habitat for threatened or endangered species. Fortland will maintain a significant natural buffer in north east portion of the island to limit impacts to potential high value habitat adjacent to the project site.
 3. Tidal Waterfowl and Wading Bird Habitat – The proposed project is designed to limit impacts to the intertidal in order to maintain healthy bird forage and habitat to support waterfowl and wading birds. The project is preserving a significant intact buffer along the higher value habitats in the coastal portions of the island to the greatest extent practicable.

○ *Documentation from environmental consultants, determinations from applicable state agencies*

- Fortland has consulted and coordinated with relevant Maine State DEP and IF&W agencies including agency consultation with John Perry, Environmental Review Coordinator for Maine Department of Inland Fisheries and Wildlife (MEIFW). Please see Document” Agency Consultation MEIFW”. Fortland met with John Perry, MEIFW, for project review, feedback and guidance. As a follow up Fortland conducted a site visit Maine Department of Inland Fisheries and Wildlife Staff Brad Zitske, Regional Wildlife Biologist and Lindsay Tudor, Wildlife Biologist

specializing in Maine shorebirds and sea bird nesting islands. MEIFW Biologists confirmed no presence of bat hibernacula and no presence of species of concern seabird nesting habitat on the proposed project site. Fortland consulted with Maine DEP and conducted a site visit with Maine DEP Land Resources Bureau Director, Mark Bergeron, and Fortland's consultant Dale Knapp, Boyle Associates, State Site Evaluator, CSS, LSE, CEP, PWS.

- Fortland has consulted with David C. Evers, Ph.D., Chief scientist and Executive Director at Biodiversity Research Institute (BRI), and conducted a Site visit with David C Evers, Ph.D., David Yates, BDRI Mammal Program Director and Wildlife Biologists Lauren Gilpatrick. Acoustic bat surveys were completed in mid August 2017 by BRI staff. The site visit found no evidence of any potential bat hibernacula. Fortland's activities should not adversely impact any potential bat use or activity on site, and we intend to install bat houses to enhance habitat for these valuable species (they enhance the camping experience by keeping the mosquitos down).

- **Landscaping and Landscape Preservation (14-526 (b) 2 a)**

- *Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4).*

- The design of the site respects the preservation of the natural environment. Site Management Plan - Vegetative cutting and clearing practices: Our mission is reflected in our site management plan. Our goal is to limit vegetative cutting and clearing to areas that need to be maintained to ensure safe public access and protect the structural integrity of Fort Scammel. Our intent is to preserve mature and semi mature trees to enhance the environmental experience of the island, provide screening for privacy, and reduced visibility from the water. Clearing and cutting by means of mowing will occur on all existing cleared roadways and paths. Any perimeter trail will be maintained to promote safe access for foot traffic only.
- Several invasive plant species exist on site. According to Maine Department of Agriculture, Conservation and Forestry, Maine Natural Areas Program-Advisory List of Invasive Plants – 2019, there are two severely invasive species existing on the project site: Asiatic Bittersweet, [*Celastrus orbiculatus*](#) and Black Swallowwort, [*Cynanchum louiseae*](#). Both of these species are well established on site and will need significant control measures to reduce the impacts of these stubborn invasive species. Mechanical control methods will include: manual root removal (Digging up the root crowns) and cutting vines prior to seed production. For Swallowwort, mowing is best for preventing seed production. Fortland will mow frequently (one to two mows per season) just as the pods are beginning to form to reduce the spread of the population. Both species are incredibly challenging to eradicate and Fortland will work

hard to prevent the spread of these invasive species and reduce the population to the greatest extent possible. Please see Document “Invasive Species”.

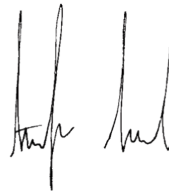
- *Protection measures of existing vegetation during construction*
 - To the greatest extent possible Fortland will utilize protection measures of existing vegetation during construction. These measures include utilizing and maintaining existing roads and trails to ensure minimal impact to existing vegetation. Cutting of mature and semi mature trees will be limited and a significant vegetative buffer along the coastal portions of the project area will be maintained.
- *Protection measures within Shoreland Zone, if applicable*
 - Fortland will meet the general use standards of: City of Portland Code of Ordinances Sec. 14-449 (c) Clearing or removal of vegetation:
 1. In all shoreland areas in resource protection zones, the cutting or removal of vegetation shall be limited to that which is necessary for uses expressly authorized in that zone.
 - The project is preserving a significant intact vegetative buffer along the higher value habitats in the coastal portions of the island to the greatest extent practicable. Clearing and cutting by means of mowing will occur on all existing cleared roadways and paths. Any perimeter trail will be maintained to promote safe access for foot traffic only.
- **Site Landscaping (14-526 (b) 2 b)**
 - *Screening and buffering of service areas and between non-residential and residential uses*
 - Fortland has designed the project site and campground to utilize existing vegetation for visual and privacy screening and buffering between campsites and roads/trails. Vegetated buffer areas on the North portion of the site shall be comprised of existing trees and vegetation, to create a mixed buffer incorporating both understory and tree canopy layers. There are no proposed residential uses proposed for the site. The abutting parcel on house island is Zoned I-B.
 - *Planting plans with plant schedule and sizes (Technical Manual, Section 4)*
 - Fortland is not proposing any plantings. Not Applicable.

- **Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable**
 - *Landscaped islands within parking areas (Technical Manual, Section 4)*
 - There are no parking lots on the proposed site. Not Applicable.
- **Street Trees (14-526 (b) 2 b iii)**
 - *Existing Heritage or Feature Trees on site and measures to preserve*
 - *Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable.*
 - There are no street trees on the proposed project site. Not Applicable.

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Reference Documents:

1. Agency Consultation MEIF&W
2. Invasive Species

Reference Drawings:

1. EL-01_Map of Significant Natural Features
2. C-10_Site Plan
3. EL-02_Waterbodies Map
4. EL-03_Wetland Map
5. Boundary Survey
6. Site Plan – Post Development

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level II Review.
House Island and Fort Scammel

August 26, 2020

TO:	Christian Rodman Senior Planner Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509	James Rather Development Review Manager Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509
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RE: Fortland Campground – Environmental and Stormwater

SECTION 4 – ENVIRONMENTAL AND STORMWATER

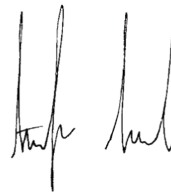
- **Water Quality, Stormwater Management and Erosion Control (14-526 (b) 3 a)**
 - *Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable.*
 - Please see Document “Stormwater Management Report”
 - Please see Drawing “Site Plan – Pre Development”
 - Please see Drawing “Site Plan – Post Development”
 - *Erosion control plan and measures:*
 - Fortland has designed the site plan and operations to limit soil disturbance. Temporary and accessory structures are to be constructed on piers to reduce impacts to soil. As referenced in the Environmental and Landscape memo, vegetative clearing will be minimized to ensure an intact vegetative buff is preserved and protected to limit potential erosion. Furthermore, Fortland will implement Best Management Practices to maintain existing paths, roads and mitigate the potential for erosion. During construction, Erosion & Sedimentation Protection Measures will be employed by the contractor.
 - The project will employ LID practices to ensure potential impacts are minimized including but not limited to:
 1. Buffer/filter strip
 2. Underdrain soil filters (bioretention system, swales)
 3. Cistern
 4. Green roof

- *Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable*
 - There are no urban streams on site. Not Applicable.
- *Subsurface sanitary sewage disposal and groundwater protection.*
 - Fortland consulted with Glen Angel, Maine State Site Evaluator with HHS to assist in subsurface wastewater disposal system design for the unique island site. Fortland will utilize a Perc-Rite Drip Dispersal system and will obtain a Maine Health and Human Services HHE 200 permit for subsurface wastewater disposal systems. Please See Document “Subsurface Wastewater Disposal System Application”.

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Reference Documents:

1. Stormwater Management Report
2. Subsurface Wastewater Disposal System Application

Reference Drawings:

1. Site Plan – Pre Development
2. Site Plan – Post Development

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level II Review.
House Island and Fort Scammel

August 26, 2020

TO: Christian Rodman
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

James Rather
Development Review Manager
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

RE: Fortland Campground – Public Infrastructure and Safety

SECTION 5 – PUBLIC INFRASTRUCTURE AND SAFETY

- **Consistency with City Master Plans (14-526 (c) 1)**
 - *Identify consistency with master plans*
 - All developments shall be designed so as to be consistent with City Council approved master plans and facilities plans and with off-premises infrastructure, including but not limited to sewer and stormwater, streets, trails, pedestrian and bicycle network, environmental management or other public facilities. Due to the remote island location of the site the proposed project is not physically connected to off-premise infrastructure listed.
 - *Proposed easements, rights and improvements to connect or continue off premises public infrastructure, as applicable*
 - The project location does not have direct access to public infrastructure with the exception of electricity. The application does not propose any easements, rights or improvements to connect or continue off premises public infrastructure.
- **Public Safety and Fire Prevention (14-526 (c))**
 - *Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3)*
 - Natural Surveillance: The site design promotes formal and non-formal surveillance to ensure the safety of legitimate users while deterring potential offenders. Structures are designed to maximize visibility to and from site

features such as entrances and exits, and walkways. Nighttime illumination will be utilized to ensure safe transit and identification. Site lighting will require final approval by City of Portland Historic Preservation Staff as a condition of the Historic certificate of Appropriateness and will comply with Section 12 of the Portland Technical Manual. Use of CCTV systems will be reserved for the discretion of the owner/operator.

- Access Management: The site is designed to provide clearly visible marked pathways for foot traffic both day and night. All private roads and trails will be clearly labeled for wayfinding and site maps will be displayed. Lighting will be utilized to provide a minimum of lighting while ensuring safe passage. Site signage will require final approval by City of Portland Historic Preservation Staff as a condition of the Historic certificate of Appropriateness. Mechanical access controls are not proposed at this time.

- *Emergency vehicle access*

- The project site does not have connection to public roads. Access is by boat, landing at the wharf on the Western shore of the site. The wharf supports a floating dock which allows access during all tidal conditions. As a result of a Site Level 1 review for repair and replacement in kind of the dock system, the City of Portland Fire Department certified that the dock is sufficient for their Emergency response boats to use. The dock will be kept clear for emergency boat access. Additionally, the Coast Guard has deeded access to land on site if they are the closest emergency responder.

- *Address consistency with public safety standards (Technical Manual, Section 3)*

- Fire Hydrant Standards: The project site does not have any connection or access to municipal water supply and will not have hydrants on site. Based on consultation with the City of Portland Fire Department, hydrants will not be required since the Fire Response Boat has water cannons that can reach the entirety of the site.
- Site Access Standards: Due to the limited private road and trail system on the site and access only by boat, movement of emergency personnel on site will be limited to foot traffic and small off-road vehicles provided by the campground operator. Each structure will maintain access to two (2) sides and be serviced by the road and trail system. A site numbering system is being coordinated to comply with Portland's E-911 System. Each structure will be clearly numbered with clear marking on the structure and along the road/trail system (if site appropriate).

- *Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist*

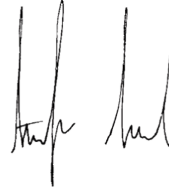
- Please see Documents "Fire Checklist", "NFPA Code Summary" and "NFPA Canvas Structures".

- **Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9)**
 - *Electrical services, including providing underground services*
 - In Fall of 2018, CMP concluded a major infrastructure upgrade, replacing the submarine cable that provided power to Cushing Island via Peaks Island across Whitehead passage. In accordance with CMP's specifications, this power feed is redundant, with 2 pairs of conductors. The owners of the Northern and Southern parcels of House Island coordinated with CMP and created a loop with this redundant system to also serve House Island. The utility sizing was engineered based on the highest possible use, in this case a total of 800 Amps of service allocated for the southern parcel of House Island.
 - *Identify existing and proposed connections for public utilities and required public utility upgrades*
 - There is an existing connection for electricity at the property line separating the northern and southern parcels of House Island. There are no additional connections or required public utility upgrades. Please see Drawing "C-20_Utility Plan" for additional information.
 - *Sewer line connections are required, if there is a main within 200 feet*
 - There is no access to public sewer. All wastewater is to be disposed of utilizing a subsurface wastewater disposal field. Please see Drawing "C-20_Utility Plan" for additional information.
 - *Proposed solid waste management facilities on-site and management for the site*
 - We will be encouraging Best Practices (BP) and educating our guests on the BP to reduce, reuse, recycle and compost as much of the waste stream as possible. Waste stream will be sorted on site at various collection points and stored in a central location adjacent to the utility and operations shed that facilitates offloading. Waste will be removed from the site routinely during operation on a scheduled/as needed basis and processed at a licensed facility. All Waste containers will comply with Maine Department of Health & Human Services campground regulations. Please see Drawing "C-10_Site Plan" for Waste Collection points.
 - *Written evidence of the ability to serve from utility companies, as applicable*
 - Not applicable.

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Reference Documents:

1. Code Checklist
2. NFPA Code Summary
3. NFPA Canvas Structures

Reference Drawings:

1. C-20_Utility Plan
2. C-10_Site Plan

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level II Review.
House Island and Fort Scammel

August 26, 2020

TO:	Christian Rodman Senior Planner Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509	James Rather Development Review Manager Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509
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RE: Fortland Campground – Site Design

SECTION 6 – SITE DESIGN

- **Massing, Ventilations and Wind Impact (14-526 (d) 1)**
 - *Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable.*
 - The proposed structures are diminutive in size as compared to the setting of their installation. There are no adjacent public spaces or adjoining structures that will be impacted by wind or ventilation.
 - *Bulk, location or height impacts on adjoining structures*
 - Fort Scammel is the only structure on the project site. The elements of the campground are located and designed to be obscured by the natural and man made elements of the island. There are no adjoining structures impacted .
 - *Identify and locate HVAC equipment and venting away from public spaces and residential properties*
 - HVAC and ventilation equipment will have no impact on public spaces or residential properties.
 - *Identify screening and manufacturing specifications for noise, if applicable:*
 - Not Applicable.

- **Shadows (14-526 (d) 2), if applicable**
 - *Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)*
 - Per the City of Portland Land Use Code Section (14-526 (d) 2) and Technical Manual 11.3, no proposed structures will cast a shadow on publicly accessible open space(s). All proposed structures fall below the 45' height threshold for a shadow analysis. There are no publicly accessible open spaces located between -122° and 122° true North of the project site which could be impacted. Existing vegetation is to remain which is mixture of planted grass and both native and invasive vegetation which is properly suited to a mixed shade/sun environment.
- **Snow and Ice Loading (14-526 (d) 3)**
 - *Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways*
 - Per the City of Portland Land Use Code Section (14-526 (d) 3), no additional snow or ice will load or fall onto adjacent properties or public ways. The subject property is private and is not adjacent to public ways due to its isolated location. The proposed site design does not present the opportunity for snow or ice to fall on adjacent properties due to the large setbacks from the boundary.
- **View Corridors (14-526 (d) 4), if applicable**
 - *Protection of designated view corridors (Portland Design Manual, Appendix 1)*
 - Per the City of Portland Land Use Code Section (14-526 (d) 4) and Design Manual, Appendix, the massing, location and height of development will not substantially affect public view corridors. The proposed development has been awarded a Historic Certificate of Appropriateness. Great care and consideration were given to ensure the design has minimal visual impacts. The majority of The Gateway View Corridors do not have direct line of sight to the project location. The Gateway View Corridors considered during the Historic review process include the Harbor Approach and Air Approach.
 - The design of the campground is intended to have minimal physical and visual impact. The campsites within the fort are recessed down into the gun ramparts reducing the amount of structure that can be seen. The color of the yurt and tent materials are selected to blend with the natural vegetation, with seasonal changes in color considered. In the case of the (6) yurt sites, the structure's overall height is lower than the earthen berms to the side and back of it. This limits any change to the skyline of the property. All of the tents are seasonal and are taken down in the late fall and erected in the Spring.

- The accessory structures are also designed for a minimal physical and visual impact. The design and material selection of the structures is intended to harmonize with the natural vegetated state of the property paying homage to the traditional materials used on the site. Material selections include natural wood siding and living roofs to blend into the environment from both the Harbor Approach and Air Approach. The community building is located so that it is surrounded by earthen berms on all sides and extends no higher than the adjacent Grand Magazine. This combined with the living roof effectively shields the building from sight.
- **Historic Resources (14-526 (d) 5), if applicable**
 - *Identify developments within Historic Districts or affecting Designated Landmarks*
 - Please see <http://www.portlandmaine.gov/1644/House-Island-Historic-District> for map of district boundaries, description of individual resources and classifications, and an index of resources.
 - *Certificate of Appropriateness or other evidence.*
 - On February 21, 2018, the City of Portland's Historic Preservation Board voted unanimously to approve Portland's application for a Certificate of Appropriateness for the development of a 21-site campground at Fort Scammell on House Island. Please see "Portland Historic Public Meeting Fort Scammell, House Island" <https://portlandmaine.gov/AgendaCenter/ViewFile/Item/5886?fileID=29799> for submission materials. Please see Document "Historic Certificate of Appropriateness".
 - The approval was made subject to the following conditions:
 1. All tent, yurt and permanent structures to feature recessive natural colors and finishes so as to be compatible with the surrounding landscape as possible. Applicant to prepare mock-ups of material/color options for final review and approval by staff.
 2. Final placement and size of solar panel array to be reviewed and approved by staff.
 3. Development to feature interpretive signage on history/significance of Fort Scammell. Plans and specifications for interpretive signs to be submitted to staff for review and approval.
 4. Specifications for any guardrails, lighting or other site features required to meet safety concerns to be submitted to staff for review and approval.
 5. Every effort shall be made to protect and preserve archeological resources that might be affected by the project. Applicant to inform HP staff of any potential discoveries.

- *Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required*

- Please see <http://www.portlandmaine.gov/1644/House-Island-Historic-District> for map of district boundaries, description of individual resources and classifications, and an index of resources.

- *Address preservation and documentation of Archaeological Resources*

- Fortland has designed the site plan with a light touch to minimize and reduce the potential impact to Archaeological resources. Every effort shall be made to protect and preserve archeological resources that might be affected by the project. Applicant to inform HP staff of any potential discoveries. See Zone Related Design Standards (14-526 (d) 5) below.

- **Exterior Lighting (14-526 (d) 6)**

Fortland has given careful consideration to the design and placement of these elements that would be required for public safety. Again, keeping with our light touch ethos, our goal is to implement, to the greatest reasonable extent, practical designs that minimize any potential effects to the experience of the Fort. For example, we have incorporated the International Dark Sky Association (IDSA) guidance for lighting into our design. Whenever possible, Fortland’s lighting plan will be friendly to birds, insects and animals, reduce sky glow, reduce glare, and enhance safety and security.

Exterior lighting will consist of solar walkway bollards and motion activated deck and stair lighting that will be shielded style. Exterior lighting will enhance nighttime safety at the wharf, around all accessory structures, around community building access points, and around all tent and yurt platform points of access (stairs, doors, and decks). Please see Document “Light Fixtures” for IDSA acceptable fixtures and outdoor lighting guidance.

Interior lighting will consist of low voltage warm spectrum LED down facing light fixtures to reduce glare and skyglow. Yurt walls and roof will be insulated double layer canvass and be opaque. Yurt windows, doors and skylights will have blinds to help reduce any light trespass. Guests will get educational information on best practices to minimize light impacts at night.

- *Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12)*

- Fortland’s Certificate of Appropriateness from the Portland Historic Preservation Board covers a range of appropriate lighting fixtures, architectural style, and specialty lights, and Fortland will obtain approval from the Portland Historic preservation staff on final lighting plan per

conditions of approval. Please see Document “Light Fixtures” for additional information.

- *Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)*

- There are no streets or right-of-ways on site.

- **Noise and Vibration (14-526 (d) 7)**

- *Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements*

- Fortland’s goal is to create an environment where guests can take in the natural and existing sounds of an island in the middle of Casco Bay. The sounds range from buoy bells and lobster boats at dawn to crickets, seagulls and crashing waves. Fortland’s natural activities of camping and limitation on electronic or other modern machinery means that noise generation by Fortland will be minimal. Most, if not all, congregating by staff and guests will occur in the “parade grounds” behind the fort’s berms further blocking any minimal noise generated at the facility.
- All heating, ventilation and air conditioning equipment (HVAC), air handling units (AHU), emergency generators, and similar equipment shall meet applicable state and federal emissions requirements. The majority of the mechanical infrastructure will be located in the “parade grounds” behind the fort’s berms further blocking the public view and any minimal noise generated at the facility.

- **Signage and Wayfinding (14-526 (d) 8), if applicable**

- *Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff*

- Fortland will provide signage as necessary to enhance safety and experience. Sign examples may include the following: educational, wayfinding and safety. All signs will be site appropriate and be approved by City of Portland Historic Preservation Staff as per conditions of final approval of Certificate of Appropriateness.

- *Proposed commercial and directional signage on site*

- Fortland proposes no Commercial signs. Directional signs will be for pedestrian wayfinding at roads, paths, and tunnels. All signs will be site

appropriate and be approved by City of Portland Historic Preservation Staff as per conditions of final approval of Certificate of Appropriateness.

- **Zone Related Design Standards (14-526 (d) 5)**

- *Address Historic Preservation Design Review, if applicable*

- Fortland received a Certificate of Appropriateness for the proposed campground development from the Portland Historic Preservation Board in 2018. Please see Document “Historic Certificate of Appropriateness”.
 - The site is designated as a Historic Landmark district and Fortland’s proposed development is compatible with the major character-defining elements of the site and the northern part of House Island in the vicinity of the proposed development. Character-defining elements of landmarks and historic districts are identified in the historic resources inventory and respective historic district designation report.
 - If an archeological resource is discovered on the site, Fortland will inform the City and State. Fortland will work diligently to preserve, protect and document archeological resources.
 - Fortland’s protection measures will be to leave archeological resources untouched. If unknown archeological resources are discovered in conflict with the site design and installation methods, Fortland will adapt development design and architectural layout in consultation with the City of Portland.
 - In the unlikely event Fortland would demonstrate that complete protection is not feasible, Fortland shall excavate and document archeological resources. Such measures shall be conducted in consultation with the City Historic Preservation Program and Maine Historic Preservation Commission. For resources of state significance, excavation and documentation shall be conducted by a qualified professional, in coordination with Maine Historic Preservation Commission.

- *Address any applicable design review standards by zone*

- Please see Document “Zoning Conditional Use Application” for compliance with the IR-1 and Conditional Use standards.

- *Address submission requirements from Design Manual, page 1, addressing neighborhood context*

- House island is separated into 2 parcels. The project site, on the southern approximately 16 acres of the island, is largely defined by Fort Scammel and vegetated and ledge topography. The Northern parcel of house island is ~12 acres and has 4 buildings ranging in size from 900-4,000 sf. These buildings are located in the shoreland zone and are zoned Island Business (I-B). They are colonial style with wood siding and asphalt shingles. The northern parcel is used primarily for events such as weddings and corporate events during the spring, summer and fall months.

- Cushing Island lies to the East of House Island. Cushing is a private island which has a number of seasonal homes (+/- 60). There is one year-round resident. Transportation to the island is private. A private ferry as well as residents'/visitors' boats use multiple docks as access points to transport people and materials. There is no public road system on the island and motorized vehicle traffic is restricted.
- Peaks island lies to the Northeast of House Island. Peaks is a public island which is primarily residential with a small town center. Residents and travelers occupy the island year-round, with a higher population during the summer months. There are multiple commercial venues on the island used for weddings and events. Peaks' western shore closest to the island houses the main ferry terminal and marina on the island. There are both residential and commercial uses within the shoreland zone. There is a public road system on the island.
- Diamond Island lies to the North of House Island. Great Diamond and Little Diamond Islands are public and served by the ferry systems. There are both residential and commercial uses on the islands. Both uses occur within the shoreland zone.
- All abutting Islands have military histories, with Fort Levett on Cushing Island, Battery Steele on Peaks Island and Fort McKinley on Great Diamond Island. Fort Gorgeous on Hog Ledge has a shared history with Fort Scammel as well as Fort Preble in South Portland.
- Considering the nature of the "island neighborhood", we feel that a seasonal, low density, low impact campground on a private island, is appropriate in the neighborhood context.

○ *Description of exterior materials, color, finish, and samples*

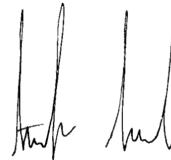
- Exterior color, finish, and samples will be reviewed and approved by Portland Historic Staff as per conditions of final approval of Certificate of Appropriateness.
- The Community Building, Utility and Operations Shed, Bathroom Shed and Well Pump Shed are all designed to blend into the naturally vegetated landscape of the island through careful placement, design and finishes. The buildings are all wood sided with simple wood natural/stained trim. Doors and windows are aluminum clad and painted dark grey. The community building has a living roof with metal trim and drip edge, matching the doors and windows. The three sheds have architectural shingled roofs, also in a dark grey. For additional details please see Drawings "A-01", "A-02" and "A-03".
- The Temporary Canvas structures are also designed to blend into the naturally vegetated landscape of the island through careful placement, design and finishes. The yurts and tents are assembled on top of structural decks, made primarily of natural fir and cedar. The Canvas Structures are supported by natural wooden frames. The Canvas color(s) will be natural earthen tones in

the brown/tan family. For additional details please see Drawing
“A-04_Temporary Canvas Structures”

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Reference Documents:

1. Historic Certificate of Appropriateness
2. Light Fixtures
3. Zoning Conditional Use Application

Reference Drawings:

1. A-01_Community Building
2. A-02_Community Building – Floorplans
3. A-03_Accessory Structures
4. A-04_Temporary Canvas Structures

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level II Review.
House Island and Fort Scammel

August 26 , 2020

TO: Christian Rodman
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

James Rather
Development Review Manager
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

RE: Fortland Campground - Construction Management Plan

SECTION 6 – CONSTRUCTION MANAGEMENT PLAN

A. Construction Management Principles.

- The purpose of Fortland is to create and immersive experience for our guests while preserving, protecting and celebrating the unique historical and environmental features of the project site. The focus of our construction management plan are the goals of preserving and protecting these resources to the greatest extent feasible. The majority of construction activities will be performed during the hospitality off-season (Late Fall through Spring). This project requires transportation of labor and materials via boat or barge to the site. To minimize the impact to the project site, construction materials will be sorted and pre-cut off site when feasible before being transported to the site.

B. Development Review of Construction Management Plan

- The applicant submits this construction management plan containing logistic and Safety programming for review during the site plan review process.

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

- Prior to scheduling a preconstruction meeting and the issuance of any city required permits, Fortland shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532. General requirements and enforcement of Portland's Land Use Code.
- Street Opening and Street Occupancy Permits: The scope of work does not require street opening/occupancy permits.
- Blasting: The scope of work does not require blasting permits. If at any time the use of blasting is determined to be required, the contractor shall comply with all measures of Article VIII., Regulation of Explosives in the land Use Code and

Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.

- The applicant will obtain a building permit through the City of Portland Planning and Inspections Department before commencement of any work and employ best practices, as applicable, of Chapter 33 Safeguards during construction, from the 2009 International Building Code.

D. Construction Administration and Communication

- For the scope of work proposed, Fortland will be performing the role of Project Manager (PM) and General Contractor (GC). This ensures that communication and dissemination of information are efficient and streamlined. Fortland will communicate closely with the sole abutting landowner to ensure the safety of all guests on the island. The boundary separating the abutting parcel is located at the narrowest part of House island. The closest construction activities are more than 250 feet from the boundary. The closest structure on the abutting property line is in excess of 500 feet from the boundary.
- The PM/GC will hold daily meetings with all contractors to communicate specific activities, safety, weather, etc.
- There is no work anticipated that will cause significant noise, vibration or dust.
- Fortland will provide contact information for a representative available 24-hours a day with the submission of a final construction management plan as provided to the Permitting and Inspections Department
- Construction signage will be posted on the project site to identify the contractor and provide contact information. All signage is temporary and will be removed after project completion.

E. Construction Schedule

- The scope of work identified in this application will be completed while the campground is not operational to the greatest extent possible. To achieve this goal, the following phases have been identified.
 - Phase 1 – 2020 thru 2021 - Install tents and yurts and associated platform decks, the well pump shed, utility and operations shed and above grade utilities. Work will commence after issuance of a building permit and is anticipated to be completed October-June. Additional work such as installation of signage, road and trail maintenance etc. will be completed during 2021.
 - Phase 2 – 2021 thru 2022 - Install utilities. Install the balance of the yurt/tent sites. Construct the bathroom shed. Construct the Community Building.
- Material delivers to the site will be via boat/barge. Barge deliveries will be performed within hours of high tide during favorable weather. Small material deliveries (materials that do not require movement by truck/trailer) may be delivered to the site via boat and offloaded at Fortland's private dock.
- The applicant/contractor will follow the Portland Code of Ordinances section 17-18 regarding hours of construction and section 25-129 regarding noise, dust and debris. It is not anticipated that extended hours or night work will be required.

- A more detailed internal construction schedule will be maintained by the PM/GC and will be used to ensure an efficient and low impact project is realized.

F. Security and Public Safety

- Due to the private and remote nature of the project site, access by the public is limited to invitation only. Additionally, there are no public roads, sidewalks or public transportation on site. As a result of these unique conditions, there is no functional need to use fencing or barriers to separate pedestrian and vehicle access to the site. Site access is by boat only. The site will be appropriately marked with “private property” signage.
- Structures undergoing construction shall comply with NFPA 1 Chapter 16. Safeguarding Construction, Alteration, and Demolition Operations.
- A Fire Safety Program will be maintained including the following:
 - The Jobsite will be kept clear of debris and staging areas will be kept organized.
 - On site security will be provided by the owner/operator of the premises.
 - Fire Protection systems, as required, will be installed as construction progresses. Water will be stored in elevated tanks/bladders to provide water for fire protection. Fire extinguishers will be kept on site in good working order and with close proximity to construction activities.
 - An on-site fire brigade will be maintained and coordinate with the Portland fire department to develop and maintain a pre-fire plan.
 - Protocols including emergency contact information for the fire department will be posted on site.
 - Existing Structures on site include non-combustible masonry structures buried under earthen (sand) berms. Access to these spaces will be restricted by signage and existing gates.
 - To the greatest extent possible, battery powered electric tools and portable solar generation will be used. Small portable generators and gasoline powered tools will be used when required. Any combustible fuel will be stored in appropriate containers stored separately from any sources of ignition.
- There is no blasting proposed for the scope of work. If at any time the use of blasting is determined to be required, the contractor shall comply with all measures of Article VIII., Regulation of Explosives in the land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland’s Technical Manual.
- There is no temporary security lighting required for the scope of work.

G. Construction Permitting and Traffic Control Plans

- Due to the remote nature of the island, there are no streets on or adjacent to the project site. On site traffic of private guests, if they overlap construction activities, will be considered and measures will be taken to ensure the safety of those guests. Those measures would include temporary signage, temporary barriers restricting access to areas of active construction, and daily verbal communication of

construction activities and potential hazards. It is anticipated that the construction timeline will not largely overlap the hospitality season.

- There is no construction activity in public streets.
- There are no sewer or stormwater connections proposed or required.
- There is no Maintenance of Traffic (MOT) plan required based on the scope of work.

H. Site Management and Controls

- Trash and debris will be maintained in sorted, orderly state. Debris will be minimized through careful planning, packaging, and pre-cutting off island. Trash will be removed routinely based on need. Food waste will be separated from construction debris and composted in an appropriate sealed container. Food waste not suitable for compost will be removed daily.
- The construction shall comply with Portland's requirements under Section 25-129 on Noise, Dust and Debris.
- The construction shall comply with Portland's requirements under Section 17-18 of the City Code and Section 25-129 on Noise, dust and debris.
- Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.

I. Erosion Control and Preservation of Trees

- Please see stormwater management plan for details. Portland will utilize best management practices (BMPs) to control erosion and will preserve and protect a robust vegetative buffer around the perimeter of the island site.

J. Construction Staging Area

- To the greatest extent possible, materials will be staged off island at an appropriately zoned and licensed facility until transport.
- Once on island, materials will be staged at the pier (impervious wood and granite construction), and quickly transported to their final installation location.

K. Parking during Construction

- The project site is a private island without access to the public road system. Accordingly, all personnel will be transported to the site via boat. The most likely departure point will be Bug Light Launch in South Portland. Parking spaces will be secured to assure parking for contractors. Maintenance of the parking lot for snow and slip/fall hazards will be the responsibility of the lot owner.
- All walks and ramps on the construction site will be kept clear of snow and ice.

L. Dewatering Plans

- The construction scope proposed does not necessitate a complex dewatering plan based on the following considerations:
 - The project site has been engineered for rainwater flows and is heavily vegetated to minimize erosion. There are no grading modifications proposed in the scope of work which would alter existing flows. The proposed structures are sited in locations where rainwater runoff is not concentrated.

- Soil test pits from the project site indicate compacted gravel fill with a high infiltration rate.
- Tents and yurts are installed on raised wooden decks. These decks are built on existing foundations, existing granite ledge, and on concrete pads. No excavation is required.
- The three (3) smaller accessory structures (utility operations shed, bathroom shed and well pump shed) are constructed on concrete piers. Piers are anchored to shallow granite ledge. Soil test pits indicate 0"-18" of compacted gravel in the shed locations.
- The community building is constructed on concrete piers with a small utility basement. Piers are anchored to shallow granite ledge. Soil test pits indicate 0"-18" of compacted gravel in the building location. The basement has a finished floor elevation of 43' and is located such that rainwater will flow away from the excavation during an open-foundation rain.

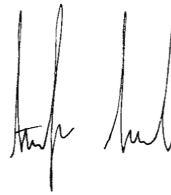
M. Special Measures as Necessary

- There are no special measures required. The project construction does not involve major demolition/deep excavation/pilings. The project site is not located near sensitive uses.

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

Planning and Urban Development Department
Planning and Development Department
City of Portland, Maine

Planning and Development Department – Site Level III Review.
House Island and Fort Scammel

August 26, 2020

TO:	Christian Rodman Senior Planner Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509	James Rather Development Review Manager Planning and Development Department City of Portland, Maine 389 Congress Street Portland, Maine 04101-3509
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RE: Fortland Campground – Site Plans

SECTION 8 – SITE PLANS

- **RECENT BOUNDARY SURVEY**

- Please see Drawing “Boundary Survey” in compliance with the Portland Technical Manual, Section 13

- **SITE PLANS**

- **Existing Conditions**

- Please see Drawing “Boundary Survey”

- **Proposed Site Plan**

- Please see Drawing “C-10_Site Plan”

- **Access, Circulation and Parking**

- Please see Drawing “C-10_Site Plan”
- There are no public streets on or adjacent to the property. Existing private roads and trails will be utilized for circulation. There is no vehicle or bicycle parking. The loading area for the property is the dock on the western shore.

- **UTILITY PLAN**

- Please see Drawing “C-20_Utility Plan”

- **GRADING AND DRAINAGE PLAN**

- Please see Drawing “Site Plan – Pre Development”
- Please see Drawing “Site Plan – Post Development”
- Please see Document “Stormwater Management Report”
- There are no proposed changes to grade, alteration of a water course or alteration of a wetland

- **EROSION CONTROL**

- Please see Stormwater Management Report prepared by Acorn Engineering, Inc. in Compliance with requirements of Section 14-496 (b)

- **LANDSCAPING PLAN**

- Please see Document “03 Environmental and Landscape Features Memo”.

- **RECORDING PLAT**

- Not Applicable. The proposed development is not part of a subdivision.

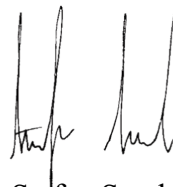
- **ARCHITECTURAL PLANS & RENDERINGS**

- Please see architectural drawings prepared by With, LLC and Briburn Architects
 - “Cover Sheet”
 - “P-01_Site Photos – Existing Conditions”
 - “P-02_Site Photos – Existing Conditions”
 - “R-01_Site Renderings – Key”
 - “R-02_Site Renderings”
 - “A-01_Community Building”
 - “A-02_Community Building – Floorplans”
 - “A-03_Accessory Structures”
 - “A-04_Temporary Canvas Structures”
- Please see “Portland Historic Public Meeting Fort Scammel, House Island” for additional drawings and context.
 - <https://portlandmaine.gov/AgendaCenter/ViewFile/Item/5886?fileID=29799>

Respectfully submitted,



Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC



CITY OF PORTLAND
Permitting and Inspections Department

Ann Machado, Zoning Administrator

March 11, 2020

Travis Bullard
Fortland, LLC
418 Woodford St.
Portland, ME 04103

Re: House Island, CBL 110 A002, IR-1 Island Residential Zone and Shoreland Zone Overlay

Dear Mr. Bullard:

On March 5, 2020, the Zoning Board of Appeals voted 6-0 (Falcon absent) to grant a Conditional Use approval to develop a seasonal campground on this property, per Section 14-145.3(c)(6). I am enclosing a copy of the Board's decision.

Now that the Conditional Use has been approved, you will need to apply for a New Commercial Building Permit (checklist: <https://www.portlandmaine.gov/DocumentCenter/View/2310/New-Commercial-Structure-and-Addition-Application?bidId=>) to formally change the land use to a seasonal campground and to gain approval for the new construction. Your project will also need Planning Department site plan approval; please contact them at planning@portlandmaine.gov to find out what is required, if you have not already started this process. All applications may be submitted online through the City's Customer Self-Service Portal (<https://egweb.portlandmaine.gov/energovprod/selfservice#/home>).

Under Section 14-474(f) of the ordinance, you have two years from the date of the meeting to obtain the building permit and start construction, or the Zoning Board approval will expire. Appeals from decisions of the Board may be filed in Superior Court in accordance with Rule 80B of the Maine Rules of Civil Procedure.

Should you have any questions, please contact me at (207) 874-8695 or cstacey@portlandmaine.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Christina C. Stacey", is written over the word "Sincerely,".

Christina C. Stacey
Zoning Specialist

cc: file

CITY OF PORTLAND, MAINE
ZONING BOARD OF APPEALS

Dannak, chair
Benjamin M.
Kent A.
Joseph Z.
Eric L.
Robert B.

Island Residential Zone (IR-1) and Shoreland Zone Overlay Zone
Conditional Use Appeal

DECISION

Date of public hearing: March 5, 2020

Name and address of applicant: Travis Bullard
Fortland, LLC
418 Woodford Street
Portland, Maine 04103

Location of property under appeal: House Island – Casco Bay
CBL 110 A002001

For the Record:

Names and addresses of witnesses (proponents, opponents and others):

- ① Travis Bullard, applicant, "Fortland"
- ② Stefan Scarks, applicant, "Fortland"
- ③ Ward Willis, 65 east Oxford St., Portland - proponent
- ④ Alex Morse, 412 Woodfords St., Portland - proponent
- ⑤ Leonard, Michael, 887 Congress St., Portland - proponent
- ⑥ Mike Roy, 49 Verrill Rd., Portland - proponent
- ⑦ _____, 1 House Island, Portland - proponent

Exhibits admitted (e.g. renderings, reports, etc.):

Testimony and submitted exhibits

- ⑧ Shaun Ross, 46 Ocean Ave., Portland - proponent
- ⑨ David Young, 18 Braetwood St., Portland - proponent
- ⑩ Carol _____, 49 Verrill Rd, Pranal - proponent

Findings of Fact and Conclusions of Law:

Applicant is seeking conditional use approval to create a seasonal campground, including tents, yurts, and accessory structures on House Island pursuant to § 14-145.3(c)(6).

The Board has authority to consider a conditional use appeal pursuant to § 14-474(a).

Findings:

A campground is permitted as a conditional use in the IR-1 Zone so long as it meets the requirements of § 14-145.3(c)(6) and § 14-474(c)(2).

A. A campground must meet all of the following conditions pursuant to § 14-145.3(c)(6):

1. The campground must not include recreational vehicles. § 14-145.3(c)(6).

Satisfied ✓ Not Satisfied 6-0

Reason and supporting facts:

*Testimony and materials indicate that
it will use tents + yurts, not
recreational vehicles.*

2. The campground must be licensed by the State of Maine Department of Human Services. § 14-145.3(c)(6).

Satisfied ✓ Not Satisfied 6-0

Reason and supporting facts:

*Applicant is pursuing approval
from ME DHHS.*

3. No tent may be located within 75' of the perimeter of the site. § 14-145.3(c)(6)(a)

Satisfied ☒ Not Satisfied ☐

6-0

Reason and supporting facts:

Materials indicate that no tent will be within 75' of perimeter of the site.

4. The land area of the park shall be not less than the equivalent of 5,000 sq. ft. of land area per tent site, exclusive of the roadway network. § 14-145.3(c)(6)(b).

Satisfied ☒ Not Satisfied ☐

6-0

Reason and supporting facts:

Approx 30,100 per camp site. No site area is less than 5,000.

5. Site plan review and approval by the Planning Board shall be required. § 14-145.3(c)(6)(c).

Satisfied ☒ Not Satisfied ☐ 6-0

Reason and supporting facts:

*Confirmed by applicant and
Corporate Counsel.*

- B. It must also meet the conditional use standards pursuant to Sec. 14-474(c)(2). A conditional use permit shall be granted "upon a showing that the proposed use, at the size and intensity contemplated at the proposed location, will not have substantially greater negative impacts than would normally occur from surrounding uses or other allowable uses in the same zoning district." This standard is met only if the applicant meets all of the following criteria:

1. The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than would normally occur at surrounding uses or other allowable uses in the same zone. Sec. 14-474(c)(2)(a).

Satisfied ☒ Not Satisfied ☐ 6-0

Reason and supporting facts:

*Testimony and materials indicate
that only one abutting parcel, and
only traffic will be persons walking,
with one transport site. Application is
clear there is ⁴ no pavement or parking
to be expanded, and type of traffic
will be ~~beating~~ traffic.*

2. The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter. Sec. 14-474(c)(2)(b).

Satisfied ☒ Not Satisfied ☐ 6-0

Reason and supporting facts:

Testimony and materials indicate regarding litter and waste removal will be done often, and there will only be seasonal impact. Goal of use is to be low impact. Lighting should be limited. No opposition was presented.

3. The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading, deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses or other allowable uses in the zone. Sec. 14-474(c)(2)(c).

Satisfied ☒ Not Satisfied ☐ 6-0

Reason and supporting facts:

Testimony and materials indicate landscaping will remain the same. Directions and signs will be limited. Loading and deliveries are limited to one entry point. Storage, trash, and waste appear to be minimally invasive.

Conclusions:

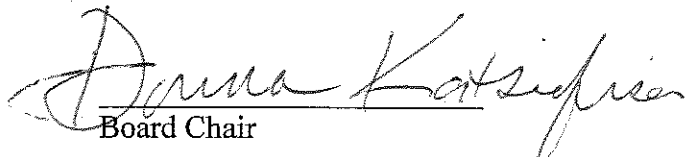
6-D

☒ Option 1: The Board finds that all of the standards described above have been satisfied, and therefore GRANTS the conditional use permit. Pursuant to § 14-474(f), the conditional use permit is granted for a period of 2 years (24 months).

☐ Option 2: The Board finds that while all of the standards described above have been satisfied, certain additional conditions must be imposed to minimize adverse effects on other property in the neighborhood, and therefore GRANTS the application SUBJECT TO THE FOLLOWING CONDITIONS:

☐ Option 3: The Board finds that all of the standards described above have not been satisfied, and therefore DENIES the application.

Dated: March 5, 2020


Board Chair
Donna K., Chair

Jr - Sec.



CITY OF PORTLAND
Permitting and Inspections Department
Zoning Board of Appeals
Conditional Use Application

Applicant Information:

Applicant Name: Travis Bullard **Phone:** (207) 272 - 3898
Business Name (if applicable): Fortland, LLC **Email:** travis@with-partners.com
Mailing Address: 418 Woodford Street Portland, ME 04103
Is the applicant an agent, representative, or lessee of the property owner/purchaser? ☒ Yes ☐ No
Name of Property Owner/Purchaser: Fortland Holdings, LLC **Phone:** (207) 730 - 1023
Business Name (if applicable): Fortland Holdings, LLC **Email:** stefan.scarks@gmail.com
Mailing Address: 418 Woodford Street Portland, ME 04103

Property and Project Information:

Property Address: House Island - Casco Bay **Zone:** IR-1
Tax Assessor's CBL: 110 A 002 **Current Use of Property:** Recreation
Chart # Block # Lot #
Applying for a Conditional Use authorized by Portland Code of Ordinances, Section 14 - 145.3 (c) (6)
Description of Proposed Project: Seasonal Campground consisting of tents, yurts, and accessory structures
located on the Southern half of House Island, Portland, Maine.

STANDARDS: Upon a showing that a proposed use is a conditional use under this article, a conditional use permit shall not be granted unless the Board determines that:

1. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than what would normally occur at surrounding uses or other allowable uses in the same zone; and*
2. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter; and*
3. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses of other allowable uses in the zone.*

The undersigned hereby makes application for a conditional use as described above, and certifies that the information herein is true and correct to the best of his or her knowledge and belief.

Applicant signature: _____ **Date:** 02/17/2020

389 Congress Street, Room 315 • Portland, Maine 04101 • 207-874-8703
zoning@portlandmaine.gov • www.portlandmaine.gov

Planning and Urban Development Department
Zoning Board of Appeals
City of Portland, Maine

Zoning Board of Appeals: Conditional Use Permit
House Island and Fort Scammel

February 17, 2020

TO: Anne Machado
Zoning Administrator
Permit and Inspections Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

Christian Rodman
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street
Portland, Maine 04101-3509

RE: Conditional Use Permit

Fortland, LLC is pleased to present The Zoning Board of Appeals with this letter, application and supporting documents requesting a conditional use permit for the proposed use of a campground as an allowed conditional use defined in Sections 14-145.3(c)(6). The proposed use will meet the standards and criteria of Sec. 14-474 and 14-145.3(c)(6)(a-c).

Zoning Analysis:

The proposed project is located at the southern half of House Island. House Island contains two parcels. The proposed project lot (Portland Tax Map 110 A 002) comprises ~ 688,530 square feet, is surrounded by Casco Bay and has one abutting parcel. The abutting parcel is zoned IB and encompasses the entirety of the northern portion of House Island (“Northern Parcel”). The two parcels share a property line at the narrow point of the hourglass shaped island. See attachment B: “Site plan – Abutting Parcel Building Setback” for distances from property line to existing structures on the abutting parcel. The project parcel is zoned IR-1, Island Residential Zone with areas within 250 feet of the Atlantic Ocean also situated in the Shoreland overlay zone. See attachment A: “Portland Maine Zoning Map”. An existing conditions plan and boundary survey have been prepared by Owen Haskell dated July 18, 2018. See attachment E: “Boundary Survey”. See Attachment C: “Site Photos – Existing Conditions” for photos of existing site conditions.

IR-1 - Sec. 14-145.1. Purpose.

The purpose of the IR-1 island residential zone is to provide for low intensity residential, recreational, and rural uses in the less developed areas of the islands in order to preserve the rustic character of the islands, to protect groundwater resources and natural and scenic areas, and to permit only appropriate low intensity development in areas lacking adequate public facilities and services.

The purpose of the IR-1 Island Residential Zone, Fortland's proposed campground use, and the mission of Fortland are perfectly aligned. We share the desire and goal of providing low intensity seasonal recreational and rural uses on previously developed areas of the island. Fortland's mission is to provide a sustainable and environmentally sensitive experience to our guests. Preserving the rustic coastal historic and ecologic character of the island, as well as protecting water resources, natural, historic, and scenic areas is critical to the project and at the heart of our design. Accordingly, Fortland's campground use with its focus on environmental sensitivity and preservation is an appropriate low intensity development in an island area that lacks adequate public facilities and services.

Background/Existing Site Conditions:

The approximate 15.8-acre site for the proposed development was originally developed in the lead up to the War of 1812 to protect the coastal city of Portland and Portland Harbor. The original 1808 fort was redesigned and developed into a third system fortification from 1862-1870 that resulted in the fort structures that exist today.

The site slopes from the sea level up to a high elevation of +/- 70 feet above sea level at the top of the existing grand magazine earthen berm. A majority of the site has been developed at some point during the island's rich history. Existing structures include approximate 30,000 sf. of granite, brick and masonry bastions and approximate 10,000 sf. of granite, brick and masonry tunnels connecting ramparts and bastions to subterranean magazines. There are no public utilities existing on the site. There are two existing artesian wells on site.

Over the past several, years Fortland has engaged stakeholders as well as local, state and federal regulators for feedback and guidance on project design and development. We have been working with the City of Portland's Zoning, Planning, and Public Safety staff along with the Historic Preservation Board and Staff, and their feedback has been integral in our design process. Fortland received a Certificate of Appropriateness for the proposed campground project from the Portland Historic Preservation Board in 2018.

PROPOSED DEVELOPMENT

Fortland, LLC is proposing a 21-site campground on the southern half of House Island, located in Casco Bay within the City of Portland, ME. This unique project site includes Fort Scammell, which encompasses a portion of the approximately 15.8-acre project parcel. See Attachment F: "Site Plan".

The mission of Fortland, LLC is to preserve, protect and celebrate this amazing historical and environmental resource. Throughout Fortland's design process, great thought and planning has been dedicated to mitigating and reducing physical, environmental and visual impacts. Our goal is to create an immersive and educational camping experience where guests can enjoy an exceptional piece of Maine's rich island history, environment and culture. Fortland has spent several years engaging stakeholders, designing and permitting a project that has a light touch and creates an

opportunity for people to have a transformative Maine experience rooted in a sense of place, respecting the ecology and immersed in history.

The proposed scope of work includes:

- Construction of three permanent wood-framed accessory structures: Utility and Operations Shed (336 sf ground floor area, 406 sf structure footprint), Bathroom Shed (160 sf ground floor area, 192 sf structure footprint) and Well Pump Shed (160 sf ground floor area, 192 sf structure footprint). See attachment D: “Floorplans – Accessory Structures”.
- Construction of an accessory structure: Community Building with a green roof (2,095 sf ground floor area, 2,850 sf structure footprint). See attachment D: “Floorplans – Community Building”.
- Installation of 8 structural decks on existing gun foundations and erection of 6 semi-permanent yurt structures and 2 temporary seasonal tents. See attachment D: “Floorplans – Temporary Structures”.
- Installation of 15 additional temporary seasonal tents. Tent decks are to be set on precast piers. The tent decks will allow for the permeation of stormwater between the boards. See attachment D: “Floorplans – Temporary Structures”.
- Maintenance of existing roads and paths.

Narrative on Compliance with Standards:

The proposed campground use will meet the standards and criteria of Sec. 14-474, the IR-1 Zone specific standards and criteria for a conditional use permit of IR-1 Island Residential Zone Sec. 14-145.3(c)(6)(a-c). Due to the seasonal operations and limited footprint of the proposed campground, the proposed project impacts will be substantially less than other year round allowed uses in the IR-1 zone: single family dwellings (2-4 homes), planned residential unit development, agriculture, boat houses and storehouses for fishing equipment, parking and storage of equipment related to agriculture or commercial fishing.

1. *The volume and type of vehicle traffic to be generated, hours of operation, expanse of pavement, and the number of parking spaces required are not substantially greater than what would normally occur at surrounding uses or other allowable uses in the same zone;*

- *Volume and type of vehicle traffic to be generated:* First, no vehicular traffic will be generated on House Island itself due to Fortland. Fortland will encourage guests to utilize public transportation in the form of taxi, ride service or shuttle from their point of arrival; airport, train station or bus terminal. Second, as guests will arrive at Fortland by boat from several locations primarily outside of Portland, the proposed campground should not generate any traffic that would significantly impact the volume or type traffic that occurs in the City of Portland and on Portland’s working waterfront as tourists visit surrounding uses, ferries, other islands and the myriad of

destinations connected to Casco Bay. A Seasonal campground will not have a substantially greater traffic volume than the other allowed year-round uses in the IR-1 zone, as deliveries and guest arrivals will be coordinated and of limited duration by boat at a single point of entry.

- *Hours of operation:* The campground will be open seasonally between May and October. Similar to other hospitality businesses, we will have a minimum night stay, afternoon check in and late morning check out. There will be a scheduled boat launch service that will operate during normal business hours to bring guests to and from the island. The only abutting parcel to the north encompasses the northern half of House Island and is zoned IB, Island Business. The abutting parcel has been historically used for events such as weddings, music or private party rentals that tend to operate late into the evening. Other allowed uses in the IR-1 zone, such as single family dwellings (2-4), planned residential unit development, agriculture, boat houses and storehouses for fishing equipment, parking and storage of equipment related to agriculture or commercial fishing have hours of operations that can be very early in the morning to late in the evening (commercial fishing by dawn is common practice). The camping ethos is intimately tied to peace, quiet and connection to nature, and Fortland will enhance the guest experience by recommended quiet time in the evenings after 10 pm. For the reasons presented above, the proposed campground hours of operations will not be substantially greater than what would normally occur at surrounding uses or other allowable uses in the same zone.
- *Expanse of pavement:* Fortland is proposing no pavement.
- *Parking Analysis:* The number of parking spaces required is not substantially greater than what would normally occur at surrounding uses or other allowable uses in the same zone.

Other allowed uses in the IR-1 zone such as residential dwelling units have a 2 parking space minimum per dwelling unit and a seasonal campground use would require less off-street parking than several private year-round residences. The abutting parcel to the north is zoned IB, Island Business, and has been historically used for events such as weddings that have a larger number of guests in need of parking.

Division 26 of Portland Zoning ordinance Sec. 14-332 Uses requiring off-street parking does not specifically list campground use. There are other hospitality uses listed under the section for minimum off-street parking requirements: See summary table below.

Sect 14-332. Uses requiring off street parking	# of parking spaces	Per unit	Campground 21 sites ("guest rooms")
(c) hotel	1	Per 4 guest rooms	5.25 spaces
(m) hostels	1	Per 8 beds	2.6 spaces
(o) lodging houses	1	Per every 5 rooms	4.2 spaces

(s) bed and breakfast	In I-B Zone no off-street parking required		0 spaces
residential	2	Per dwelling	

To be conservative, Fortland has estimated the number of parking spaces required for our proposed campground use by applying the largest number of off-street parking spaces required for a more intense hospitality use, a hotel, at 5.25 spaces.

As Provided in Section 14-332.1 (f) I-R1, Island Business Zone: Off-street parking shall be required at twenty-five (25%) percent of the required number of parking spaces for specified uses as provided in division 20 (off-street parking) of this article, except that residential uses shall meet the full parking requirement.

When this twenty-five percent (25%) of the required number of parking spaces for specified uses is applied to the 5.25 space requirement, it results in ~1.3 parking spaces.

To make sure that our parking needs are met without negative impact, Fortland will be securing 5 off-street parking spaces outside the City of Portland in South Portland. This will ensure that if guests need off-street parking on the mainland, it will be available.

2. *The proposed use will not create unsanitary or harmful conditions by reason of noise, glare, dust, sewage disposal, emissions to the air, odor, lighting, or litter;*
 - *Noise* – Fortland’s goal is to create an environment where guests can take in the natural and existing sounds of an island in the middle of Casco Bay. The sounds range from buoy bells and lobster boats at dawn to crickets, seagulls and crashing waves. Fortland’s natural activities of camping and limitation on electronic or other modern machinery means that noise generation by Fortland will be minimal and certainly never rise to the level of a harmful condition. Most, if not all, congregating by staff and guests will occur in the “parade grounds” behind the fort’s berms further blocking any minimal noise generated at the facility.
 - *Glare*: Glare is light that is so bright that it creates a hazard or inhibits our ability to see effectively. The campground will not create unsanitary or harmful conditions by reason of glare – see Lighting below.
 - *Dust*: The campground not will not create unsanitary or harmful conditions by reason of dust.
 - *Sewage disposal*: Wastewater treatment will utilize pretreatment and Perc-Rite Drip Dispersal System. Blackwater will be stored separately in an evaporation chamber integral to the composting units. Any blackwater that cannot be successfully evaporated by the composter due to unfavorable conditions or high surge use will be

treated in the Drip-Dispersal System. Fortland is required to obtain a State of Maine DHHS subsurface wastewater disposal system permit HHE 200.

- *Emissions to the air:* Fortland believes the clean Downeast coastal island breeze that makes up this site's air is to be preserved and protected, not polluted. The island has no cars, and the primary mode of transit for guests will be by foot. Fortland's campground operations will use electric equipment for site maintenance to the greatest extent possible, have on-site transportation emission sources limited to small off-road vehicles for moving people/supplies and a boat for access and supplies. Being sited on an island requires boat access, and Fortland will have an efficient and scheduled boat launch to minimize trips. The campground will not create unsanitary or harmful conditions by reason of emissions to the air.
 - *Odor:* Fortland believes the unique sense of smell of camping by the ocean is integral to an immersive experience. The campsites should have limited to no sources of odor. Potential odors from cooking will occur in the "parade grounds" behind the fort's berms. Charcoal scrubbers will be installed on composting toilet vents. Batteries/electric maintenance tools will be used to the greatest extent possible to reduce odor of fossil fuel combustion. The campground will not create unsanitary or harmful conditions by reason of odor.
 - *Lighting:* The campground will not create unsanitary or harmful conditions by reason of lighting. The lighting design for Fortland's accessory structures, walkways and campground will endeavor to minimize the harmful effects of light pollution. Indoor and outdoor lighting will:
 1. Only be on when needed - this can be accomplished with timers and motion sensors.
 2. Only light the area that needs it (for safety and security).
 3. Be no brighter than necessary.
 4. Minimize blue light emissions.
 5. Direct illumination toward the ground (not upward) or be fully shielded (pointing downward) – use fixtures that shield the light source to minimize glare and light trespass while facilitating better vision at night.
 - *Litter:* Solid waste: Successfully enjoying life on an island entails waste stream reduction. We will be encouraging Best Practices (BP) and educating our guests on the BP to reduce, reuse and recycle as much of the waste stream as possible. Waste stream will be sorted on site at various collection points and stored in central location that facilitates offloading, this site will be located behind the utility shed adjacent to island access pier. Composting and use of biodegradable materials will be emphasized. No solid waste will remain on the island. Staff will ensure that litter does not accumulate outside of the specified collection locations and guests will be encouraged to assist in the effort to keep the property free of litter. All collection devices will be designed to seal against smells and animals. Accordingly, the campground will not create unsanitary or harmful conditions by reason of litter.
3. *The design and operation of the proposed use, including but not limited to landscaping, screening, signs, loading deliveries, trash or waste generation, arrangement of structures, and materials storage will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses of other allowable uses in the zone.*

The design and operation of Fortland's proposed campground use will not have a substantially greater effect/impact on the one surrounding property, zoned IB, than the effects/impacts of other allowed uses such as residential dwellings, planned residential unit development, agriculture, boat houses and storehouses for fishing equipment, parking and storage of equipment related to agriculture or commercial fishing all have year round potential effects/impacts. Fortland's design and operations are seasonal and temporary by nature and therefore significantly less impactful.

- *Landscaping:* Landscaping and Vegetative buffers: The design of the site respects and emphasizes the preservation of the natural environment. The existing complex topography and vegetation help to reduce potential impacts of stormwater flows. The environmentally sensitive landscaping plan includes preserving existing vegetation, including semi-mature and mature trees, to the greatest extent possible. Invasive species will be managed to the greatest extent possible. Vegetation will be maintained and cut primarily to ensure public safety and access. The project will avoid additional impacts to undisturbed ledge habitats and the remaining intact vegetation surrounding the fort. The proposed project's landscaping will not have a substantially greater effect/impact on surrounding properties than those associated with surrounding uses of other allowable uses in the zone.
- *Screening:* Fortland has designed the site to utilize the robust screening provided by existing earthen rampart berms, existing vegetation and the topography of the site. Defensive coastal forts by nature are designed to see out over the water while protecting the fort's occupants from sight and enemy attack. The same earthen berms originally designed for defense are utilized for visual screening of the fort campsites. The wilderness campsites utilize existing topography and vegetative screening including mature trees for privacy and visual impact reduction. Existing site screening and careful siting of temporary seasonal tent structures will ensure minimal to no impact on surrounding properties when compared to other allowed uses: year-round residential dwellings.
- *Signs:* Fortland will have signage as necessary to enhance safety and experience. Sign examples may include the following: educational, locational markers, wayfinding and safety. All signs will be site appropriate and be approved by City of Portland Historic Preservation Staff. Fortland does anticipate needing signage that would affect/impact surrounding properties.
- *Loading deliveries:* Fortland's deliveries will originate from various locations in and around Portland Harbor and will travel by boat to the island. Deliveries will coincide with late morning check out and afternoon check in. The surrounding property is zoned I-B, has a similar method for deliveries and Fortland's deliveries should have no negative impact/effect on abutter's operations or be of any greater impact than other allowed uses.
- *Trash and waste generation:* Successfully enjoying life on an island entails waste stream reduction. The initial goal is to remove unnecessary packaging, waste, etc. before consumable items are delivered to the island. We will be encouraging Best Practices (BP) and educating our guests on the BP to reduce, reuse, recycle and compost as much of the waste stream as possible. Waste stream will be sorted on site at various collection points and stored in a central location adjacent to the utility and

operations shed that facilitates offloading. Waste will be removed from the site routinely during operation on a scheduled/as needed basis and processed at an appropriate off-site location. Fortland's trash and waste generation should have no negative impact/effect on surrounding properties or be of any greater impact than other allowed uses.

- *Arrangement of structures:* Over the past several years, Fortland has engaged stakeholders for feedback on design. This has resulted in structures that are temporary tents and yurts sited within the existing topography, ramparts and natural landscape minimizing visibility. The utility and operations shed, bathroom shed and well pump shed all are sited in the most appropriate location based on topography and setback constraints. The community building is sited surrounded by 20'+ earthen berms and has a green roof that will serve to blend with the surrounding grassy berms. The arrangement of proposed structures for a seasonal campground use will not have a substantially greater effect/impact than other allowed uses in the zone: single family dwellings (2-4), planned residential unit development, agriculture, boat houses and storehouses for fishing equipment, parking and storage of equipment related to agriculture or commercial fishing.
- *Material storage:* Fortland will utilize the community building, utility and operations shed and ample tunnel space for storage. The community building is not visible from surrounding property to the north and tunnels are underground, therefore seasonal temporary storage of material should have no impact/effect.

Sec. 14-145.3. Conditional uses.

The following uses are permitted only upon the issuance of a conditional use permit, subject to the provisions of section 14-474 (conditional uses) of this article and any special provisions, standards or requirements specified below:

(c) Other:

6. Campgrounds, excluding recreational vehicles, licensed by the State of Maine Department of Human Services provided that:
 - a. No tent shall be located within seventy-five (75) feet of the perimeter of site;
 - b. The land area of the park shall not be less than the equivalent of five thousand (5,000) square feet of land area per tent site exclusive of the roadway network;
 - c. Site plan review and approval by the Planning Board shall be required.

Fortland's proposed campground use meets the standards and requirements specified in Sec. 14-145.3. Conditional uses as follows:

- Fortland is proposing no recreational vehicles and will obtain a campground license from the State of Maine Department of Human Services - Maine DHHS. Campground

licenses are renewed annually and upon request, Fortland can provide the City with a copy of the permit for their records.

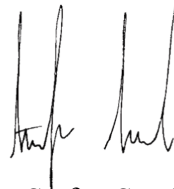
- All tents are sited well over 75' from the perimeter of the site. The HAT (High Annual Tide) and property line illustrates the perimeter on attachment F: "Site Plan"; see table for setbacks to HAT and property line.
- The proposed campground land area requirement of 5,000 square feet of land area per tent site exclusive of the roadway network is met and exceeded. The ~ 688,530 square foot lot divided by 21 sites yields ~ 30,000 square feet per site with road exclusions. See attachment F: "Site Plan"; see table for campsite areas in excess of 5,000 square feet.
- Fortland will obtain site plan review and approval by the Planning Board.

We feel this low impact campground development meets the conditional use standards and criteria of Sec. 14-474 and 14-145.3(c)(6)(a-c), and humbly request the permit approval.

Fortland would like to propose the ZBA issue a conditional use permit with the condition that Fortland obtain all necessary Maine DHHS permits and licenses and City of Portland Planning Board site plan review and approval. Thank you for your time and consideration as we continue to advance this one-of-a-kind project.

Respectfully submitted,

Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC

CC: _____

Attachments;

Attachment A: Portland Maine Zoning Map

Attachment B: Site Plan – Abutting Parcel Building Setback

Attachment C: Site Photos – Existing Conditions

Attachment D: Floorplans

Attachment E: Boundary Survey

Attachment F: Site Plan

Attachment G: Right, Title and Interest - Deed

CITY OF PORTLAND, MAINE

HISTORIC PRESERVATION BOARD

Scott Benson, Chair
 Bruce Wood, Vice Chair
 Ian Jacob
 Robert O'Brien
 Penny Pollard
 John Turk

March 23, 2018

Stefan Scarks
 Travis Bullard
 Fortland LLC.
 c/o Neptune Properties
 120 Exchange Street
 Portland, Maine 04101

Re: Proposed Campground Development at Fort Scammell, House Island

Dear Mr. Scarks and Mr. Bullard:

On February 21, 2018, the City of Portland's Historic Preservation Board voted unanimously to approve your application for a Certificate of Appropriateness for the development of a 21-site campground at Fort Scammell on House Island. Proposed development to include site modifications, construction and/or installation of permanent and temporary structures, wharf repairs, dock construction and installation of solar panels. Approval was made on the basis of plans and specifications submitted for the 2/21/18 public hearing

Approval was made subject to the following conditions:

- All tent, yurt and permanent structures to feature recessive natural colors and finishes so as to be compatible with the surrounding landscape as possible. Applicant to prepare mock-ups of material/color options for final review and approval by staff.
- Final placement and size of solar panel array to be reviewed and approved by staff.
- Development to feature interpretive signage on history/significance of Fort Scammell. Plans and specifications for interpretive signs to be submitted to staff for review and approval.
- Specifications for any guardrails, lighting or other site features required to meet safety concerns to be submitted to staff for review and approval.
- Every effort shall be made to protect and preserve archeological resources that might be affected by the project. Applicant to inform HP staff of any potential discoveries.

Construction to be carried out as shown on the plans and specifications submitted for the 2/21/18 public hearing and/or as described above. Changes to the approved plans and specifications and any additional work that may be undertaken must be reviewed and approved by this office prior to construction, alteration, or demolition. If, during the course of completing the approved work,

conditions are encountered which prevent completing the approved work, or which require

additional or alternative work, you must apply for and receive a Certificate of Appropriateness or Non-Applicability PRIOR to undertaking additional or alternative work.

This Certificate is granted upon condition that the work authorized herein is commenced within twelve (12) months after the date of issuance. If the work authorized by this Certificate is not commenced within twelve (12) months after the date of issuance or if such work is suspended in significant part for a period of one year after the time the work is commenced, such Certificate shall expire and be of no further effect; provided that, for cause, one or more extensions of time for periods not exceeding ninety (90) days each may be allowed in writing by the Department.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah Andrews". The signature is stylized with a large, looped initial "D" and a trailing flourish.

Deborah Andrews
Historic Preservation Program Manager

Cc:



scarkssj5 <stefan.scarks@gmail.com>

Fortland Historic Certificate of Appropriateness Extension

Deb Andrews <dga@portlandmaine.gov>

Tue, Feb 18, 2020 at 11:50 AM

To: "scarkssj5 ." <stefan.scarks@gmail.com>

Cc: Robert Wiener <rwiener@portlandmaine.gov>, Travis Bullard <Travis@with-partners.com>

Dear Stefan and Travis,

Sorry for the delay in getting back to you. This is to confirm that I have agreed to extend the Historic Preservation Board's February 21, 2018 approval of your proposed campground development "Fortland" at Fort Scammel for an additional one year period. (Last year, I approved a one-year extension, terminating on 2/21/20.) The new deadline for commencement of the project is 2/21/21.

Fortland promises to be a great reuse of historic Fort Scammel. I hope you're able to move forward with the project soon.

Deb Andrews

[Quoted text hidden]

--

Deb Andrews

Historic Preservation Program Manager

[City of Portland](#)

[389 Congress Street](#)

Portland, Maine 04101

(207) 874-8726

Notice: Under Maine law, documents - including e-mails - in the possession of public officials or city employees about government business may be classified as public records. There are very few exceptions. As a result, please be advised that what is written in an e-mail could be released to the public and/or the media if requested.

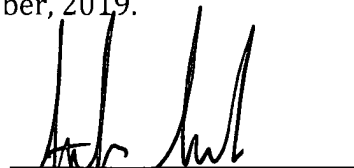
QUITCLAIM DEED
(WITH COVENANT)

KNOW ALL MEN BY THESE PRESENTS that I, STEFAN J. SCARKS, of Freeport, County of Cumberland and State of Maine, for consideration paid, do hereby remise, release, bargain, sell and convey and forever quitclaim with covenant unto Fortland Holdings, LLC, with a mailing address of PO Box 1436, Yarmouth, ME 04096, the following premises:

SEE ATTACHED EXHIBIT "A"

Being the same premises conveyed to the Grantor herein by deed dated July 31, 2019 and recorded in the Cumberland County Registry of Deeds in Book 35853, Page 15.

Witness my hand this 15th day of October, 2019.


Witness
Stefan J. Scarks, Grantor

STATE OF MAINE
CUMBERLAND, ss.

15 October, 2019

Then personally appeared the above-named Stefan J. Scarks, known to me, and acknowledged the foregoing instrument to be his free act and deed.

Before me,

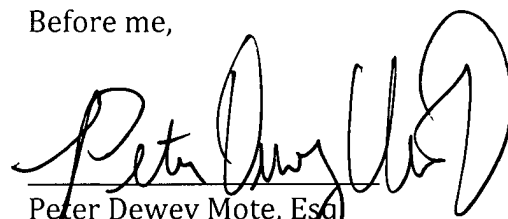

Peter Dewey Mote, Esq.
Attorney-at-law
Maine Bar No. 4563

EXHIBIT A

A certain lot or parcel of land with the buildings thereon situated on the southwesterly part of House Island, so-called, in Portland Harbor in the City of Portland, County of Cumberland, and State of Maine together with any and all buildings thereon, known as Fort Scammel, being all the land, flats and beach lying southwesterly of a line running across the narrow part of said Island on a course of South 37° East through a large brown rock on the northwesterly shore, six (6) rods more or less, from high water mark; which line separates that part of said Island hereby conveyed from the northwesterly part of said Island formerly owned by John Green Walden.

The southwesterly part of said Island contains twelve (12) acres more or less.

Being the same premises conveyed to A. Lincoln King by the United States of America by deed dated June 30, 1948 and recorded in the Cumberland County Registry of Deeds in Book 1916, Page 458.

Excepting, however, twenty (20) square feet of land presently used for lighthouse purposes by the United States Coast Guard, together with any structures erected by the said Coast Guard on said plot or said military reservation.

Subject, however, to the privilege and right of the United States Coast Guard to land anywhere, at any time, on the shore of the area comprising Fort Scammel.

Subject to the reservation of uranium and thorium to the United States of America and all rights and privileges of said United States in relation thereto, as contained in said deed.

Also conveying herewith the beach rights set forth in a deed to House Island Ventures, LLC to Fort End Holding LLC dated September 30, 2014 and recorded in the Cumberland County Registry of Deeds in Book 31818, Page 194.

Received
Recorded Register of Deeds
Oct 18, 2019 03:42:41P
Cumberland County
Nancy A. Lane

Easement
Underground Line

WO# 10300366986

Form 1199, Rev. 07/08

Neptune Properties LLC, a Maine Limited Liability Corporaion with a mailing address of 120 Exchange Street, Portland, ME, 04101 (Grantor(s)), for consideration given, grants to CENTRAL MAINE POWER COMPANY, a Maine Corporation with an office at 83 Edison Drive, Augusta, Maine 04336, and no telephone company, and their respective successors and assigns (collectively Grantees), with warranty covenants, the right and easement to erect, bury, maintain, rebuild, respace, patrol, operate, and remove and do all other actions involving electric and communication distribution equipment and facilities, consisting of wires and cables, together with all necessary fixtures and appurtenances under a portion of the surface of the land of the Grantor(s) in the City/Town of House Island, Cumberland County, Maine. The said equipment and facilities are located as follows:

Commencing at Cushing Island underground conductors and switch cablnet S/C 1 House Island

This easement affects land conveyed to the Grantor(s) in a deed from Fort End Holding LLC, dated November 03, 2014, and recorded in the Cumberland County Registry of Deeds in Book 31905 Page 115. This easement is an easement in gross and is not for the sole purpose of serving the Grantor(s) or Grantor's land. The rights granted herein include the right to keep the surface of ground above its underground cables and other electrical equipment free from structures, improvements and growth which, in the judgment of the Grantees, may interfere with the proper operation or maintenance of said underground cables; and the right to enter upon the land of the Grantor(s) for any and all of the foregoing purposes.

WITNESS the hand(s) and seal(s) of Grantor(s) duly authorized representatives on OCTOBER 26, 2017.

Signed, Sealed and Delivered in the presence of:

(Neptune Properties LLC)

Louis C. Wood, Manager

State Of MAINE

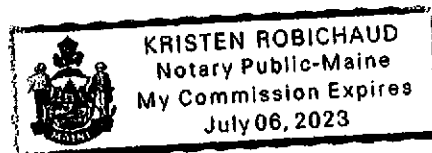
County Of CUMBERLAND

The above-named LOUIS WOOD, personally appeared before me this 26th day of OCTOBER, 2017 and acknowledged the foregoing instrument to be his free act and deed in his said capacity and the free act and deed of said Neptune Properties LLC.

KRISTEN ROBICHAUD
Notary Public/Attorney

Printed Name: KRISTEN ROBICHAUD

My Commission Expires: JULY 6, 2023



State of New York }
 City of New York } SS.:
 County of New York }

July 2, 1948.

Then personally appeared the above named D. L. Shields, Assistant Treasurer and acknowledged the above instrument to be his free act and deed, and the free act and deed of said Home Owners' Loan Corporation.

Before me, Emma R. Martin (Richter)

Emma R. Martin (Richter) Notary Public, State of New York Residing in New York County New York Co. Clk's No. 475, Reg. No. 1143-M-9 Certificate Filed in Kings Co. No. 159, Reg. No. 771-M-9 Cert. Filed in Queens Co. No. 2703, Reg. No. 244-M-9 Cert. Filed in Bronx Co. No. 74, Reg. No. 386-M-9 Cert. Filed in Nassau Co. No. 43-M-49 Cert. Filed in -----Co. Notarial Seal

Commission Expires March 30, 1949

Received July 10, 1948, at 8h 30m A. M., and recorded according to the original

United
 States
 of
 America
 to
 King
 Deed

QUITCLAIM DEED

KNOW ALL MEN BY THESE PRESENTS: That, UNITED STATES OF AMERICA, acting by and through WAR ASSETS ADMINISTRATOR, under and pursuant to Reorganization Plan One of 1947 (12 Fed. Reg. 4534) and the powers and authority contained in the provisions of the Surplus Property Act of 1944 (58 Stat. 765) and W.A.A. Regulation No. 1 (12 Fed. Reg. 2249), as amended, for and in consideration of the sum of TWELVE HUNDRED DOLLARS (\$1200.00) to it paid by A. Lincoln King of Portland, County of Cumberland, State of Maine, the receipt of which is hereby acknowledged, does hereby remise, release, and forever quitclaim unto the said A. Lincoln King, his heirs and assigns forever, all its right, title, and interest in and to the following described property:

All the Southwestern part of How's, alias House Island so called lying near the entrance of the Harbor of said Portland and within the limits of said Town of Portland, said Southwestern part of said Island to comprehend all the land, flats, and all and any of the appurtenances thereunto belonging lying to the Southwest of a line run across the narrow part of said Island to the channel from the one side to the other, said line being South 37° East from a large Brown Rock on the Northwestern Shore, 6 rods from high water mark; thence from said high water mark 5 rods across the narrow part of said Island to high water mark on the Southeasterly side of said Island and from thence to the channel and from said Rock before mentioned on the Northwestern side of said Island and said line to be continued to the channel on said Northwestern side of said Island in a course that shall be a continuation of said line to the channel on said Northwestern side of said Island and which shall make a straight line from the channel on the Northwestern side of said Island to the channel on the Southeastern side of said Island and in the course first mentioned, said line being the Northeastern boundary of all said Southwestern part of said Island and separates the said Southwestern part of said Island from the Northeastern part of said Island owned by the said John G. Walden, said Rock which has been before mentioned is distant from the Southwest extreme end of said Island 115 rods

measuring and following the shore of said Island at high water mark; and from the end of the line run across said Island from the first mentioned Rock, that is to say the Southeastern end of the 5 rods across the narrow part of said Island as before described to the extreme Southwestern end of said Island is 95 rods measuring and following the shore of said Island at high water mark, and all said Southwestern part of said Island containing 12 acres more or less.

The above described premises were conveyed to the United States of America by John Green Walden by deed dated February 29, 1808 and recorded with Cumberland County Records in Book 53, Page 531.

→ There is reserved and excepted from the above described premises twenty (20) square feet of land, presently used for lighthouse purposes, for the United States Coast Guard, together with any structures erected by the said Coast Guard on said plot or on said Military Reservation.

→ This conveyance is subject to the privilege and right of the United States Coast Guard to land anywhere at any time on the shore of the area comprising Fort Scammel.

→ All uranium, thorium, and all other materials determined pursuant to section 5 (b) (1) of the Atomic Energy Act of 1946 (60 Stat. 761), to be peculiarly essential to the production of fissionable material, contained, in whatever concentration, in deposits in the lands covered by this instrument are hereby reserved for the use of the United States, together with the right of the United States through its authorized agents or representatives at any time to enter upon the land and prospect for, mine, and remove the same, making just compensation for any damage or injury occasioned thereby. However, such land may be used, and any rights otherwise acquired by this disposition may be exercised, as if no reservation of such materials had been made; except that, when such use results in the extraction of any such material from the land in quantities which may not be transferred or delivered without a license under the Atomic Energy Act of 1946, as it now exists or may hereafter be amended, such material shall be the property of the United States Atomic Energy Commission, and the Commission may require delivery of such material to it by any possessor thereof after such material has been separated as such from the ores in which it was contained. If the Commission requires the delivery of such material to it, it shall pay to the person mining or extracting the same, or to such other person as the Commission determines to be entitled thereto, such sums, including profits, as the Commission deems fair and reasonable for the discovery, mining, development, production, extraction, and other services performed with respect to such material prior to such delivery, but such payment shall not include any amount on account of the value of such material before removal from its place of deposit in nature. If the Commission does not require delivery of such material to it, the reservation hereby made shall be of no further force or effect.

Said land was duly declared surplus and assigned to the WAR ASSETS ADMINISTRATOR for disposal, acting pursuant to Executive Order 9689 and W.A.A. Regulation No. 1,

U.S.I.R.
\$1.65
U.S. of
A.
6-30-48

as amended.

TO HAVE AND TO HOLD the foregoing described premises, with all the privileges and appurtenances thereunto belonging, to the said A. Lincoln King, his heirs and assigns, to his own use and behoof forever.

AND, the said A. Lincoln King has certified and by the acceptance of this quitclaim deed agrees for himself, his heirs and assigns, as follows:

First: that he is acquiring the said premises for the uses and purposes set forth in his bid for this property, namely: recreational and residential.

Second: that he will not sell the premises within two (2) years without first obtaining the written authorization of War Assets Administration.

IN WITNESS WHEREOF, the UNITED STATES OF AMERICA, acting by and through WAR ASSETS ADMINISTRATOR, has caused these presents to be executed on the 30th day of June, 1948.

Witnesses:

UNITED STATES OF AMERICA,
acting by and through
WAR ASSETS ADMINISTRATOR, -----

Katharine G. Learson

By Paul F. Healy
Assistant Deputy Regional Director
for Real Property Disposal, Boston
War Assets Administration

Philip Fein

COMMONWEALTH OF MASSACHUSETTS)
COUNTY OF SUFFOLK) ss

On the 30th day of June, 1948, before me, Katharine G. Learson, a Notary Public in and for the Commonwealth of Massachusetts, then and there personally appeared Paul F. Healy, Assistant Deputy Regional Director for Real Property Disposal, War Assets Administration, Boston, Massachusetts, duly empowered, authorized and delegated by the WAR ASSETS ADMINISTRATOR, pursuant to Delegation of Authority effective April 9, 1948, who signed the foregoing instrument in behalf of the UNITED STATES OF AMERICA, and acknowledged the same to be the free act and deed of said UNITED STATES OF AMERICA.

Katharine G. Learson

Notary Public and seal Notarial Seal

My commission expires September 25, 1953

Received July 10, 1948, at 9h 30m A. M., and recorded according to the original

Baizley (1200) 5-47
to 2,000
Central
Maine
Power
Co.
Permit

PERMIT OR EASEMENT FOR POLE LOCATIONS ON PRIVATE PROPERTY

KNOW ALL MEN BY THESE PRESENTS, That Arlene P. Baizley of Scarborough in the County of Cumberland and State of Maine, in consideration of One Dollar and other valuable consideration, paid by CENTRAL MAINE POWER COMPANY, a Maine corporation of Augusta, Maine, the receipt whereof is hereby acknowledged, does hereby grant to the CENTRAL MAINE POWER COMPANY, its successors and assigns, the right to set and maintain one poles over and across my land situated in the Town of Scarborough, County of Cumberland said State, together with fixtures and wires connecting to convey electricity to my



May 8, 2020

RE: Fortland Holdings LLC project at House Island ("Project")

To Whom it May Concern,

On behalf of Norway Savings Bank I am pleased to provide this letter in support of Stefan Scarks, Travis Bullard and Fortland Holdings LLC's ("Developers") plans to develop a campground on the historical House Island. Based on our review of the financial aspects of the project, I believe the applicant and the applicant owners have the ability to provide the necessary funds to support the development project.

While this letter of support is not a commitment to lend, the Bank would welcome the opportunity to look at providing financing to the developers on the subject project.

Please feel free to contact me with questions.

Sincerely,

A handwritten signature in black ink that reads "Dana Myles".

Dana Myles
Vice President, Commercial Lending
207-482-7907
dmyles@norwaysavingsbank.com

FORTLAND

Technical Capability:

Fortland is ever grateful to our team. Without their wisdom, hard work, guidance, feedback, and support we would not be where we are today.

Fortland Principals:



Travis Bullard

Travis is Founder and President of WITH, LLC and Co-founder of Fortland, LLC. WITH, LLC is multidisciplinary consulting firm in Portland, Maine focused on facilitating a more sustainable future. Services include: business development, renewable energy development, real estate development, permitting, research, project management, community engagement, public and government relations, and communication strategy. Travis is a local Portland entrepreneur with over 25 years of experience in project management and development, business development, permitting, ecological design, and community stakeholder engagement. His diverse knowledge base, solution focused mindset, and passion for working with people position him well for successfully developing unique projects. Travis lives in Portland with his wife Brek and son.



Stefan Scarks

Stefan is the Co-founder of Fortland, LLC. Stefan is a Maine native and with a Mechanical Engineering Degree from the University of Maine, Orono. He has more than 15 years of experience in project and construction management, design, and real estate development and management. He has spent his entire career innovating and solving problems (including obtaining a patent for a marine fuel overflow prevention device for boats). Stefan's experience, work ethic, and vision are enhanced by his generalist and specialist skillsets. He is a mechanic, metal fabricator, and builder who specializes in HVAC, mechanical and electrical systems. Stefan lives in Freeport with his wife and children.

Consultants and Advisors:



Dale F. Knapp, CSS, LSE, CEP, PWS

Mr. Knapp is the company Principal of Boyle Associates, a CEA Company, based Portland, Maine. Dale has nearly 20 years of professional experience in natural sciences, permitting, and management. Dale is a regionally recognized natural resource consultant and carries the following professional certifications: Certified Soil Scientist, Licensed Site Evaluator, Certified Environmental Professional, and Professional Wetland Scientist. Energy projects have been a focus of Dale's professional practice and he has played a key role in the development and permitting of 17 operational wind projects, over 25 grid scale solar projects, and 11 high voltage transmission lines in New England alone. Dale's responsibilities include leadership of the Natural Resources practice, client relationship management, and business development. Dale also manages projects, directs ecological field surveys, and performs strategic planning for permitting. In addition to managing and implementing projects he has regularly provided expert witness testimony regarding the findings of ecological field surveys and permit submissions associated with both large and small scale projects. Dale also has expertise in soil mapping, morphology, subsurface wastewater design, wetland delineations, vernal pool surveys, threatened and endangered species surveys, ecological community characterizations, biological assessments, wildlife surveys, wetland mitigation and compensation, project management and document preparation in accordance with the state and federal regulatory agency standards.

<https://www.boyleassociates.net>



Will Savage

Mr. Savage is the company Principal at Acorn Engineering which is an award winning firm that specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting and construction administration with a focus on the construction of highway, marine and rail facilities, restoration of urban impaired watersheds, stormwater design & retrofits, low impact development (LID), and environmental stewardship.

<http://www.acorn-engineering.com>



Christopher Briley | CPHC® | LEED AP
Maine Licensed Architect

Chris Briley is a founding partner and principal architect at BRIBURN. In late 2012 he teamed up with Architect Harry Hepburn and founded BRIBURN where they practice “architecture for life”, specializing in energy efficient, environmentally friendly design. For seven years prior to this he was the principal architect and founder of the Green Design Studio in Yarmouth, Maine. Chris is a Maine Licensed Architect and a Certified Passive House Consultant. He is an adviser and blogger at greenbuildingadvisor.com and co-host of the Green Architects’ Lounge podcast. He is an enthusiastic participant and part-time moderator for the Building Science Discussion Group in Portland, Maine, a founding member of the USGBC Maine Chapter, and a founding board member of the [passivhausMAINE](http://passivhausMAINE.com).

<http://briburn.com>



OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS

Randy R. Loubier, PLS, Principal

Professional Land Surveyors started in 1964 and has become one of New England's largest full-service surveying companies with more than 100 years of experience in land and engineering surveys. Surveys for highways, bridges, airports, pipelines, transmission lines, paper mills, industrial, commercial waterfront developments, pier facilities and related rehabilitation are Owen Haskell's Inc.'s expertise.

<http://www.owenhaskell.com/>



David C. Evers, Ph.D., Executive Director, Chief Scientist

As the founder, executive director, and chief scientist of BRI, Dr. Evers has made great strides in bringing critical ecological issues to the forefront of our nation’s and the world’s consciousness. He regularly develops collaborations and working groups, often working at regional and international scales with scientists, federal and state

governmental agencies, universities and research institutes, as well as other nonprofit organizations.

As a conservation biologist, he believes it his responsibility to provide decision makers with scientific findings from an unbiased viewpoint. Dr. Evers often testifies or presents scientific results to Congressional committees, state legislative committees, and other regulatory branches of government.



David Yates, M.S. Mammal Program Director

Dave Yates has a B.S. in wildlife biology and management and a M.S. in conservation biology. He has been a wildlife research biologist with BRI since the Institute's inception. As director of the mammal program, he is actively involved with various field studies focusing on wildlife conservation and management and the health assessment of aquatic ecosystems through contaminant screening.



Lauren Gilpatrick, B.S. Permits and museum manager

A native Mainer, Lauren is an accomplished outdoorswoman and an all-terrain biologist experienced in surveying wildlife by land, sea, and air. She is known to wander for birds and has traveled throughout the lower 48 states in the pursuit of all things feathered. With 10 years of field experience, she has conducted a variety of surveys for birds and bats for pre-construction wind energy projects, worked on road ecology research, and conducted extensive small mammal live trapping and tracking.

<http://www.briloon.org>

Advisory Team:

Stuart “Tuck” Obrien

Tuck has been involved in permitting and infrastructure development for the past 20 years. He has worked in both the private and public sector working on energy projects, as a utility regulator, a land use and real estate attorney and in municipal planning and development. He is currently employed as Senior Counsel at Tilson Technology working on permitting and corporate issues as Tilson builds America’s information infrastructure. He was previously the City Planning Director for the City of Portland and a long time member of its Planning Board. He serves on the Board of the Sebago Chapter of Trout Unlimited and the Board of Directors for Mechanics Hall.



Glenn Angell – Soils Site Evaluator, Maine Department of Health and Human Services

Glenn provided guidance on subsurface wastewater disposal design , and has decades of experience assisting in unique wastewater systems on Maines coastal island where site conditions are unique and challenging.



Katelin Nickerson, PWS, CWS

Ms. Nickerson is a professional wetland scientist (PWS), Certified Wetland Scientist (CWS) and project manager conducting field wetland delineations, vernal pool surveys, natural resource assessments and feasibility studies. She facilitates the preparation and submittal of local, state and federal permit applications for large and small scale developments and has 10 years of environmental consulting experience.

From: "McArdle,Patrick" <pmcardle@southportland.org>
Subject: Bug Light parking
Date: October 13, 2020 at 8:06:34 AM EDT
To: "Ttravis Bullard (travis@fortlandmaine.com)" <travis@fortlandmaine.com>

To Travis Bullard

The City of South Portland is pleased to offer, Fortland campground 5-10 parking spaces at Bug Light/ Fore River Boat Launch. This agreement starts on Memorial day of 2021 through Labor Day 2021. Prices per spot are at 80\$ for non-residents.

Patrick McArdle
Rec Manager Aquatics & Waterfront
City of South Portland
207-767-7650

NOTICE: Under Maine's Freedom of Access ("Right-to-Know") law, documents - including e-mail - in the possession of public officials about City business are classified as public records. This means if anyone asks to see it, we are required to provide it. There are very few exceptions. We welcome citizen comments and want to hear from our residents, but please keep in mind that what you write in an e-mail is not private and could show up in the local newspaper.

Planning and Urban Development Department
Planning Division
City of Portland, Maine

Level II Development Review House Island and Fort Scammel

TO:
Christian Rodman
Senior Planner
Planning and Development Department
City of Portland, Maine
389 Congress Street Portland, Maine 04101-

FROM: Stefan Scarks and Travis Bullard, Fortland, LLC

Date: October 14, 2020

RE: Site Level II Development Review, Fortland Campground – Response to feedback.

Dear Mr. Rodman,

Thank you for your follow up and preliminary feedback on Fortland's Site II application. The purpose of this memo is to follow up with additional information pertaining to Fortland's application for Site II review as per your email on October, 5 2020. Please find our responses below:

Waste management: can we get some more information on what the plan is for this? I understand there is a waste storage shed, but what is the plan for getting waste off the island, and then once it reaches the mainland?

Fortland's primary goal is waste stream management practices to ensure efficient and low impact handling and disposal of waste throughout construction and operations. The waste stream plan is to remove waste from the storage shed by boat to the mainland. Solid waste will be brought ashore to the mainland in South Portland. Once on the mainland it will be transported by either Fortland or contracted vehicle to the appropriate waste management facility such as Riverside recycling, South Portland transfer facility, Clynk drop offs, or foodwaste compost.

Flood hazard development permit: you'll need to apply for this. Ann Machado, who reviews them, is copied on this email in case you're not familiar with the application or have any questions about it.

Velocity zone: As parts of the island fall within a velocity flood zone, we'll need confirmation that none of the structures are in the velocity zone or that they are elevated at least two feet above the base flood elevation.

Fortland confirms that no structures are proposed in the VE (velocity zone). See Drawing Site Plan-Post Development from Stormwater maps produced by Acorn Engineering. Flood hazard zone is delineated in dashed light blue line.

Vegetation and clearing, erosion & sedimentation: your application acknowledges removal of invasive species, but no replanting. We'll need clearing and potential planting / erosion & sedimentation controls provided on a plan. Please note two things re: erosion & sedimentation - we're not convinced that not replanting is appropriate, and regardless removing invasives will likely result in downgradient silt fence requirements.

Fortland will comply with Portland Technical Manual, Chapter 14, Division 26. Shoreland Regulations - Sec. 14-449 (c)(4)(a), Sec. 14-449 (c)(4)(a)(v.), Sec. 14-449 (c)(3[6?]) (Cleared Openings)

The removal of invasive species has minimal to no impact from erosion and sedimentation due to the unique characteristics of the two vine species, and Fortland's invasive species management plan. For both the bittersweet and swallowwort plants, the majority of the plants' biomass exists above the surface of the ground as the vines they produce climb adjacent species blocking out sunlight and strangling the host plant/tree. Removal of the above ground vines for at least 3 consecutive years is the most common method to mitigate these species.

Swallowwort must be mowed and pruned as root removal is nearly impossible. Mowing and pruning will have no soil disturbance.

Bittersweet vines on site are produced annually and typically have a diameter similar to a pencil up to a broomstick. The vines have a common root system that runs parallel to the surface of the ground either just above or just below the surface.

Where the vines grow in open grassy spaces, they can be removed by hand with minimal to no soil disturbance. Fortland will take the opportunity to re-seed with native grass conservation mix combined with hay for stabilization and seed success. Follow up mowing and pruning will continue to combat the plant before it can grow into a woody vine. Persistence in follow-up mowing and pruning is key for effective long term removal of the plant.

There are 4 locations where bittersweet "stumps" will need to be removed or treated. In these sites, if soil is disturbed during removal, Fortland will comply with Portland Technical Manual Sec. 14-449 (d)(3) and Sec. 14-449 (d)(4)(a,b,c): Erosion and Sedimentation Control utilizing silt fence and hay bales. Fortland will reseed as our method for replanting, but also want to encourage native species to spread and proliferate as the fecundity of the island site matures. Again, persistence in follow-up mowing and

pruning is key for effective long-term removal of the plant. Please see attachment “Landscape Plan – Invasive Species” for location of bittersweet stumps.

Fortland’s goal is to always promote the health and well-being of the diverse native vegetative coastal species that exist on site, and the design of the site respects and emphasizes the preservation of the natural environment.

Light fixtures: please provide the specific fixture cutsheets.

Please see attachment “Lighting Cut Sheet Sample”

Note: Final lighting fixture design will be based on Historic Preservation Board staff approval and Building and inspections. Fortland would like to emphasize that we will continue to work with Historic Preservation staff following any approvals by the planning boards on a number of items to ensure a successfully integrated project. The lighting fixtures presented are in the spirit of the low intensity trail, navigation and exterior building lighting intended. Due to limited manufacturer information on many “self contained solar lighting fixtures”, we have provided samples of lights that are of the aesthetic and specifications of the final light fixture selection, but may vary slightly.

Fire: please clarify expected use / location of fires at this campground, and/or the restrictions that will be in place.

There is an existing campfire located in the parade grounds, centrally located on the island. The existing campfire is ringed with granite and has a surround 6 foot diameter combustible free perimeter . All fires will be held at this location and will be tended by Staff only. There will be no fires permitted at individual sites. Fortland will work with Portland Fire to ensure all fire safety guidelines are met. Fortland will have (mobile) fire suppression cisterns on site and they will be filled to ensure sufficient volumes are on hand. Fortland will also make available and maintain Class B fire extinguishers for suppression of liquid fires associated with cooking.

Parking: please provide a lease or rental agreement evidencing that you have access to the parking spaces intended for use. Additionally, please confirm that expected parking needs will not exceed the five spaces you're expected to provide / reserve. Though spaces required per zoning are fairly low, the number of campsites indicates that there may be demand for more than five spaces.

Yes, we can confirm the parking provided will be more than sufficient. Fortland’s expected parking needs as calculated using Portland land use code is ~1.3 spaces (see Fortland’s Zoning Conditional use permit pages 4-5). Fortland voluntarily opted to more than triple the expected required parking spaces we provide to ensure we meet and exceed our requirement by code, and the Zoning Board of Appeals (unanimously) agreed.

Practically, due to the nature of access to the island being entirely by water, point of origin for guest access will be quite diffuse. Trip origin for guests will likely be spread between South Portland, Portland and Falmouth. Most access will be by water taxi, private craft (kayaks) or the like. Fortland will be providing instructions on our website to facilitate direct access by train, bus and plane using public transportation and ride sharing.

Staff will be encouraged to ride share or bike/walk to launch site. Fortland's boat which supports transportation of staff and supplies is docked in a private marina with included private parking for additional staff. Please see attachment "Bug Light Parking South Portland" for correspondence with the City of South Portland confirming 5-10 available spaces at the Bug Light Boat launch.

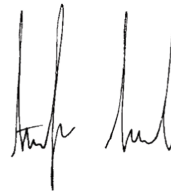
We appreciate your time and feedback. If there are any additional questions, please don't hesitate to reach out.

Respectfully submitted,

Travis Bullard
Fortland, LLC



Stefan Scarks
Fortland, LLC



Referenced documents:

Landscaping Plan – Invasive Species
Lighting Cut Sheet Sample
Bug Light Parking South Portland

Department of Agriculture, Conservation and Forestry

[DACF Home](#) → [Bureaus & Programs](#) → [Maine Natural Areas Program](#) → [Communities, Plants, and Animals](#) → [Invasive Plants](#) → Asiatic Bittersweet

Maine Natural Areas Program



Asiatic bittersweet fruit

Asiatic Bittersweet

Celastrus orbiculatus

2019 Status in Maine: Widespread. Severely Invasive.

Description: Perennial, deciduous, woody vine. Twines around mature trees and climbs high into the canopy, or sprawls over low-growing vegetation. **Leaves:** Simple, alternate, round to somewhat elliptical, 2-4" long, with wavy or weakly toothed edges, turning yellow in fall. Leaves abruptly pointed at tips or in sun more tapering toward pointed tip. **Flowers:**

Green-yellow, 5-petaled, small, clustered in leaf axils, ~June. **Fruit:** Distinctive yellow aril covers orange-red seed. Fruits mature in fall and persist into winter. **Bark:** Light brown bark with raised light tan lenticels. **Roots:** bright orange.

Native range: Japan, China, Korea. **How arrived in U.S.:** As an ornamental.

Reproduction: By seed and vegetatively. Plants are usually dioecious; males do not produce fruit. Fruits are eaten and dispersed by birds and small mammals, or by careless disposal of bittersweet wreaths. Seeds are viable for about one year. New shoots may sprout from the root crown, and root fragments may also regenerate

Habitat: Forests, forest edges, woodlands, old fields, beaches, and dunes. Moderately shade tolerant; more productive in sun. Tolerates dry to moist soils.

Similar native species: American bittersweet (*C. scandens*), uncommon in Maine, is very similar but only has flowers and fruit at vine tips, and usually has leaves twice as long as wide. Grape (*Vitis* spp.) will also grow into tree canopies. Grape bark has a peeling, shredded appearance and leaves are larger and palmately lobed.

Similar non-native species: None in our area.

Fact Sheets and Identification Links

- [Maine Cooperative Extension Fact Sheet for Asiatic Bittersweet](#)
- [Purdue University Cooperative Extension, Indiana, Identification Video \(3:30\)](#)
- Go Botany page for [Celastrus orbiculatus](#)



Asiatic bittersweet unripe fruit

Control Methods

Very small plants and seedlings may be pulled up by the roots when soil is moist; larger vines can be cut, but aggressive re-sprouting will occur.* Cut larger vines at chest height and also at ankle height to prevent new vines climbing up old ones (you can also treat the rooted part of the vine with cut-stem herbicide if desired). Persistent cutting alone, multiple times during the growing season over several years, may kill the plant, but diligence is required (at least 6x/yr for 3 yrs is suggested). Vines can be left to die in the canopy; pulling the vines from the trees can cause additional damage. Mowing can prevent seedlings from establishing. Herbicides† are effective as foliar applications (triclopyr solution, foliar glyphosate not as effective on this species), cut-stump applications (glyphosate or triclopyr solution applied immediately after cutting except during early spring), or basal bark application at any time of year (for stems < 6" diameter, triclopyr in bark oil). For dense thicket-type growth and very large infestations, cut or bush-hog all vines at mid-summer, then foliar spray triclopyr solution the following summer before flowering when plant height is lower and less herbicide is needed.

* Correctly dispose of all plant parts↵ † Follow all label directions when using herbicides↵

Control Technique Video Demonstrations

- [University of Minnesota Cooperative Extension \(4:40\)](#), hand tools and stump herbicide application

Please email invasives.mnap@maine.gov if you have questions about invasive species in Maine



Asiatic bittersweet vines strangling a tree



Asiatic bittersweet infestation at Cape

Elizabeth

Department of Agriculture, Conservation and Forestry

[DACF Home](#) → [Bureaus & Programs](#) → [Maine Natural Areas Program](#) → [Communities, Plants, and Animals](#) → [Invasive Plants](#) → Black Swallowwort

Maine Natural Areas Program



Black swallowwort

Black Swallowwort

(Dog-strangling vine)

Cynanchum louiseae

2019 Status in Maine: Localized. Severely Invasive.

Description: Perennial, herbaceous, thin, twining vine commonly up to 6' in length.

Leaves: Opposite, lance to heart shaped, broad at base and tapered to point, 2½-5" long, up to 3" wide, turn yellow in fall. **Flowers:** 5-pointed star-shaped, dark purple-brown, ¼"

diameter. Appear in loose [cymes](#) of 6-10 flowers in leaf axils, May-September Fly

pollinated, nectar smells like rotting fruit. **Fruit:** Slender, 1-3" long, green pods release brown seeds with white silken parachutes, similar to milkweed, that catch the wind. Seeds are polyembryonic, which means one seed can produce multiple seedlings. Germination

rate is 30-50%. Seed longevity is not known. **Stems:** Covered in fine, downy hairs. **Roots:** Extensive rhizomatous root systems. **Note:** Leaves and roots are toxic to Monarch butterfly

larvae. Research indicates that swallowwort roots can change soil conditions through [allelopathic](#) extracts and amplified associations with generalist mycorrhizal fungi, which can reduce native plant diversity.

Native range: Europe. **How arrived in U.S.:** As an ornamental.

Reproduction: By seed and vegetatively by trailing [stoloniferous](#) stems and rhizomes. Seeds are windblown or can be carried on animal fur or perhaps in soil.

Habitat: Prefers enriched soils and sun but can establish dense stands under a wide range of conditions including old fields, roadsides, woodlands, and well-drained uplands.

Similar native species: No native vines of similar character. Dogbanes (*Apocynum* spp.) may superficially look similar, but are perennial, upright herbs of open areas, with leaves tapering to the base.

Similar non-native species: Pale swallowwort (*Cynanchum rossicum*) is also invasive and is very similar; its flowers are light pink-gray-purple rather than the dark purple of black swallowwort. Pale swallowwort is very uncommon in Maine. Treatment methods are the same for both species.



Black swallowwort infestation

Fact Sheets and Identification Links

- [Maine Cooperative Extension Fact Sheet for Black Swallowwort](#)
- [University of Wisconsin \(2:50\)](#), Identification video
- Go Botany page for [Cynanchum louiseae](#)

Control Methods

Dig root crowns before seed pods develop. Be sure to remove all roots and dispose in garbage*. This is effective in small populations. Mowing encourages vigorous re-sprouting, but multiple mowings before pod production will prevent seed production. Foliar spray of triclopyr† before flowering stage (but not too early, plants need to have enough surface area

to absorb lethal dose of herbicide), or glyphosate after flowering is initiated is effective. Follow-up spraying will be needed since the dense leaves keep herbicide from reaching enough of the plant for complete control in one application. Small plants regenerating after treatment blend in well with other vegetation - careful scrutiny is needed for detection and further treatment. Some people have skin reactions to this plant; wear gloves.

* Correctly dispose of all plant parts ↵ † Follow all label directions when using herbicides ↵

Control Technique Video Demonstrations

- [Rochester FoodNet, New York \(2:34\)](#)

Please email invasives.mnap@maine.gov if you have questions about invasive species in Maine



Black swallowwort leaves



Black swallowwort

**DEPARTMENT OF ENVIRONMENTAL PROTECTION
PERMIT BY RULE NOTIFICATION FORM**

(For use with DEP Regulation, Natural Resources Protection Act- Permit by Rule Standards, Chapter 305)

PLEASE TYPE OR PRINT IN **BLACK INK ONLY**

APPLICANT INFORMATION (Owner)		AGENT INFORMATION (If Applying on Behalf of Owner)	
Name:	Fortland, LLC	Name:	Dale Knapp
Mailing Address:	418 Woodford St.	Mailing Address:	6 May Street #2
Town:	Portland	Town:	Portland
State and Zip Code:	Maine 04102	State and Zip Code:	Maine 04103
Daytime Phone #:	207-272-3898	Daytime Phone #:	207-631-9134
Email Address:	travis@with-partners.com	Email Address:	dalefknapp@gmail.com

PROJECT INFORMATION			
Part of a larger project? (check one):	☒ Yes ☐ No	After the Fact? (check one):	☐ Yes ☒ No
Project Town:	Portland	Project Location (Address):	House Island
Brief Project Description:	Repurposing of Fort Scammel into a seasonal campground.		
Brief Directions to Site:	Charter Boat and depart east from Casco Lines Ferry Terminal. Island is adjacent to Fort Gorges.		

PERMIT BY RULE (PBR) SECTIONS (Check at least one): I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. **I and my agents, if any, have read and will comply with all of the standards in the Sections checked below.**

- | | | |
|--|---|--|
| ☒ Sec. (2) Act. Adj. to Protected Natural Res. | ☐ Sec. (10) Stream Crossing | ☐ Sec. (17) Transfers/Permit Extension |
| ☐ Sec. (3) Intake Pipes | ☐ Sec. (11) State Transportation Facil. | ☐ Sec. (18) Maintenance Dredging |
| ☐ Sec. (4) Replacement of Structures | ☐ Sec. (12) Restoration of Natural Areas | ☐ Sec. (19) Activities in/on/over significant vernal pool habitat |
| ☐ Sec. (5) REPEALED | ☐ Sec. (13) F&W Creation/Enhance/Water Quality Improvement | ☐ Sec. (20) Activities located in/on/over high or moderate value inland waterfowl & wading bird habitat or shorebird feeding & roosting areas |
| ☐ Sec. (6) Movement of Rocks or Vegetation | ☐ Sec. (14) REPEALED | |
| ☐ Sec. (7) Outfall Pipes | ☐ Sec. (15) Public Boat Ramps | |
| ☐ Sec. (8) Shoreline stabilization | ☐ Sec. (16) Coastal Sand Dune Projects | |
| ☐ Sec. (9) Utility Crossing | | |

NOTE: Municipal permits may also be required. Contact your local code enforcement office for more information. Federal permits may be required for stream crossings and for projects involving wetland fill. Contact the Army Corps of Engineers at the Maine Project Office for more information.

NOTIFICATION FORMS CANNOT BE ACCEPTED WITHOUT THE NECESSARY ATTACHMENTS

- ☒ **Attach** all required submissions for the PBR Section(s) checked above. The required submissions for each PBR Section are outlined in Chapter 305 and may differ depending on the Section you are submitting under.
- ☒ **Attach** a check for the correct fee made payable to: "Treasurer, State of Maine". The current fee for NRPA PBR Notifications can be found at the Department's website: <http://www.maine.gov/dep/feesched.pdf>
- ☒ **Attach** a location map that clearly identifies the site (U.S.G.S. topo map, Maine Atlas & Gazetteer, or similar).
- ☒ **Attach Proof of Legal Name** if applicant is a corporation, LLC, or other legal entity. Provide a copy of Secretary of State's registration information (available at <http://icrs.informe.org/nei-sos-icrs/ICRS?MainPage=x>) Individuals and municipalities are not required to provide any proof of identity.

I authorize staff of the Departments of Environmental Protection, Inland Fisheries & Wildlife, and Marine Resources to access the project site for the purpose of determining compliance with the rules.

I also understand that this PBR becomes effective 14 calendar days after receipt by the Department *unless the Department approves or denies the PBR prior to that date.*

By signing this Notification Form, I represent that the project meets all applicability requirements and standards in the rule and that the applicant has sufficient title, right, or interest in the property where the activity takes place.

Signature of Agent or Applicant:	<i>Dale F Knapp</i>	Date:	01/20/2020
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Keep a copy as a record of permit. Send the form with attachments via certified mail or hand deliver to the Maine Dept. of Environmental Protection at the appropriate regional office listed below. The DEP will send a copy to the Town Office as evidence of the DEP's receipt of notification. No further authorization by DEP will be issued after receipt of notice. Permits are valid for two years. **Work carried out in violation of any standard is subject to enforcement action.**

AUGUSTA DEP
17 STATE HOUSE STATION
AUGUSTA, ME 04333-0017
(207)287-7688

PORTLAND DEP
312 CANCO ROAD
PORTLAND, ME 04103
(207)822-6300

BANGOR DEP
106 HOGAN ROAD
BANGOR, ME 04401
(207)941-4570

PRESQUE ISLE DEP
1235 CENTRAL DRIVE
PRESQUE ISLE, ME 04769
(207)764-0477

OFFICE USE ONLY	Ck.#	Date	Staff	Staff	After Photos
PBR #	FP		Acc. Date	Def. Date	



PAUL R. LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

CHANDLER E. WOODCOCK
COMMISSIONER

September 11, 2017

Dale Knapp
Tetra Tech
451 Presumpscot Street
Portland, ME 04103

RE: Information Request - House Island, Portland

Dear Dale:

Per your request received August 14, 2017, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries habitat concerns within the vicinity of *House Island* in Portland.

Our Department has not mapped any Essential Habitats or inland fisheries habitats in the vicinity of House Island.

Endangered, Threatened, and Special Concern Species

Bats

Of the eight species of bats that occur in Maine, the three *Myotis* species are protected under Maine's Endangered Species Act (MESA) and are afforded special protection under 12 M.R.S §12801 - §12810. The three *Myotis* species include little brown bat (*M. lucifugus*, State Endangered); northern long-eared bat (*M. septentrionalis*, State Endangered); and eastern small-footed bat (*M. leibii*, State Threatened). The five remaining bat species are listed as Special Concern: big brown bat (*Eptesicus fuscus*); red bat (*Lasiurus borealis*), hoary bat (*Lasiurus cinereus*), silver-haired bat (*Lasionycteris noctivagans*), and tri-colored bat (*Perimyotis subflavus*).

While a comprehensive statewide inventory for bats has not been completed, it is likely that several of these species occur within the area during migration and/or the breeding season.

Significant Wildlife Habitat

Seabird Nesting Area

House Island is mapped as a Seabird Nesting Area, a Significant Wildlife Habitat under Maine's Natural Resources Protection Act. Maine has an extensive coastline that contains over 3,500 islands. As a Seabird Nesting Area, House Island one of only 5% of all coastal islands in Maine to be formally

designated as Significant Wildlife Habitats. These islands provide nesting and foraging habitat for numerous species of seabirds, wading birds, bald eagles, and waterfowl. The islands are generally free of mammalian predators and have minimal rates of human disturbance. While some islands support a few pairs of seabirds, other islands support several thousand pairs of birds representing numerous species. The majority of the seabirds nest on the ground and only have a limited period of time to try to raise their young. Should their first breeding attempt fail, many species do not have the ability to initiate a second nesting attempt.

The extensive inter-tidal area surrounding many of these islands also provides foraging habitat for various species of waterfowl and shorebirds. Tens of thousands of waterfowl use Maine's coastal resources during their spring and fall migrations, and many species spend the entire winter off the coast of Maine. Similarly, countless shorebirds forage in the intertidal areas, replenishing critical nutrients that will be needed for their extensive migration.

Tidal Waterfowl and Wading Bird Habitats

This search area around House Island also includes a Tidal Waterfowl and Wading Bird Habitat (TWWH), a Significant Wildlife Habitat under Maine's Natural Resources Protection Act. TWWHs provide important feeding and/or breeding habitat for diverse waterfowl and wading bird species. Birds utilize intertidal mudflats to forage for aquatic invertebrates, a primary food source, and maintaining natural tidal flow is essential to maintaining healthy intertidal areas and food sources to support waterfowl and wading bird species.

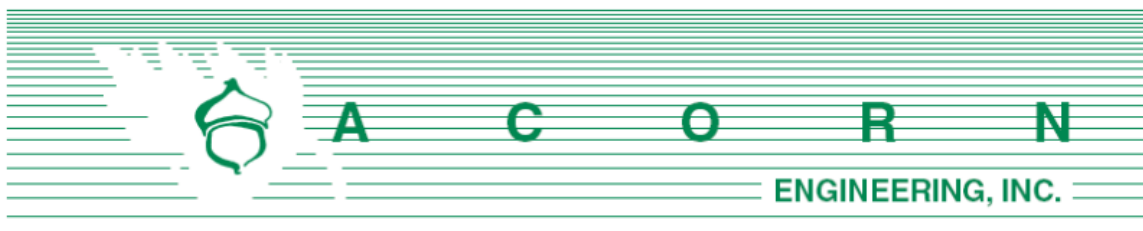
This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,



John Perry
Environmental Review Coordinator



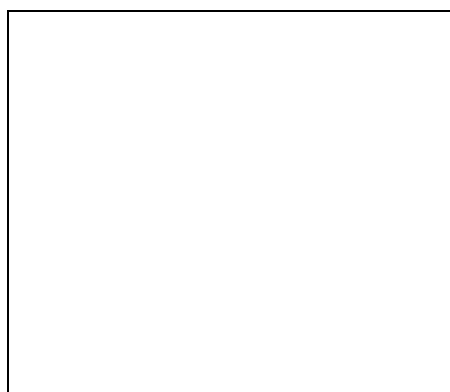
STORMWATER MANAGEMENT **REPORT**

Prepared For:

**Fortland, LLC
0 House Island
Portland, Maine 04101**

Prepared By:

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



March 2020

INTRODUCTION

Acorn Engineering, Inc. has been retained by Portland, LLC to provide stormwater services for the proposed 21-site campground on the southern half of House Island in Portland, Maine.

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

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level II Site Plan Review.
- City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards and Maine DEP Chapter 500 Stormwater Management.

EXISTING CONDITIONS

The proposed project is located at the southern half of House Island. The proposed lot is a combination of multiple properties which presently include Portland Tax Map 110 A 002 comprising 688,530 square feet. Portland has zoned this area as an IR-1 Island Residential Zone and land within 250 ft of the Atlantic Ocean is situated in the Shoreland overlay zone. An existing conditions plan has been prepared by Owen Haskell dated July 18, 2018.

The approximate 15.8-acre site for the proposed development was originally developed in the lead up to the War of 1812 to protect the coastal city of Portland and Portland Harbor. The original 1808 fort was redesigned and developed in to a third system fortification from 1862-1870 that resulted in the existing fort structures that exist today.

The site slopes from the sea level up to a high elevation of +/- 70 feet above sea level at the top of the existing grand magazine earthen berm. A majority of the site has been developed at some point during the island's rich history. Existing structures include approximate 30,000 sf. of granite, brick and masonry bastions and approximate 10,000 sf. of granite, brick and masonry tunnels connecting ramparts and bastions to subterranean magazines. There are no public utilities existing on the site. There are two existing artesian wells on site. The entire site has been developed to varying degrees over the past 210 years.

The project area presently drains the entirety of its runoff to the adjacent Atlantic Ocean.

SOILS

Onsite soil information includes the following:

- Hydrologic Soil Group Classification and Soil Evaluation - Dale Knapp of Boyle Associates

Dale Knapp of Boyle Associates has conducted a site visit including 10 test pit locations to develop a Hydrologic Soil Group Classification and Soil Evaluation. And provided the following summary at the end of the report.



Results – During the site visit there are very few areas on the island that contain soils not of anthropogenic origin. Human manufactured materials, or fill are a dominant feature of the project area. Soil pits reviewed indicate the presence of objects or materials that have been created or modified by humans, typically for a practical purpose in habitation, manufacturing, excavation, or construction activities. With only two exceptions in locations where bedrock was exposed by excavation during construction that was never completed in the northeast corner of the Fort. The NRCS designations are a best fit and do not accurately reflect the past history of alteration that has occurred within the footprint of the project area.

Chapter 335 of the Maine Natural Resources Protection Act (NRPA) defines “Existing Development Area” as *The area of property altered including, but not limited to, buildings, driveways, parking areas, wastewater disposal systems, lawns and other non-native vegetation, as of September 15, 1998.* The entire proposed project area would classify as existing development under the NRPA.

Chapter 500 of Maine Stormwater Law defines “Impervious area” as *the total area of a parcel covered with a low-permeability material that is highly resistant to infiltration by water, such as asphalt, concrete, or rooftop, and areas such as gravel roads and unpaved parking areas that will be compacted through design or use to reduce their permeability.* This site is comprised of primarily of walkways, or storage areas, concrete and stone, gravel roads, packed earthen materials, and other surfaces which similarly impede the natural infiltration of stormwater.

For the purposes of stormwater design a Hydrologic Soil Group D based on the presence of impervious material.

Given the soil information, listed above, the applicant does not intend to perform a more intense hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/11 are met.

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

Table 1 - “K” Value		
Soils Type	Subsurface	Substratum
Lyman-Tunbridge Complex	0.32	0.32

The soil “K” values for the soils, listed above, show a moderate susceptibility to erosion. The site’s susceptibility to erosion is from the Soil Conservation Service Medium Intensity Soil Survey for Cumberland County. The Soil Conservation Service designations are a best fit and do not accurately reflect the past history of alteration that has occurred within the footprint of the project area.

Although soil “K” values for the soils show a moderate susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained slope throughout the site.



PROPOSED DEVELOPMENT

Fortland, LLC is proposing a 21-site campground on the Southern half of House Island, located in Casco Bay within the city of Portland, ME. This unique project site includes Fort Scammell, which encompasses a large portion of the approximate 15.8-acre project parcel. The mission of Fortland, LLC is to preserve, protect, and celebrate this amazing historical and environmental resource. Throughout Fortland's design process, great thought and planning has been dedicated to mitigating and reducing physical, environmental, and visual impacts. Fortland's goal is to create an immersive and educational camping experience where guests can enjoy an exceptional piece of Maine's rich island history, environment and culture. Fortland, LLC has spent several years engaging stakeholders, designing and permitting a project that has a light touch and creates an opportunity for people to have a transformative Maine experience rooted in a sense of place, respecting the ecology, and immersed in history.

The proposed scope of work includes:

- Construction of three permanent wood-framed structures, 406 sf Utility shed (TP#2), and 192 sf Bathroom shed (TP#1). Test Pits 1 and 2 confirm the presence of existing compacted gravel meeting the Maine DEP's definition of impervious area. A test pit is not provided nearby the 192 sf Pump shed.
- The proposed 2,850 sf community building with a green roof is also located adjacent to Test Pits 4 and 5 which also confirm the presence of existing compacted gravel meeting the Maine DEP's definition of impervious area.
- Installation of 8 structural decks on existing gun foundations and erection of 6 semi-permanent yurt structures and 2 temporary seasonal tents located on existing compacted gravel meeting the Maine DEP's definition of impervious area.
- Installation of 15 additional temporary seasonal tents. Tent decks are to be set on precast pads. The tent decks will allow for the permeation of stormwater between the boards and thus are not considered impermeable by the Maine DEP. The underlying soils and test pits 7,8,9, and 10 would also document the presence of existing compacted gravel meeting the Maine DEP's definition of impervious area.
- Maintenance of existing roads and paths.

As outlined above and outlined within Chapter 5 of the City of Portland Technical Manual the project will result in the creation of less than 5,000 sf of non-roof impervious area redevelopment and less than 1,000 sf of new impervious area. The only potential new impervious area is the result of the 192-sf pump shed. Although the existing conditions mitigate the permit requirement to meet the Maine DEP Chapter 500 regulations the project is incorporating the following Stormwater Management Design Elements:

- Landscaping and Vegetative buffers: The design of the site respects the preservation of the natural environment. The existing complex topography and vegetation help to reduce potential impacts stormwater flows. The landscaping plan includes preserving existing vegetation, including semi-mature and mature trees, to the greatest extent possible. Vegetation will be maintained and cut to ensure public safety and access. The project will be avoiding additional impacts to undisturbed ledge habitats and the remaining intact vegetation surrounding the Fort.



- Three (3) shed buildings will have 790 sf of roof with rain catchment cisterns.
- The Community Building will have 2,850 sf of roof. Approximately 2,000 sf will be a living roof. The remainder of the roof (850sf) will have rain catchment cisterns.
- The eight (8) structural deck tent platforms for sites located within the Fort are located on existing impervious granite foundation and existing man-made compacted fill. No new impact.
- Outside the fort there are fifteen (15), 384 square foot structural deck tent platforms with gapped deck boards to increase permeability. Tents on the decks will be temporary and seasonally removed and stored. All gapped decked platforms will sit on posts to precast block/piers on existing ledge or compacted gravel fill. Existing conditions of the deck locations are a mix of exposed existing ledge and 6-12" inches of compacted fill. The total area of the fifteen (15) gapped deck platforms is 5,760 sf.
- Waste Water treatment will utilize pretreatment and Perc-Rite Drip Dispersal system. Blackwater will be stored separately in an evaporation chamber integral to the composting units. Any blackwater that cannot be successfully evaporated by the composter due to unfavorable conditions or high surge use will be treated in the Drip-Dispersal System.
- Composting toilets will be installed to reduce wastewater generation.
- Solid waste: Successfully enjoying life on an island entails waste stream reduction. We will be encouraging Best Practices (BP) and educating our guests on the BP to reduce, reuse and recycle as much of the waste stream as possible. Waste stream will be sorted on site at various collection points and stored in central location that facilitates offloading, this site will be located behind the utility shed adjacent to island access pier.
- A majority of the site consists of a highly engineered Fort system consisting of earthen berms, ramparts, and granite bastions that help to reduce erosion and sedimentation from large concentrated stormwater flows that may be discharging from the existing site.
- Existing development area: The majority area of property altered has been sited in existing development areas including, but not limited to, buildings, driveways, parking areas, wastewater disposal systems, lawns and other non-native vegetation, prior to the effective date of Chapter 500.
- Existing compacted gravel roads, paths, and pedestrian trails will be maintained and mowed to enhance safe access and inspected to ensure appropriate practices to reduce erosion and sedimentation are employed.

Low Impact Development (LID):

LID practices will be used to capture and treat runoff from rooftops, non-rooftop areas such as existing roads, paths, walkways are vegetated and maintained. The interior of the fort consists of maintained grassed areas.

Some LID practices that are appropriate for the proposed development include the following:

- Maintain and utilize existing vegetative Buffer/filter strip
- Utilize and maintain Dry wells, existing wells/infiltration trenches
- Implement rain catchment cisterns
- Implement Green roof



- Implement Best Management Practices to maintain existing paths, roads and mitigate the potential for erosion.

Conclusion

The proposed development was designed to meet the requirements implemented by the MDEP under the Stormwater Management Statute (38 M.R.S.A. § 420-D) as well as the City of Portland Technical Manual – Section 5 – Portland Stormwater Management Standards. The proposed project as designed is not anticipated to cause flooding or erosion problems within the subject site, nor to the adjacent natural resources.

Attachments

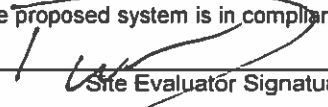
Attachment A: Pre-Construction Watershed Map

Attachment B: Post-Construction Watershed Map



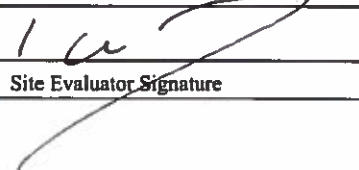
SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION

Maine Dept. Health & Human Services
Div of Environmental Health, 11 SHS
(207) 287-2070 Fax: (207) 287-4172

PROPERTY LOCATION		>> CAUTION: LPI APPROVAL REQUIRED <<	
City, Town, or Plantation	Portland, Me	Town/City _____	Permit # _____
Street or Road	House Island	Date Permit Issued ____/____/____	Fee: \$ _____ Double Fee Charged []
Subdivision, Lot #	N/A	_____	L.P.I. # _____
OWNER/APPLICANT INFORMATION		Local Plumbing Inspector Signature _____ ☐ Owner ☐ Town ☐ State	
Name (last, first, MI) Portland, LLC	☒ Owner ☐ Applicant	The Subsurface Wastewater Disposal System shall not be installed until a Permit is issued by the Local Plumbing Inspector. The Permit shall authorize the owner or installer to install the disposal system in accordance with this application and the Maine Subsurface Wastewater Disposal Rules	
Mailing Address of Owner/Applicant	418 Woodford St. Portland, ME 04102		
Daytime Tel. #	207-272-3898		
OWNER OR APPLICANT STATEMENT I state and acknowledge that the information submitted is correct to the best of my knowledge and understand that any falsification is reason for the Department and/or Local Plumbing Inspector to deny a Permit. Signature of Owner or Applicant _____ Date _____		CAUTION: INSPECTION REQUIRED I have inspected the installation authorized above and found it to be in compliance with the Subsurface Wastewater Disposal Rules Application. _____ (1st) date approved _____ _____ (2nd) date approved _____	
		PERMIT INFORMATION	
TYPE OF APPLICATION ☒ 1. First Time System ☐ 2. Replacement System Type replaced: _____ Year installed: _____ ☐ 3. Expanded System ☐ a. <25% Expansion ☐ b. ≥25% Expansion ☐ 4. Experimental System ☐ 5. Seasonal Conversion		THIS APPLICATION REQUIRES ☒ 1. No Rule Variance ☐ 2. First Time System Variance ☐ a. Local Plumbing Inspector Approval ☐ b. State & Local Plumbing Inspector Approval ☐ 3. Replacement System Variance ☐ a. Local Plumbing Inspector Approval ☐ b. State & Local Plumbing Inspector Approval ☐ 4. Minimum Lot Size Variance ☐ 5. Seasonal Conversion Permit	
SIZE OF PROPERTY +/- 12.0 ☐ SQ. FT. ☒ ACRES		DISPOSAL SYSTEM TO SERVE ☐ 1. Single Family Dwelling Unit, No. of Bedrooms: _____ ☐ 2. Multiple Family Dwelling, No. of Units: _____ ☒ 3. Other: <u>Seasonal Campground</u> (specify) Current Use ☒ Seasonal ☐ Year Round ☐ Undeveloped	
SHORELAND ZONING ☒ Yes ☐ No		DISPOSAL SYSTEM COMPONENTS ☒ 1. Complete Non-engineered System ☐ 2. Primitive System (graywater & alt. toilet) ☐ 3. Alternative Toilet, specify: _____ ☐ 4. Non-engineered Treatment Tank (only) ☐ 5. Holding Tank, _____ gallons ☐ 6. Non-engineered Disposal Field (only) ☐ 7. Separated Laundry System ☐ 8. Complete Engineered System (2000 gpd or more) ☐ 9. Engineered Treatment Tank (only) ☐ 10. Engineered Disposal Field (only) ☐ 11. Pre-treatment, specify: _____ ☐ 12. Miscellaneous Components	
		TYPE OF WATER SUPPLY ☐ 1. Drilled Well ☒ 2. Dug Well ☐ 3. Private ☐ 4. Public ☐ 5. Other	
DESIGN DETAILS (SYSTEM LAYOUT SHOWN ON PAGE 3)			
TREATMENT TANK ☐ 1. Concrete ☐ a. Regular ☐ b. Low Profile ☒ 2. Plastic ☐ 3. Other: _____ CAPACITY: <u>1,500</u> GAL.	DISPOSAL FIELD TYPE & SIZE ☐ 1. Stone Bed ☐ 2. Stone Trench ☒ 3. Proprietary Device ☐ a. cluster array ☒ c. Linear ☐ b. regular load ☐ d. H-20 load ☐ 4. Other: _____ SIZE: <u>1,500</u> ☐ sq. ft. ☒ lin. ft.	GARBAGE DISPOSAL UNIT ☒ 1. No ☐ 2. Yes ☐ 3. Maybe If Yes or Maybe, specify one below: ☒ a. multi-compartment tank ☐ b. _____ tanks in series ☐ c. increase in tank capacity ☐ d. Filter on Tank Outlet	DESIGN FLOW <u>1,150</u> gallons per day BASED ON: ☐ 1. Table 4A (dwelling unit(s)) ☒ 2. Table 4C (other facilities) SHOW CALCULATIONS for other facilities 21 Campsites @ 50 GPD/6 Employees @ 12 GPD ☐ 3. Section 4G (meter readings) ATTACH WATER METER DATA
SOIL DATA & DESIGN CLASS PROFILE CONDITION <u>12</u> / All at Observation Hole # <u>1</u> Depth <u>20</u> " of Most Limiting Soil Factor	DISPOSAL FIELD SIZING ☐ 1. Medium---2.6 sq. ft. / gpd ☒ 2. Medium---Large 3.3 sq. ft. / gpd ☐ 3. Large---4.1 sq. ft. / gpd ☐ 4. Extra Large---5.0 sq. ft. / gpd	EFFLUENT/EJECTOR PUMP ☐ Not Required ☒ May Be Required ☐ Required Specify only for engineered systems: DOSE: _____ gallons	LATITUDE AND LONGITUDE at center of disposal area Lat. <u>43</u> ° <u>39</u> ' <u>29</u> " S Lon. <u>70</u> ° <u>12</u> ' <u>42</u> " E if g.p.s, state margin of error: _____
SITE EVALUATOR STATEMENT			
I certify that on <u>10/27/2017</u> (date) I completed a site evaluation on this property and state that the data reported are accurate and that the proposed system is in compliance with the State of Maine Subsurface Wastewater Disposal Rules (10-144A CMR 241).  Site Evaluator Signature Dale F. Knapp Site Evaluator Name Printed 386 SE # 207-317-2868 Telephone Number 03/14/2018 Date dalefknapp@gmail.com E-mail Address			

Note: Changes to or deviations from the design should be confirmed with the Site Evaluator.

Page 1 of 3
HHE-200 Rev. 08/2011

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATION		Department of Human Services Division of Health Engineering (207) 287-5672 Fax: (207) 287-3165																																																																																																									
Town, City, Plantation Portland		Street, Road, Subdivision House Island																																																																																																									
		Owner's Name Fortland, LLC																																																																																																									
SITE PLAN		Scale 1" = _____ ft. or as shown																																																																																																									
(See Attachment to HHE-200)																																																																																																											
SOIL DESCRIPTION AND CLASSIFICATION (Location of Observation Holes Shown Above)																																																																																																											
Observation Hole <u>1</u> ☒ Test Pit ☐ Boring <u>0.5</u> " Depth of Organic Horizon Above Mineral Soil		Observation Hole _____ ☐ Test Pit ☐ Boring _____ " Depth of Organic Horizon Above Mineral Soil																																																																																																									
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Site Evaluator Signature			Page 2 of 3 HHE-200 Rev. 8/01																																																																																																								

SUBSURFACE WASTEWATER DISPOSAL SYSTEM APPLICATIONMaine Dept. Health & Human Services
Division of Environmental Health
(207) 287-5672 Fax: (207) 287-3165

Town, City, Plantation

Street, Road, Subdivision

Owner's Name

Portland

House Island

Fortland, LLC

SUBSURFACE WASTEWATER DISPOSAL PLANSCALE: 1" = n/a FT.**Perc-Rite® Drip Dispersal**

(See Attachment to HHE-200)

Area: 3000 square feet

Minimum amount of tubing: 1500 feet

Number of runs of tubing: 20

Total amount of tubing: 1500 feet

Number of zones: 2

Laterals per zone: 5

Runs per lateral: 2

Manifold to be used: Z252

Spacing between runs: 2 feet

FILL REQUIREMENTS**CONSTRUCTION ELEVATIONS****ELEVATION REFERENCE POINT**Depth of Fill (Upslope) 20"

Finished Grade Elevation

-36"

Location & Description:

Nail in Wall SouthDepth of Fill (Downslope) 20"

Top of Distribution Pipe or Proprietary Device

-44"

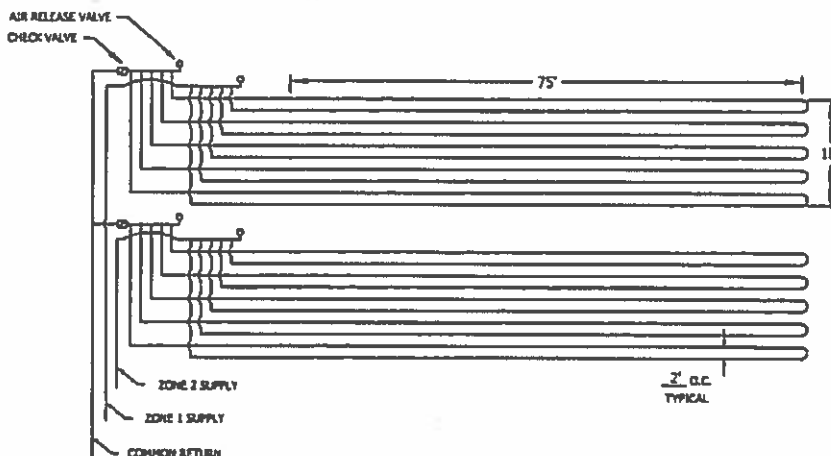
@60" ABG

Reference Elevation: 0.00

Bottom of Disposal Area

-56"**DISPOSAL AREA CROSS SECTION**

Scale

Horizontal 1" = n/a ft.Vertical 1" = n/a ft.**TOP FEED Z252 ZONE DETAIL**

Site Evaluator Signature

386

SE #

03/14/2018

Date

Page 3 of 3
HHE-200 Rev. 8/01

SITE KEYPLAN	
Property line	---
High Water Line	----
75' setback	- - - - -
250' setback	_____
<E> Drainage for artesian well	=====
300' Setback	- - - - -
Temporary structures	
Accessory structures	



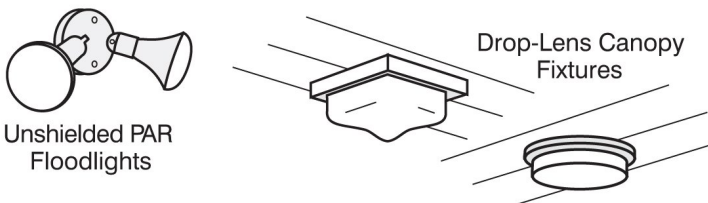
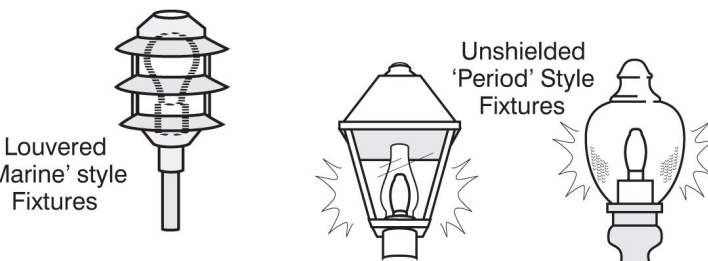
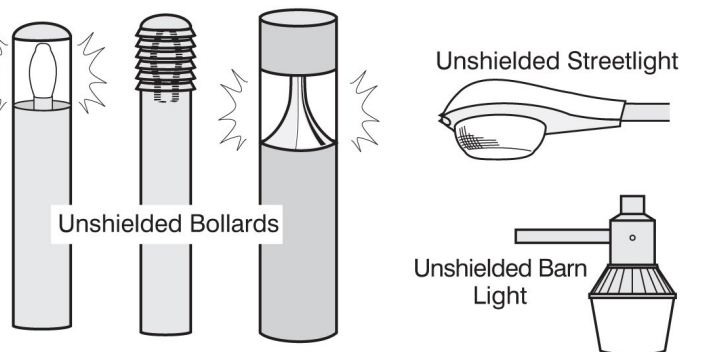
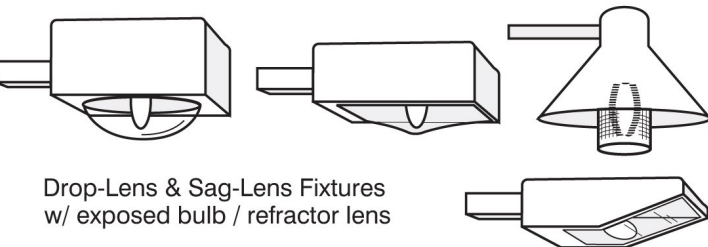
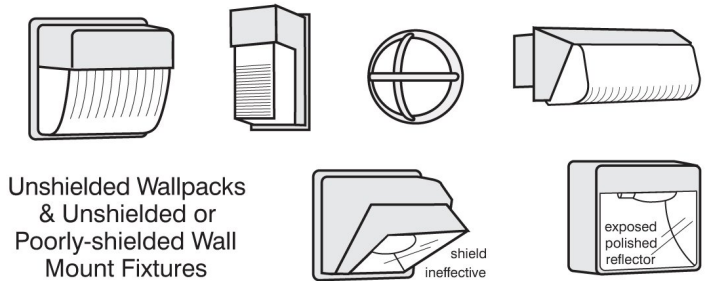
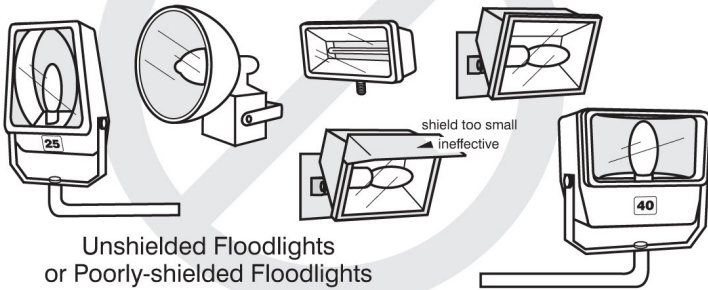
REVISIONS		
MM/DD/YY	Permit	REMARKS
1 3/8/18	Permit	
2		
3		
4		
5		

Examples of Acceptable / Unacceptable Lighting Fixtures

Att. M

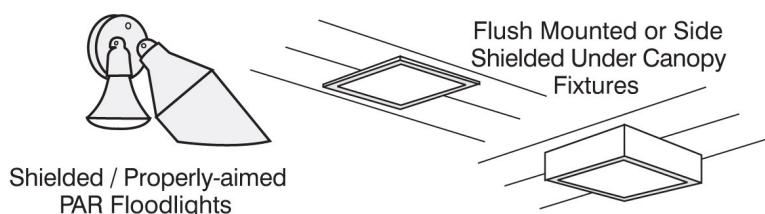
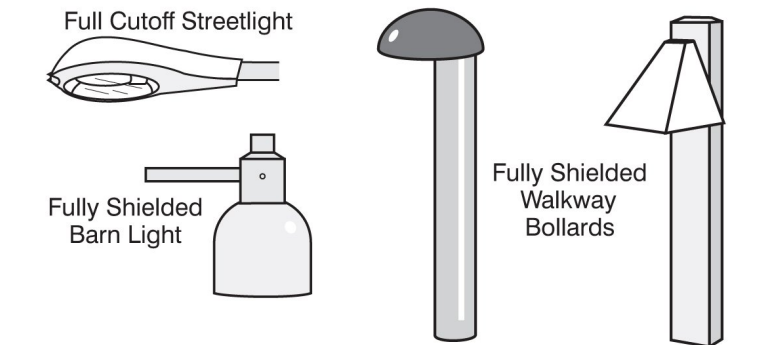
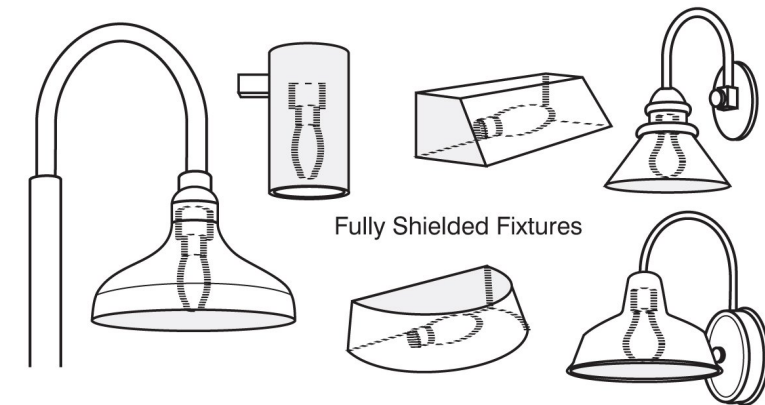
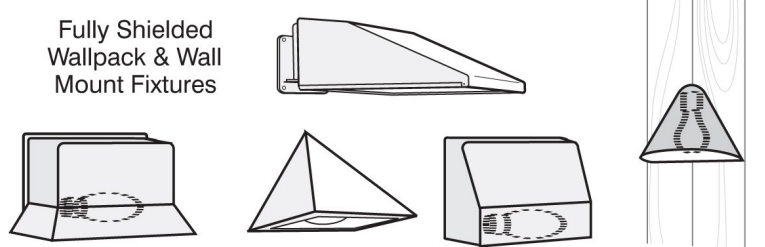
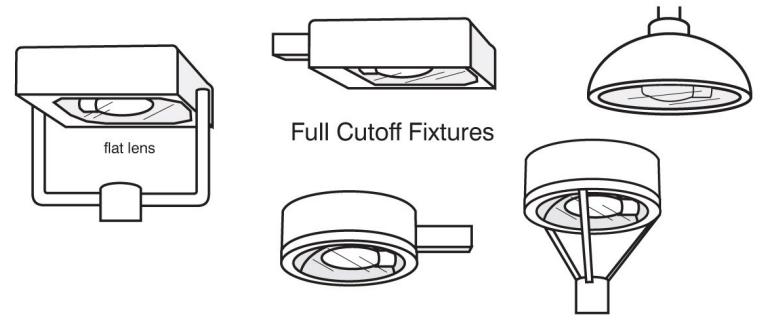
Unacceptable / Discouraged

Fixtures that produce glare and light trespass

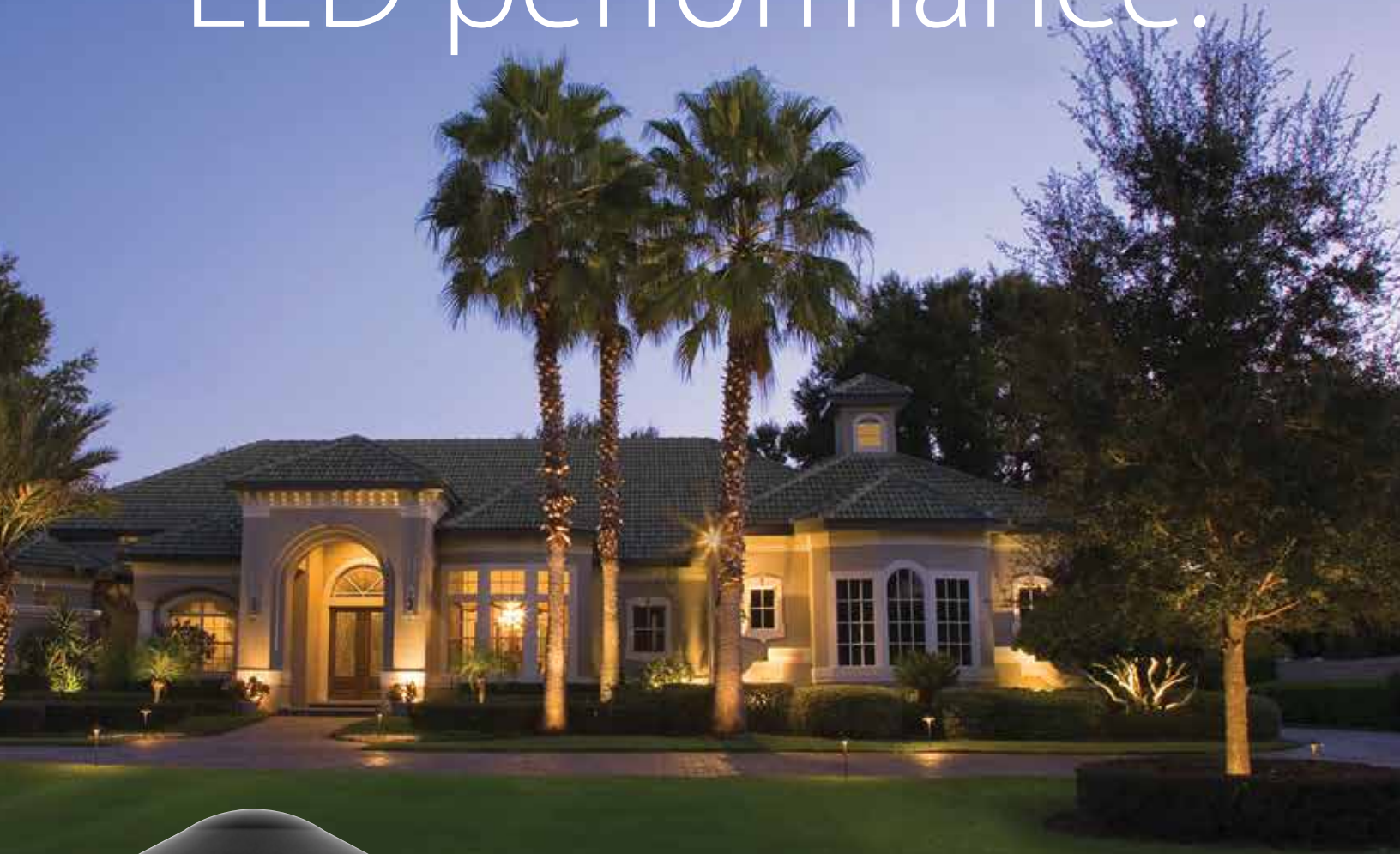


Acceptable

Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night



Incandescent look. LED performance.



FERN™

A versatile landscape lighting family.



RAB[®]
LIGHTING
RABWEB.COM • 888 722-1000

FERN™ Pathway Light



- Compatible with existing 12VAC systems commonly used in landscape applications
- Die-cast metal housing provides protection from lawn care equipment
- IP66 rating and high-durability, polyester powder-coat finish withstands the elements
- Two-tier and one-tier models
- Available in 5 finishes
- Includes 8" ground spike
- 100,000-Hour lifespan

Specifications

UL Listing: Suitable for wet locations. Suitable for mounting within 4 feet of the ground.

LEDs: Long-life, high-efficiency surface mount LEDs

IP Rating: Rated IP66, Completely dust tight and protected against powerful water jets

Lifespan: 100,000-Hour LED Lifespan based on IES LM-80 results and TM-21 calculations

Model	FC	1 Tier	2 Tiers
Input Watts	5.8	5.8	5.8
Output Lumens	252	292	240
Lumens Per Watt	43	50	42
Color Accuracy (CRI)	81	81	81

Cold Weather Starting: The minimum starting temperature is -34°F (-30°C).

Housing: Precision die-cast aluminum housing

Mounting: 18" stem with 1" thread that tightens onto the shade and 1/2" NPS thread that mounts to sturdy plastic spike (included) for ground mounting

Lens: Clear polycarbonate

Finish: Our environmentally friendly polyester powder coatings are formulated for high durability and long-lasting color, and contain no VOC or toxic heavy metals.

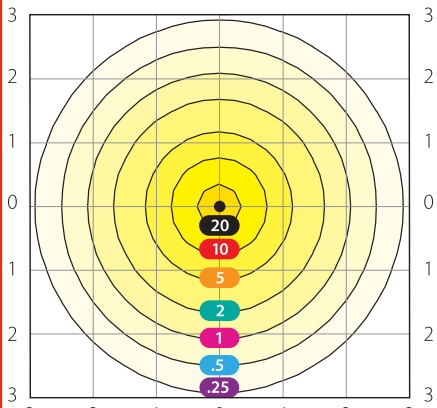
Green Technology: Mercury and UV free. RoHS-compliant components.

Note: Requires transformer with 12VAC output

Photometrics

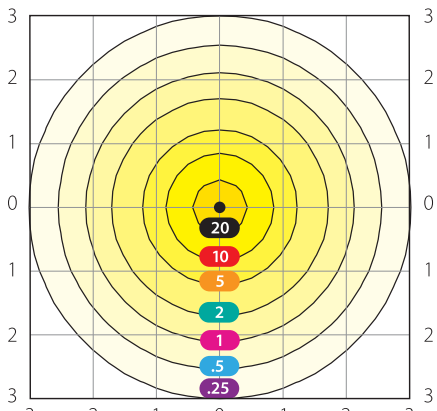
Full Cutoff - Ground mount, 20 5/8" height

Photometric Report #ITL88073



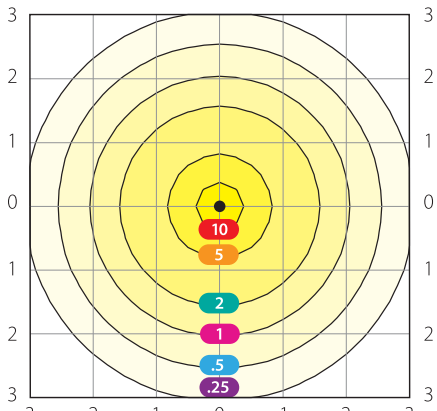
One Tier - Ground mount, 21 3/4" height

Photometric Report #ITL88074



Two Tiers - Ground mount, 23 7/16" height

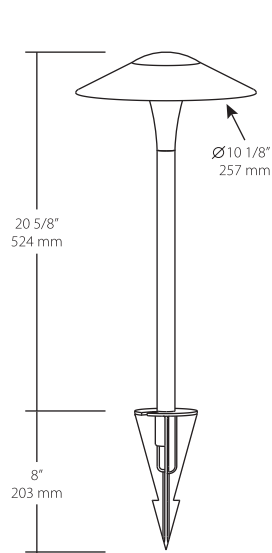
Photometric Report #ITL88077



Dimensions & weights

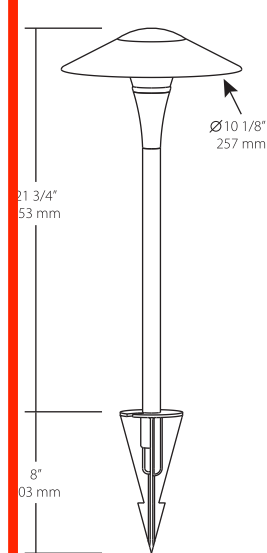
Full Cutoff

Weight: 4.7 lbs



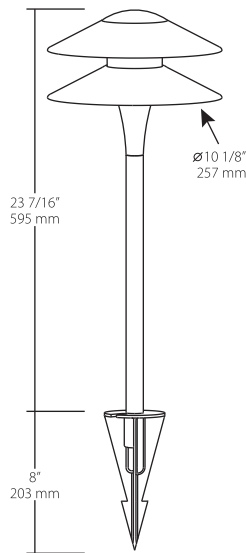
One Tier

Weight: 5 lbs



Two Tiers

Weight: 5.9 lbs



Ordering Information

Product Family

LL

Tiers

FC Full Cutoff
1 1 Tier
2 2 Tiers

Wattage

6LV
6W 12VAC

Color Temperature

YY
2700K

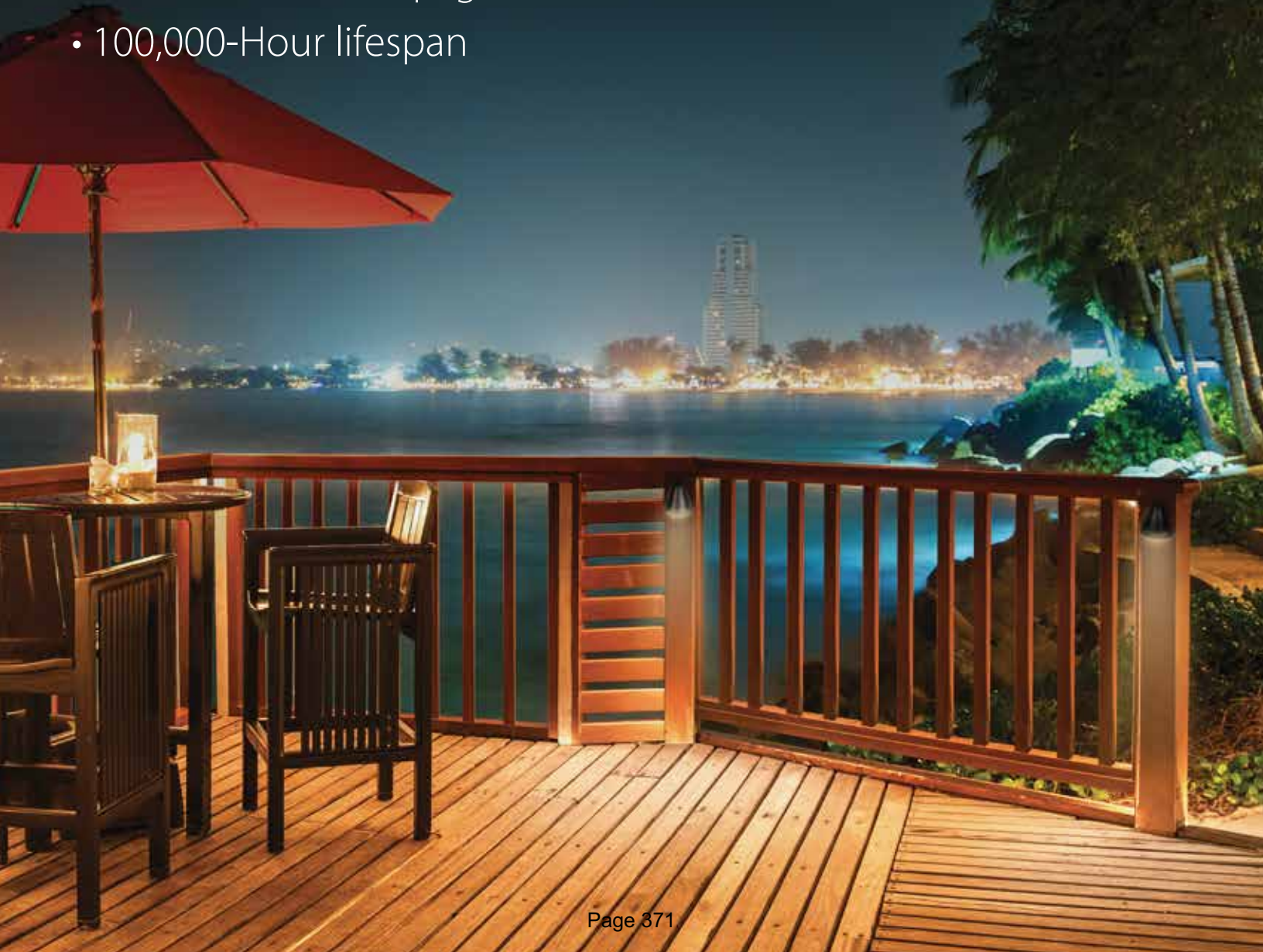
Finish

A Textured Bronze
B Textured Black
D Textured Sand
W Textured White
VG Textured Verde Green

FERN™ Deck Light



- Compatible with existing 12VAC systems commonly used in landscape applications
- Aluminum housing with highly durable polyester powder coat finish
- Full cutoff optics comply with Dark Sky requirements
- Available in 5 finishes
- Can be used as steplights
- 100,000-Hour lifespan



Specifications

UL Listing: Suitable for wet locations. Suitable for mounting within 4 feet of the ground.

LEDs: Long-life, high-efficiency, surface mount LEDs

IP Rating: Rated IP66, completely dust tight and protected against powerful water jets

Lifespan: 100,000-Hour LED Lifespan based on IES LM-80 results and TM-21 calculations

Color Temperature 2700K

Input Watts 6.1

Output Lumens 333

Lumens Per Watt 55

Color Accuracy (CRI) 80

Cold Weather Starting: The minimum starting temperature is -34°F (-30°C).

Housing: Precision die-cast aluminum housing

Mounting: Shade slides over surface mounting plate

Lens: Tempered glass

Gaskets: High-temperature EPDM foam silicone

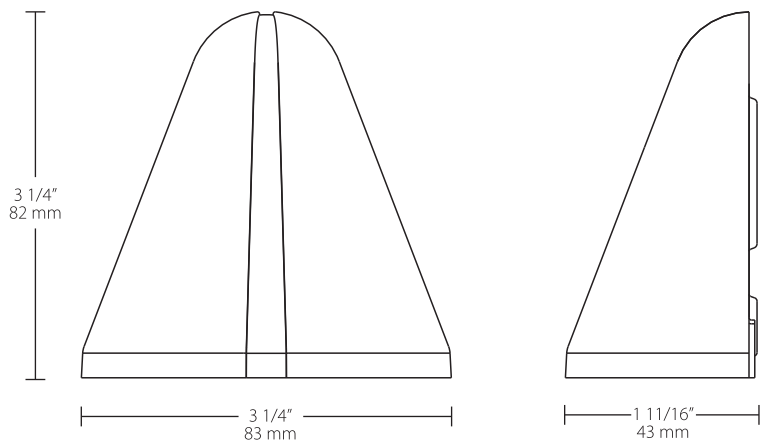
Finish: Our environmentally friendly polyester powder coatings are formulated for high durability and long-lasting color, and contain no VOC or toxic heavy metals.

Green Technology: Mercury and UV free. RoHS-compliant components.

**Requires transformer with 12VAC output*

Dimensions & weight

Weight: 0.4 lbs



Ordering Information

Product Family

DECK

Wattage

6LV
6LV 6W 12VAC

Color Temperature

YY
YY 2700K

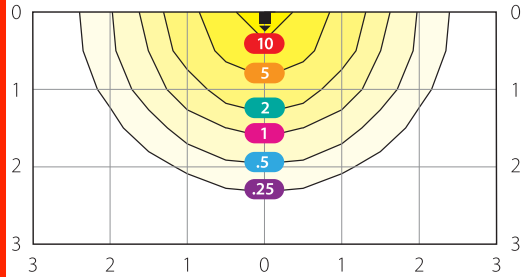
Finish

A Textured Bronze
B Textured Black
D Textured Sand
W Textured White
VG Textured Verde Green

Photometrics

Deck Light - 36" Mounting Height

Photometric Report #ITL88072

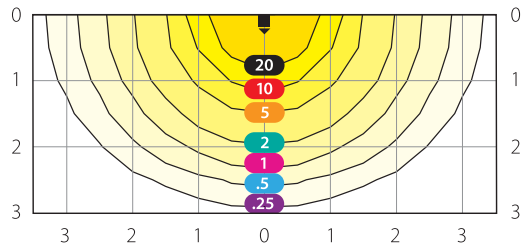


Mounting Height	24"	28"	30"	32"	36"
Multiplier	2.3	1.7	1.4	1.3	1.0

Grid scales: Multiples of mounting height
Values shown in footcandles

Step Light - 18" Mounting Height

Photometric Report #ITL88072



Mounting Height	12"	18"	24"	30"	36"
Multiplier	2.3	1.0	0.6	0.4	0.3

Grid scales: Multiples of mounting height
Values shown in footcandles



VOLT® Low Voltage Landscape Lighting

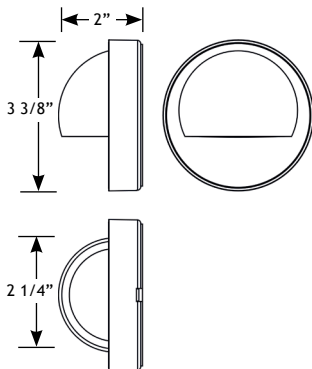
Deck Light - 600 Series

Product Description

The Deck Light is a high-quality, low voltage outdoor lighting deck fixture from VOLT®. Featuring an easy access faceplate; no tools are required to install the lamp in this fixture, just rotate the faceplate into the lock position onto an o-ring gasket. It's a sealed solid brass fixture; which means it's perfect for post lighting on piers or docks, as well as decking and other hardscaping. Professional quality internal components make for a fixture that will last a long time, even in harsh outdoor environments.



Product Dimensions



Specifications

- **Construction:** Brass
- **Finish:** Bronze or White Powder Coat
- **Lead Wire:** 16WG
- **Mounting:** Two Lock Screws
- **Lens:** Frosted Glass
- **Light Source (sold separately):** Bi-Pin (LED or Halogen)
- **Operating Voltage:** 12VAC
- **Powered by:** VOLT's Low Voltage Transformer

Features & Benefits

- Solid Brass Construction.
- Pre-aged finish; with a natural patina that does not corrode, or the option for a white powder coating.
- Ceramic white interior reflects light to maximize output and beam spread.
- Beryllium copper socket - more corrosion resistant than copper.
- Silicone plug at lead wire exit prevents ground moisture and insects from entering luminaire through the bottom.
- Twist and lock body style that rotates onto an o-ring for a moisture tight design.

Warranty

Lifetime Warranty

Certifications



Max 20 Watts
File #E466348



Max 20 Watts
File #E466348



VOLT® Low Voltage Landscape Lighting

Max Spread, Path & Area Lights - 330 Series

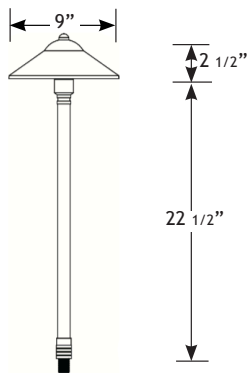
Product Description

The Max Spread Path & Area Light is a high-quality outdoor light that lives up to its name. Featuring a tall stem and large flat hat, the luminaire projects an extra-wide beam of illumination with a diameter of about 16 ft. This allows you to use fewer lights to illuminate a path or garden area.

Corrosion-resistant internal components and an easy-to-change bulb socket-and-enclosure ensure years of optimal performance. Lifetime Warranty.



Product Dimensions



Features & Benefits

- ▶ Solid Brass or Copper Construction.
- ▶ Pre-aged finish; a just natural patina that does not corrode.
- ▶ Stem is 1-inch thick and includes extra-long (1-inch) strip resistant threading for greater stability.
- ▶ Beryllium copper socket - more corrosion resistant than copper.
- ▶ Silicone plug at lead wire exit prevents ground moisture and insects from entering luminaire through the stem.
- ▶ Machine threaded body screws tight onto an O-ring for a moisture tight design.

Specifications

- ▶ **Construction:** Solid Brass or Copper
- ▶ **Finish:** Bronze , Powder Coated Black, or Raw Copper
- ▶ **Lead Wire:** 48" (standard) or 25' (optional) 16AWG, SPT-2
- ▶ **Mounting:** 10" Hammer® Stake with cutout for wire exit
- ▶ **Glass or Lens:** Clear Protective Polycarbonate lens
- ▶ **Light Source (Sold Separately):** Bi-Pin (LED or Halogen)
- ▶ **Maximum Lamp Rating:** 20W
- ▶ **Operating Voltage:** 12V AC
- ▶ **Shipping Weight:** 3 lbs
- ▶ **Powered by:** VOLT's Low Voltage Transformer

Warranty

Lifetime Warranty

Certifications



Max 20 Watts
File #E466348



Max 20 Watts
File #E466348



VOLT® Solar Landscape Lighting

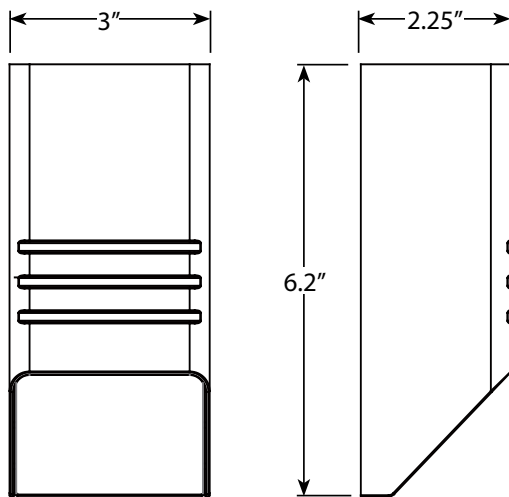
Solar Deck Light- VSDL-6012-PBK

Product Description

Premium grade components, mono-crystalline solar panel, and water-tight features make this fixture a professional grade solar deck light - built to outlast any other plastic solar deck lights on the market today. With a full solar charge, this fixture offers 30 lumens of subtle, balanced illumination for several hours, then will gradually and subtly dim throughout the night before powering off for a total of 5-6 hours of use each night depending on the charge.



Product Dimensions



Specifications

- **Construction:** Plastic
- **Finish:** Black
- **Mounting:** Stainless steel bracket and screws
- **Light Output:** 30 lumens that gradually diminish as the batteries drain
- **Lens:** Clear Glass
- **Light Source:** Integrated LED
- **Charge Time:** 8 hours of uninterrupted sunlight for full battery charge
- **Battery Information:** 3pcs AAA Ni-MH rechargeable batteries with 500Mah, output 3.6v DC, 1.8Wh
- **Powered by:** VOLT's attached solar panel

Features & Benefits

- Plastic black solar deck light made with an ABS material that is UV resistant.
- Monocrystalline cell solar panel.
- Comes with water-tight gaskets to prevent water from entering the fixture. IP65 rated.

Warranty

2 Year Warranty



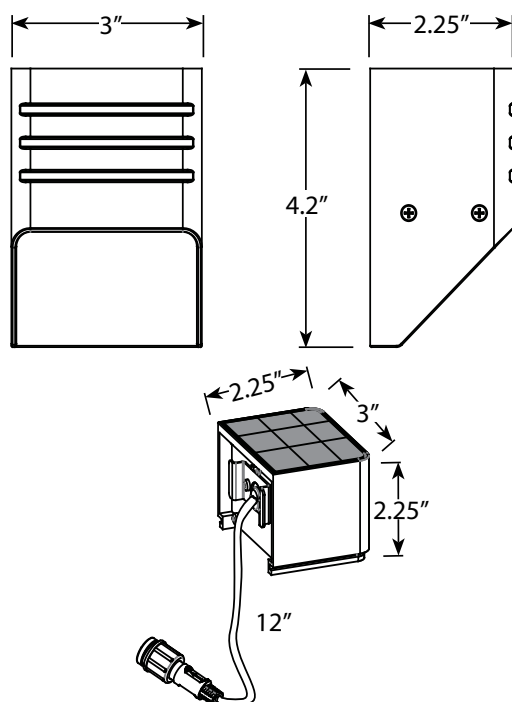
VOLT® Solar Landscape Lighting

Solar Deck Light Brass- VSDL-6012-BBZ

Product Description

Professional grade quality along with our lifetime warranty ensures this solar-powered fixture will last a lifetime. With a full solar charge, this fixture offers 30 lumens of subtle, balanced illumination for several hours, then will gradually and subtly dim throughout the night before powering off for a total of 5-6 hours of use each night depending on the charge. Transform your deck or patio while “Going Green” with solar powered deck lighting.

Product Dimensions



Specifications

- **Construction:** Brass
- **Finish:** Bronze
- **Mounting:** Stainless steel bracket and screws
- **Light Output:** 30 lumens that gradually diminish as the batteries drain
- **Lens:** Clear Glass
- **Light Source:** Integrated LED
- **Charge Time:** 8 hours of uninterrupted sunlight for full battery charge
- **Battery Information:** 3pcs AAA Ni-MH rechargeable batteries with 500Mah, output 3.6v DC, 1.8Wh
- **Powered by:** VOLT's attached solar panel

Warranty

- Lifetime Warranty on fixture
- 2 Year Warranty on battery
- 2 Year Warranty on panel

Features & Benefits

- Solid brass construction.
- Pre-aged finish; with a natural patina that does not corrode, or the option for a white powder coating.
- This deck light comes with a monocrystalline cell movable panel with an extra foot of wire to mount in a different location if better sun exposure is needed.
- Comes with water-tight gaskets to prevent water from entering the fixture. IP65 rated.

The choice is yours...



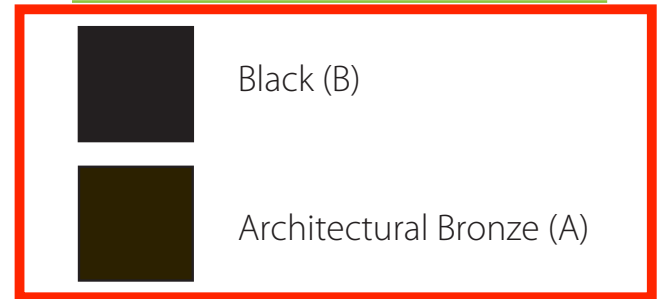
RAB[®]
LIGHTING
RABWEB.COM • 888 722-1000

...in new Signature colors!

- 13 and 26 Watt high-performance LEDs
- Available in 11 high-durability powder coatings, formulated for long-lasting color
- Choose from 5 different arms and 6 shades
- Standard (6 weeks) or expedited (3 weeks) delivery
- Reduces relamping time and costs
- 13W replaces 75W incandescent, 50W MH or 18W CFL
- 26W replaces 120W incandescent, 75W MH or 42W CFL
- 100,000-Hour LED lifespan
- 5-Year no-compromise warranty



Classic Colors



White (W)

Signature Colors



Red (R)



Yellow (YL)



Light Blue (LB)



Royal Blue (BL)



Brown (BWN)



Ivory (I)



Hunter Green (G)



Metallic Silver (S)

Contact your local RAB rep to view actual sample color chips.

Individual components

LED Heads

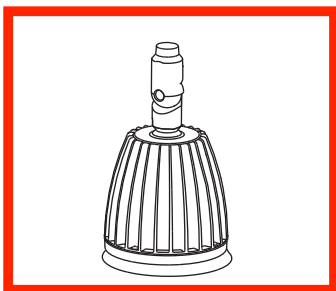
GNLED13

13W LED Head

GNLED26

26W LED Head

(available in warm and neutral)



Gooseneck Arms

GOOSE1

Gooseneck 24" Arm

GOOSE2

Gooseneck 35" Arm

GOOSE3

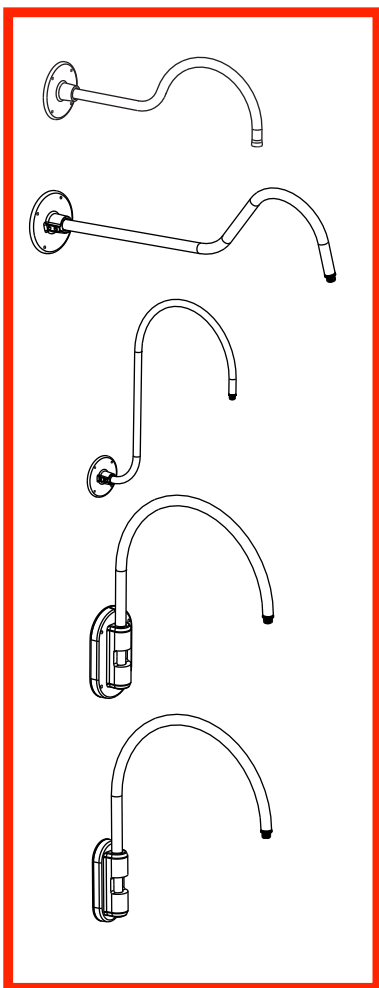
Gooseneck 30" Arm

GOOSE4

Gooseneck 20" Arm

GOOSE5

Gooseneck 20" Arm
w/Pole Mount



Shades

GSAC

15" Angled Cone Shade

GSAC11

11" Angled Cone Shade

GSAD

15" Angled Dome Shade

GSAD11

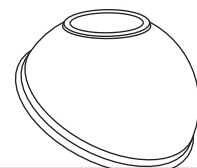
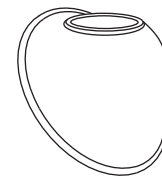
11" Angled Dome Shade

GSST

15" Straight Shade

GSST11

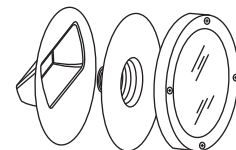
11" Straight Shade



Accessories

LRFGNLED

Clear Lens & Reflector Kit
w/Door Frame



LFGNLED

Frosted Lens & Door Frame
Replacement



Ordering information

Product Family	Arm	Wattage	Color Temp	Reflector	Shade	Color
GN		LED				
Blank No arm 1 GOOSE1 2 GOOSE2 3 GOOSE3 4 GOOSE4 5 GOOSE5		13 13W	N Neutral (4000K)	Blank Flood reflector + frosted lens	Blank No shade	B Black
		26 26W	Y Warm (3000K)	S Spot reflector + clear lens	AC 15" Angled cone	W White
				R Rectangular reflector + clear lens	AC11 11" Angled cone	A Architectural Bronze
					AD 15" Angled dome	S Metallic Silver
					AD11 11" Angled dome	G Hunter Green
					ST 15" Straight shade	YL Yellow
					ST11 11" Straight shade	R Red
						LB Light Blue
						BL Royal Blue
						BWN Brown
						I Ivory

Specifications

UL Listing

Suitable for wet locations. Suitable for mounting within 4' of the ground.

LED

Multi-chip, high-output, long-life LED

Drivers

13W: Constant Current, Class 2, 50/60 Hz, 100 - 240VAC: 0.3 - 0.15A, 277VAC: 0.15A, THD $\leq$ 20%, PF 97.5%

26W: Constant Current, Class 2, 50/60 Hz, 0.48 A, THD $\leq$ 20%, PF 97.9%

Angled Cone Shade, White Finish, Neutral Light

Nominal Watts	13W	26W
Input Watts @ 120V	15.4	28.9
Output Lumens*	705	1673
Lumens per Watt*	45.8	57.9
Color Accuracy (CRI)*	86	84
Correlated Color Temp. (Nominal CCT)*	4000K	4000K

Cold Weather Starting

Minimum starting temperature is -40°F / -40°C

Thermal Management

Custom heat sink assembly in thermal contact with die-cast aluminum housing for superior heat sinking

Housing

Precision die-cast aluminum housing, lens frame and mounting plate

Reflector

Optional rectangular or spot reflectors available

Gaskets

High-temperature silicone

Mounting

Heavy-duty mounting arm with "O" ring seal & stainless steel screw

Shades

Angled Cone, Angled Dome or Straight Shade offered in both 11" and 15'

Paint Finish

Chip and fade resistant polyester powder coat finish. Offers significantly improved gloss retention and resistance to color change.

Color Stability

RAB LEDs exceed industry standards for chromatic stability

Color Uniformity

RAB's range of CCT (Correlated Color Temperature) follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2011.

IESNA LM-79 & LM-80 Testing

RAB LED luminaires have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80, and have received the Department of Energy "Lighting Facts" label.

California Title 24

Goosenecks comply with 2013 California Title 24 building and electrical codes as commercial, outdoor, non-pole-mounted fixtures < 30 Watts when used with a photosensor control. Select catalog number PCS900 (120V) or PCS900/277 to order a photosensor.

Green Technology

Mercury and UV free, and RoHS compliant. Powder coat finish formulated with an environmentally friendly, TGIC-free (Triglycidyl Isocyanurate) process.

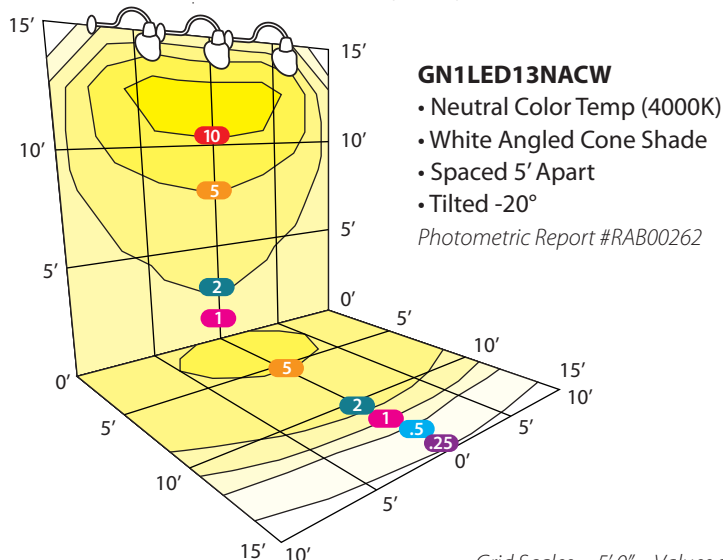
Patents

The design of the GNLED is protected by patents pending in US, Canada, China, Taiwan and Mexico.

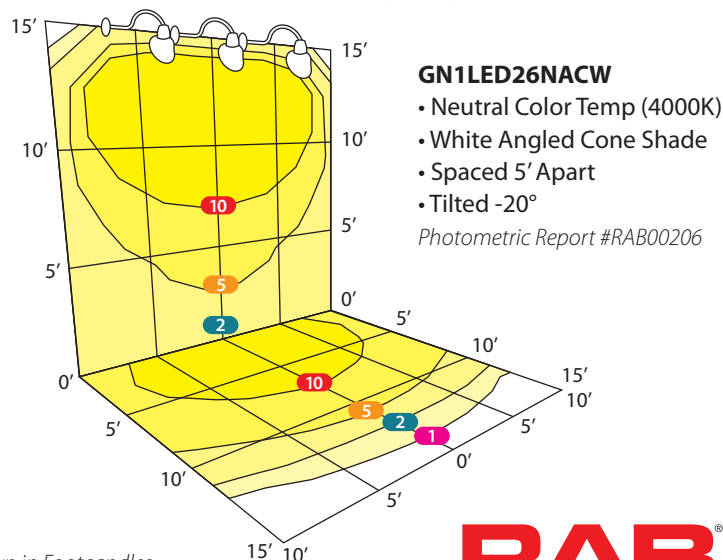
* Please visit rabweb.com for details on warm temperature performance.

Photometrics

Three 13W LEDs at 15' Mounting Height



Three 26W LEDs at 15' Mounting Height





**PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST**



A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
- 2.
3. Name address, telephone number of architect
4. Proposed uses of any structures [NFPA and IBC classification]
- 5.
6. Square footage of all structures [total and per story]
7. Elevation of all structures
8. Proposed fire protection of all structures
 - **As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code. (NFPA 101 2009 ed.)**
9. Hydrant locations
10. Water main[s] size and location
11. Access to all structures [min. 2 sides]
12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

Please see the following: Completed Fire Department Checklist:

FORTLAND

Portland Fire Department
Site Review
Fire Department Checklist

1. Name, address, telephone number of applicant

Fortland, LLC
418 Woodford St
Portland, ME 04103

Stefan Scarks: (207) 730-1023
Travis Bullard: (207) 272-3898

stefan.scarks@gmail.com
travis@with-partners.com

2. Blank
3. Name, address, telephone number of architect

Bribun
28 Maple St., Suite 202
Portland, ME 04101

Chris Briley: (207) 774-8482 cbriley@briburn.com

4. Proposed uses of all structures [NFPA and IBC Classification]

	NFPA 101 2018	IBC 2015
Community Building	Assembly	A-2
Utility and Operations Shed	Storage, Ordinary Hazard	S-2, Low Hazard
Bathroom Shed	Storage, Ordinary Hazard	U, Utility and Misc.
Well Pump Shed	Storage, Ordinary Hazard	S-2, Low Hazard
Temporary Canvas Structures		

5. Blank
6. Square footage of all structures [total and per story]

	First Floor sf:	Second Floor sf:	Total sf:
Community Building	2,095	744 (Mezzanine)	2,839
Utility and Operations Shed	336	N/A	336
Bathroom Shed	160	N/A	160
Well Pump Shed	160	N/A	160
Temporary Canvas Structure	315 - 384	N/A	315 - 384

7. Elevation of all structures

8. Proposed fire protection of all structures

Fortland has held 2 pre-application meetings with Planning Staff, Building Staff, and Fire Department Staff present and engaged. Using the guidance provided in those meetings, we propose the following:

- Based on the unique project site without access to public utility, the proposed uses, occupancy numbers below 149 and the construction types employed, the structures will not require use of a sprinkler.
- The Community Building, Utility and Operations Shed, Bathroom Shed and Well Pump shed will not require an automatic reporting alarm system. Local smoke and CO detectors will be installed as required
- Temporary Canvas Structures will not require smoke or CO detection unless a stove is used for heating.

9. Hydrant locations

There are no fire hydrants on the project site or within use. Portland Fire Department representatives have confirmed the water cannons employed on Portland FD boats can reach all structures on the island.

10. Water main[s] size and location

There is no access to public water supply on the project site.

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

All structures are accessible on at least 2 sides. Circulation on the island is by foot and small off-road vehicles on a system of existing roads and trails. Please see Drawing "C-10_Site Plan" for additional information.

12. A code summary shall be included referencing NFPA 1 and all fire department technical standards.

Please see Document "NFPA Code Summary"
Please see Document "NFPA Canvas Structures"

TRIVANTAGE

ORDER. DONE. GOOD CALL.



1831 North Park Avenue
Glen Raven, NC 27217-1100
www.trivantage.com
P: (336) 227-6211
F: (336) 586-1394

10/25/2019

COLORADO YURT COMPANY LLC
28 W SOUTH 4TH ST
MONTROSE CO 81401-3459

CERTIFICATION

We hereby certify that 500 Yds Sunforger 36" 15oz/sy Colorless Mar BS FR-CPAI84/CSFM
NonBranded Item # 714134
shipped on 10/25/2019, against Purchase Order 19-1022BS5
for use on Invoice No. 2467020
comply with specifications CPAI-84

TRIVANTAGE, LLC

Bret Kelley
Vice President, Sales



CALIFORNIA DEPARTMENT OF FORESTRY and FIRE PROTECTION
OFFICE OF THE STATE FIRE MARSHAL

FLAME RETARDANT APPLICATION CONCERN

Registration No.: GA-1383.01 (GENERAL)

Issue Date: 5/5/2015

Registered Applicator: MF&H TEXTILES
25 BILLY BLVD.
BUTLER, GA 31006

The above firm has submitted sufficient evidence that it possesses the necessary knowledge, personnel and equipment to apply flame-retardant chemicals in the treatment of flammable fabrics and decorative materials as specified by Health and Safety Code of the State of California.

Applicators: 01 ARCHIE GRAY
02 JON DAVIS

Deputy State Fire Marshal

Expires: 06/30/2016



Registered Fabric
or Concern Number

GA-0246.01

Certificate of Flame Resistance



Issued By:

SCHOTT TEXTILES INC

2850 GILCHRIST ROAD

PO BOX 472

AKRON, OH 44309-0472

Date treated or manufactured:

02/15/2016

This is to certify that the materials described below have been treated with a flame-retardant chemical or are inherently nonflammable.

FOR: Trivantage, LLC

ADDRESS: 1831 North Park Ave.

CITY: Glen Raven

STATE: NC 27217

Certification is hereby made that: (Check "a" or "b")



- (a) The articles described at the bottom of this Certificate have been treated with a flame-retardant chemical approved and registered by the State Fire Marshal and the application of said chemical was done in conformance with the laws of the State of California and the Rules and Regulations of the State Fire Marshal.

Name of chemical used: EXCELLO

Chemical Registration #: C-06500

Method of application: PLANT CONTROLLED



- (b) The articles described at the bottom of this Certificate are made from a flame-resistant fabric or material registered and approved by the State Fire Marshal for such use.

Trade Name of flame-resistant
fabric or material used: _____

Registration #: _____

The Flame-Retardant Process Used Will Not Be Removed By Washing

MARSHA CUSIN

Name of Applicator or Production Superintendent

EXCELLO FABRIC FINISHERS, INC

Title

RCN #

00000000001038262286 0000000000

CUSTOMER ORDER NO.

16-0211R3

CUSTOMER INVOICE NO.

1121168

YARDS OR QUANTITY

360.00

DESCRIPTION

Starfire #749 60" Tan (Standard Pack 45 Yards)

ITEM NUMBER

855749

We hereby certify the above to accurately reflect the information contained within a "CERTIFICATE OF FLAME RESISTANCE" issued to Trivantage, LLC from the registrant set forth above. A copy of the original Certificate of Flame Resistance is available upon request to Trivantage, LLC and the registration information set forth above is on record with the California State Fire Marshal.

MAILING ADDRESS

COLORADO YURT COMPANY LLC

28 W SOUTH 4TH ST

MONTROSE, CO 81401-3459

Catalog Page No.	32
Trademark	Glen Raven, Inc.
Base Fabric	45% Poly / 55% Cotton
Finished Width In.	60
Finished Square Yd. Wt. Oz.	15
Finish/Coating	PVC Impregnated Acrylic Top Coat
Tongue Tear Strength Lbs.	7.6 x 6.9
Grab Tensile Lb.	283 x 214
Hydrostat	—
Shrinkage Factor	—
Approx. No. Colors - Top	25 Solids
Color - Underside	Same
Water Repellent	Yes
Mildew Resistant	Yes
FR Standards Met	CSFM, CPAI-84, FMVSS-302
Government Spec. Met	None
Heat Sealable	No
Opaque	Yes
Translucent	No
Put Up Yd.	45
Primary End Use	Awnings, Curtains
Other End Use	Banners
Warranty	5 Year Pro-Rata

CODE REVIEW SUMMARY

Description:	New Wood Framed Community Building within Fort Scammel on House Island. 2 Story Building with Reception Area, Dining Area, Restrooms, Showers, Library, Second Floor Exterior Deck, and Mechanical/Storage in Basement		New Wood Framed Utility and Operations Shed on House Island. 1 Story Building. Open Storage.		New Wood Framed Bathroom Shed on House Island. 1 Story Building. Open Storage/mechanical.		New Wood Framed Well Pump Shed on House Island. 1 Story Building. 2 bathrooms with exterior doors, storage and mechanical	
BUILDING CONSTRUCTION & LIFE SAFETY								
	Community Building		Utility and Operation Shed		Bathroom Shed		Well Pump Shed	
	NFPA 101 2018	Section	NFPA 101 2018	Section	NFPA 101 2018	Section	NFPA 101 2018	Section
Occupancy Type	Assembly	6.1.2.1	Storage, Ordinary Hazard	6.1.13.1 6.2.2.3	Storage, Ordinary Hazard	6.1.13.1 6.2.2.3	Storage, Ordinary Hazard	6.1.13.1 6.2.2.3
Occupancy Load	Assembly: Less Concentrated Use, Without Fixed Seating: 15 SF per Person Net Library Reading Rooms: 50 SF per Person Net Waiting Spaces Under 10,000 SF: 5 SF per Person Kitchens: 100 SF per Person Storage in Other than Mercantile: 500 SF per Person	Table 7.3.1.2 12.1.7.1.1	N/A: Determined on the basis of the maximum probable population of the space under consideration.	Table 7.3.1.2 42.1.7	N/A: Determined on the basis of the maximum probable population of the space under consideration.	Table 7.3.1.2 42.1.7	N/A: Determined on the basis of the maximum probable population of the space under consideration.	Table 7.3.1.2 42.1.7
Total Occupants	Total: 105 Basement Storage/Mechanical: 505 SF / 300 = 1 Occupant 1st Floor Lobby: 390 SF / 15 = 26 Occupants Dining: 429 SF / 15 = 27 Occupants Office: 48 SF / 100 = 1 Occupant Kitchen: 167 SF / 200 = 1 Occupant Storage: 182 SF / 300 = 1 Occupant 1st Floor Total: 56 Occupants 2nd Floor Library: 500 SF / 15 = 34 Occupants Roof Deck: 528 SF / 15 = 36 Occupants Mechanical: 244 SF / 300 = 1 Occupant Second Floor Total: 47 Occupants		Storage/Mechanical: 336 SF / 300 = 2 Occupants		Storage/Mechanical: 160 SF / 300 = 1 Occupants		Storage/Mechanical: 160 SF / 300 = 1 Occupants	
Construction Type	IV (2HH)	NFPA 220 4.5	V (000)	NFPA 220 4.6	V (000)	NFPA 220 4.6	V (000)	NFPA 220 4.6
Fire Ratings of Structure per Construction Type	Primary Structural Frame: Heavy Timber Members (H) Exterior & Interior nonbearing walls: 0 Hour Floor Construction: H Roof Construction: H	NFPA 220 Table 4.1.1	No Fire Resistance Ratings Required	NFPA 220 Table 4.1.1	No Fire Resistance Ratings Required	NFPA 220 Table 4.1.1	No Fire Resistance Ratings Required	NFPA 220 Table 4.1.1
Separation of Occupancies	1 hour fire protection for storage	12.3.2.1.2	N/A	N/A	N/A	N/A	N/A	N/A
Fire Ratings of Vertical Openings	Communicating Open Space: Connecting less than 3 stories	8.6.6	N/A	N/A	N/A	N/A	N/A	N/A
Cooking Equipment	Protected in accordance with NFPA 96	12.3.2.2 9.2.3	N/A	N/A	N/A	N/A	N/A	N/A
Corridor Fire Rating	Assembly: 1 Hour if Serving >30 Occupants	7.1.3.1	N/A	N/A	N/A	N/A	N/A	N/A
Corridor Door Fire Rating	20 Minute	28.3.6.2.1	N/A	N/A	N/A	N/A	N/A	N/A
Max Stories Above Grade Plane	IV, Unsprinkled - 3 stories with an occupant load of 300 or less	12.1.6						
Number of Exits from Stories	1 for second floor occupancy <50	7.4.1.1 12.2.4.5	1 folloing limit of common path of travel	42.2.4.1.2	1 folloing limit of common path of travel	42.2.4.1.2	1 folloing limit of common path of travel	42.2.4.1.2
Egress from Spaces	Mezzanine: 1	7.4.1.1.2 12.2.4.5	1 folloing limit of common path of travel	42.2.4.1.2	1 folloing limit of common path of travel	42.2.4.1.2	1 folloing limit of common path of travel	42.2.4.1.2
Egress from Basement			N/A	N/A	N/A	N/A	N/A	N/A
Separation of Exits	Not less than one-half of the length of the maximum overall diagonal dimension of the area served.	7.5.1.3.2	Not less than one-half of the length of the maximum overall diagonal dimension of the area	7.5.1.3.2	Not less than one-half of the length of the maximum overall diagonal dimension of the area	7.5.1.3.2	Not less than one-half of the length of the maximum overall diagonal dimension of the area	7.5.1.3.2

Max Exit Access Travel Distance	Assembly: 250'	12.2.6.2	Ordinary Hazard Storage, not protected by sprinkler: 200'	12.42.2.6	Ordinary Hazard Storage, not protected by sprinkler: 200'	12.42.2.6	Ordinary Hazard Storage, not protected by sprinkler: 200'	12.42.2.6
Max Path of Common Travel	Assembly: 20' or 75' for <50 Occupants	12.2.5.1.2	Ordinary Hazard Storage, not protected by sprinkler: 50'	42.2.5	Ordinary Hazard Storage, not protected by sprinkler: 50'	42.2.5	Ordinary Hazard Storage, not protected by sprinkler: 50'	42.2.5
Max Dead End Corridor	Assembly: 20'	2.2.4.1.3	Ordinary Hazard Storage, not protected by sprinkler: 50'	42.2.5	Ordinary Hazard Storage, not protected by sprinkler: 50'	42.2.5	Ordinary Hazard Storage, not protected by sprinkler: 50'	42.2.5
Width of Stairs	44"	Table 7.2.2.2.1.2(B)	N/A	N/A	N/A	N/A	N/A	N/A
Open Stair Connecting Two Stories Used as Exit Access	1) Stairs or ramps shall be permitted to be unenclosed between balconies or mezzanines and main assembly areas located below, provided that the balcony or mezzanine is open to the main assembly area.	12.3.1	N/A	N/A	N/A	N/A	N/A	N/A
Width of Corridor	Assembly: 44"	28.2.3.3 12.2.3.8						
Sprinkler Required	Not required	NFPA 220 Table 4.1.1 Table 12.1.6 12.3.5	Not required		Not required		Not required	
Alarm Required	Not for Assembly <300 occupant load	12.3.4.1.1	Not for storage with <100,000ft^2	42.3.4.1.2	Not for storage with <100,000ft^2	42.3.4.1.2	Not for storage with <100,000ft^2	42.3.4.1.2

Portland, Maine



Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) IR-1

All Projects:

	Required	Proposed
Lot Size	40,000 SF	688,530 SF
Area Per Dwelling Unit	N/A	N/A
Minimum Street Frontage	100 FT	N/A
Front Yard Minimum	30 FT	N/A
Front Yard Maximum	N/A	N/A
Rear Yard	30 FT	N/A
Yard Right	20 FT	N/A
Yard Left	20 FT	N/A
Side Street Setback	N/A	N/A
Step Back	N/A	N/A
Maximum Lot Coverage	20%	7.8%
Minimum Lot Coverage	N/A	N/A
Maximum Height	35 FT	23.5 FT
Open Space	N/A	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	N/A	N/A
Floor Area Ratio	N/A	N/A
Off Street Parking Spaces	N/A	N/A
Loading Bays	N/A	N/A
Other 1		
Other 2		
Other 3		

NOTE: SEE SITE PLAN C-10 FOR ADDITIONAL ZINING ANALYSIS



CITY OF PORTLAND
Permitting and Inspections Department

Ann Machado, Zoning Administrator

March 11, 2020

Travis Bullard
Fortland, LLC
418 Woodford St.
Portland, ME 04103

Re: House Island, CBL 110 A002, IR-1 Island Residential Zone and Shoreland Zone Overlay

Dear Mr. Bullard:

On March 5, 2020, the Zoning Board of Appeals voted 6-0 (Falcon absent) to grant a Conditional Use approval to develop a seasonal campground on this property, per Section 14-145.3(c)(6). I am enclosing a copy of the Board's decision.

Now that the Conditional Use has been approved, you will need to apply for a New Commercial Building Permit (checklist: <https://www.portlandmaine.gov/DocumentCenter/View/2310/New-Commercial-Structure-and-Addition-Application?bidId=>) to formally change the land use to a seasonal campground and to gain approval for the new construction. Your project will also need Planning Department site plan approval; please contact them at planning@portlandmaine.gov to find out what is required, if you have not already started this process. All applications may be submitted online through the City's Customer Self-Service Portal (<https://egweb.portlandmaine.gov/energovprod/selfservice#/home>).

Under Section 14-474(f) of the ordinance, you have two years from the date of the meeting to obtain the building permit and start construction, or the Zoning Board approval will expire. Appeals from decisions of the Board may be filed in Superior Court in accordance with Rule 80B of the Maine Rules of Civil Procedure.

Should you have any questions, please contact me at (207) 874-8695 or cstacey@portlandmaine.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Christina C. Stacey", is written over the word "Sincerely,".

Christina C. Stacey
Zoning Specialist

cc: file

CITY OF PORTLAND
Planning & Urban Development Department

LEVEL II and LEVEL III SITE PLAN
GENERAL DOCUMENT AND DRAWINGS CHECKLIST

- * Please upload each document and drawing as a separate PDF file
- * Please upload all drawings in a 24 x 36 sheet size
- * Please confirm each item by electronically checking the boxes to the left for each document/drawing
- * Please fill out and upload separately the zoning assessment table and waiver table

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

GENERAL APPLICATION DOCUMENTS

Yes ☒	NA ☐	Project Description Cover Letter with detailed project description
Yes ☒	NA ☐	Completed Checklist – Level II and Level III Site Plan (this document)
Yes ☒	NA ☐	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 Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ☒	NA ☐	Existing and/or Proposed Easements or Covenants, applicable. Evidence of existing easements and any proposed easements
Yes ☐	NA ☒	Waiver Requests Written request for waiver describing request and reason Waiver Table
Yes ☒	NA ☐	Financial Capability Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ☒	NA ☐	Technical Capability Evidence of technical capability of applicant and consultants – resumes and/or examples of past projects

LEVEL II AND LEVEL III SITE PLAN STANDARDS AND SUBMISSION CHECKLIST

* Please provide assessment of compliance with standards and include supplemental documentation, as applicable

* Please upload each document as a separate PDF file

TRANSPORTATION

Yes ☐	NA ☒	Transportation Analysis- Traffic Impact (14-526 (a) 1) - Provisions for pedestrian, bicycle, vehicle, and loading circulation and incremental volume of traffic impacts - Traffic Impact Study (Technical Manual, Section 1) if applicable
Yes ☒	NA ☐	Access and Circulation (14-526 (a) 2 a) - Access and internal circulation, addressing ADA access - Access and egress impacts on traffic flows - Description and use of drive-up features, if applicable
Yes ☒	NA ☐	Loading and Servicing (14-526 (a) 2 b) - Loading and servicing needs, route and travel way geometrics for deliveries - Turning templates for delivery vehicles, if applicable
Yes ☐	NA ☒	Sidewalks (14-526 (a) 2 c) - Sidewalks and condition along street frontages and internal walkways - Engineered details for ADA ramps and public sidewalk details meeting sidewalk materials policy and ADA ramp construction details as applicable (Technical Manual, Section 1)
Yes ☐	NA ☒	Public Transit (14-526 (a) 3), if applicable - Existing available transit services - Proposed site plan design details, such as easement, pad base, and shelter
Yes ☒	NA ☐	Off-Street Parking: Vehicle & Motorcycle/Scooter) (14-526 (a) 4 a and c) - Expected parking demand, proposed parking supply, ADA parking, and applicable Zoning Requirements - Address Technical Manual standards (Section 1) for curb cut separation and parking lot layout and locate on site plan
Yes ☐	NA ☒	Bicycle Parking (14-526 (a) 4 b) - Address bicycle parking requirements and identify locations on-site - Construction details for bike racks (Technical Manual, Section 1)
Yes ☐	NA ☒	Snow Storage (14-526 (a) 4 d) Management plan for snow removal and locate snow storage areas on plan
Yes ☐	NA ☒	Traffic Demand Management (TDM) (14-526 (a) 5), if applicable Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES		
Yes ☒	NA ☐	Preservation of Significant Natural Features (14-526 (b) 1), if applicable • Trees, plants, habitats listed on State or Federal list of endangered or threatened • High and moderate value waterfowl and wading habitat • Aquifers on Casco Bay Islands • Waterbodies (including wetlands, watercourses, significant vernal pools and floodplains) • Proposed preservation areas and protection measures • Documentation from environmental consultants, determinations from applicable state agencies
Yes ☒	NA ☐	Landscaping and Landscape Preservation (14-526 (b) 2 a) • Preservation of trees and preservation within required zoning setbacks (Technical Manual, Section 4) • Protection measures of existing vegetation during construction • Protection measures within Shoreland Zone, if applicable
Yes ☒	NA ☐	Site Landscaping (14-526 (b) 2 b) • Screening and buffering of service areas and between non-residential and residential uses • Planting plans with plant schedule and sizes (Technical Manual, Section 4)
Yes ☐	NA ☒	Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes ☐	NA ☒	Street Trees (14-526 (b) 2 b iii) • Existing Heritage or Feature Trees on site and measures to preserve • Identify street trees on the plan meeting the site plan and Technical Manual standards (Section 4) or identify alternative measures, if applicable
ENVIRONMENTAL AND STORMWATER		
Yes ☒	NA ☐	Water Quality, Stormwater Management and Erosion Control (14-526 (b)3 a) • Stormwater report in compliance with Section 5 of Technical Manual and DEP Chapter 500 stormwater for basic, general and flooding standards, as applicable • Erosion control plan and measures • Evidence of compliance with Urban Impaired Stream Standards pursuant to DEP Chapter 500 stormwater, as applicable • Subsurface sanitary sewage disposal and groundwater protection

PUBLIC INFRASTRUCTURE AND SAFETY		
Yes ☒	NA ☐	Consistency with City Master Plans (14-526 (c) 1) - Identify consistency with master plans - Proposed easements, rights and improvements to connect or continue off-premises public infrastructure, as applicable
Yes ☒	NA ☐	Public Safety and Fire Prevention (14-526 (c)) - Address Crime Prevention through Environmental Design (CPTED) (Technical Manual, Section 3) - Emergency vehicle access - Address consistency with public safety standards (Technical Manual, Section 3) - Submit a code summary referring NFPA 1 and all Fire Department standards (Technical Manual, Section 3) – Fire Checklist
Yes ☒	NA ☐	Availability and Adequacy of Public Utilities (14-526 (c) 3) (Technical Manual, Sections 2 & 9) - Electrical services, including providing underground services - Identify existing and proposed connections for public utilities and required public utility upgrades - Sewer line connections are required, if there is a main within 200 feet - Proposed solid waste management facilities on-site and management for the site - Written evidence of the ability to serve from utility companies, as applicable
SITE DESIGN		
Yes ☐	NA ☒	Massing, Ventilations and Wind Impact (14-526 (d) 1) - Wind and ventilation impacts on adjoining structures and/or adjacent public spaces. Wind study, if applicable - Bulk, location or height impacts on adjoining structures - Identify and locate HVAC equipment and venting away from public spaces and residential properties - Identify screening and manufacturing specifications for noise, if applicable
Yes ☐	NA ☒	Shadows (14-526 (d) 2), if applicable Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes ☐	NA ☒	Snow and Ice Loading (14-526 (d) 3) Building design to prevent snow and ice from loading or falling onto adjacent properties or public ways
Yes ☒	NA ☐	View Corridors (14-526 (d) 4), if applicable Protection of designated view corridors (Portland Design Manual, Appen. 1)

Yes ☒	NA ☐	Historic Resources (14-526 (d) 5), if applicable • Identify developments within Historic Districts or affecting Designated Landmarks • Certificate of Appropriateness or other evidence • Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required • Address preservation and documentation of Archaeological Resources
Yes ☒	NA ☐	Exterior Lighting (14-526 (d) 6) • Cut sheets of on-site light fixtures and any architectural or specialty lights (Technical Manual, Section 12) • Engineered details for any lights proposed in street right-of-way (Technical Manual, Section 10)
Yes ☐	NA ☒	Noise and Vibration (14-526 (d) 7) • Evidence of noise levels for equipment, such as equipment specifications, to demonstrate consistency with zoning requirements
Yes ☒	NA ☐	Signage and Wayfinding (14-526 (d) 8), if applicable • Signage plan showing the location, dimensions, height and setback of all existing and proposed signs. Signs in Historic Districts are reviewed by Historic Preservation staff • Proposed commercial and directional signage on site
Yes ☒	NA ☐	Zone Related Design Standards (14-526 (d) 5) • Address Historic Preservation Design Review, if applicable • Address any applicable design review standards by zone • Address submission requirements from Design Manual, page 1, addressing neighborhood context • Description of exterior materials, color, finish, and samples
Construction Management Plan		
Yes ☒	NA ☐	Construction Management Plan • Construction Management Document and Plan

LEVEL II AND LEVEL III SITE PLAN DRAWINGS CHECKLIST

* Please upload the following drawings with the listed details as separate pdfs

(ALL drawings must be uploaded in a 24 x 36 sheet size)

RECENT BOUNDARY SURVEY (stamped by Maine Licensed Surveyor)

- ☒ Must be in compliance with Technical Manual, Section 13

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

Existing Conditions

- ☒ Approximate location of structures on abutting property
- ☒ Topography
- ☒ Locate water courses
- ☐ Delineate wetlands
- ☒ Zone lines

Proposed Site Plan

- ☒ Ground floor area, and grade elevations for all buildings

Access, Circulation, and Parking

- ☐ Streets and intersections adjacent to site, any proposed geometric modifications
- ☐ Location, dimensions and materials of all existing and 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
- ☐ Existing and proposed transit infrastructure with dimensions/ engineering specifications
- ☐ Location of vehicle and bicycle parking with dimensions and engineering specifications

Site Considerations

N/A

☐

Identify snow storage areas

N/A

☐

Location of fire hydrants

☒

Location of solid waste management facilities

UTILITY PLAN including:

☒

Existing utilities on site and within public streets

☒

Location, sizing and directional flows of all existing and proposed utilities

☒

Location and dimensions of off-premises public or publicly accessible infrastructure adjacent to site

☒

Electric utility infrastructure

GRADING AND DRAINAGE PLAN including:

☒

Existing grades and drainage

N/A

☐

Proposed grades

☒

Proposed stormwater management meeting Technical Manual (Section 5), standards

N/A

☐

Location and proposed alteration of a water course

N/A

☐

Preservation or alteration of wetlands

EROSION CONTROL

☒

Must be in compliance with Technical Manual, Section 5

LANDSCAPE PLAN including:

☒

Existing vegetation to be preserved and preservation measures

☒

Proposed landscaping and buffers

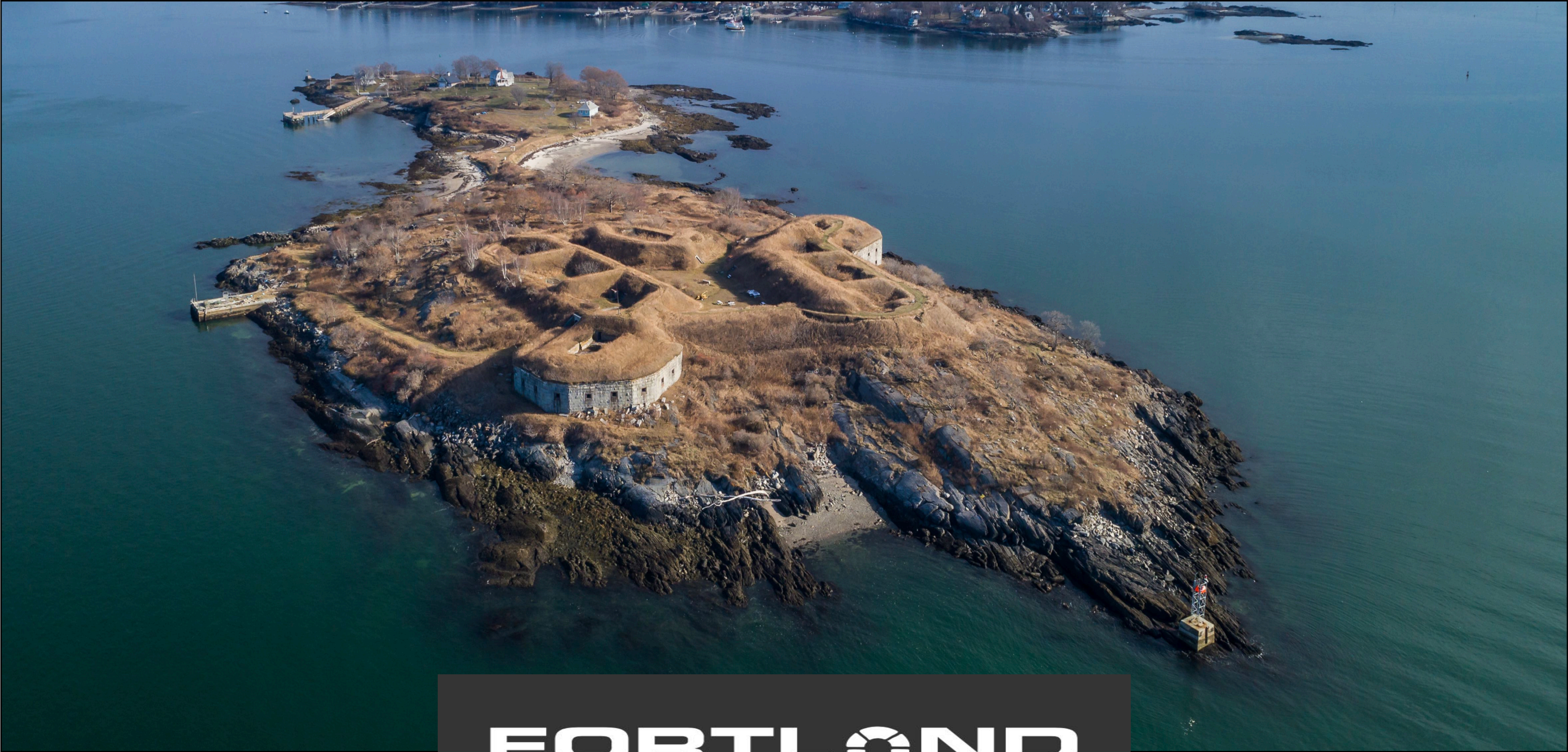
N/A

☐

Planting schedule

RECORDING PLAT, if applicable	
N/A	☐ If Subdivision, must be in compliance with requirements of Section 14-496 (b)
	ARCHITECTURAL PLANS AND RENDERINGS including:
	☒ Exterior building elevations, color renderings, illustrations of all sides
	☒ Location and dimensions of all existing and proposed HVAC and mechanical equipment, all proposed screening
	☒ Provide context drawings, if applicable (Design Manual, page 1)
	☒ Floor plans





FORTLAND

FORTLAND CAMPGROUND HOUSE ISLAND PORTLAND, MAINE	WITH /// LLC 418 Woodford St. Portland, ME 04103 207-272.3898	PLANNING - SITE LVELE II September 1, 2020
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STRUCTURE SUMMARY TABLE						
SITE	LOCATION	STRUCTURE TYPE	STRUCTURE FOOTPRINT (SF)*	SITE AREA (SF)	GROUND FLOOR ELEVATION	DISTANCE TO SURVEYED PROPERTY LINE (FT)
1	EAST BASTION	TENT	660	6,407	54'	709
2	GUN EMPLACEMENT	YURT	751	6,295	54'	810
3	GUN EMPLACEMENT	YURT	738	7,303	54'	898
4	GUN EMPLACEMENT	YURT	382	7,957	54'	1008
5	WEST BASTION	TENT	821	8,312	54'	1002
6	EMPLOYEE	TENT	1152	9,546	44'	902, 882, 802
7	GUN EMPLACEMENT	YURT	604	7,273	54'	791
8	GUN EMPLACEMENT	YURT	591	6,137	54'	689
9	GUN EMPLACEMENT	YURT	387	7,498	54'	650
10	WILDERNESS	TENT	384	8,394	40'	590
11	WILDERNESS	TENT	384	8,336	42'	581
12	WILDERNESS	TENT	384	8,460	42'	503
13	WILDERNESS	TENT	384	9,790	36'	415
14	WILDERNESS	TENT	384	5,777	26'	347
15	WILDERNESS	TENT	384	6,987	28'	330
16	WILDERNESS	TENT	384	7,656	40'	427
17	WILDERNESS	TENT	384	7,513	42'	507
18	WILDERNESS	TENT	384	6,405	48'	517
19	WILDERNESS	TENT	384	5,896	42'	585
20	WILDERNESS	TENT	384	9,526	40'	577
21	WILDERNESS	TENT	384	9,615	22'	558
SITE	LOCATION	STRUCTURE TYPE	STRUCTURE FOOTPRINT (SF)*	GROUND FLOOR AREA (SF)**	GROUND FLOOR ELEVATION	DISTANCE TO SURVEYED PROPERTY LINE (FT)
-	COMMUNITY	BUILDING	2,850	2,095	50'	783
-	BATHROOM SHED	BUILDING	192	160	15'	480
-	UTILITY/OPERATIONS SHED	BUILDING	406	336	18'	639
-	WELL PUMP SHED	BUILDING	192	160	20'	298

*STRUCTURE FOOTPRINT INCLUDES AREA OUTSIDE OF EXTERIOR WALLS

**GROUND FLOOR AREA EXCLUDES AREA OUTSIDE OF EXTERIOR WALLS

SPACE AND BULK STANDARDS			
ZONE: ISLAND RESIDENTIAL (IR-1); SHORELAND OVERLAY DISTRICT	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT SIZE	40,000 SF	688,530 SF*	688,530 SF*
MINIMUM STREET FRONTAGE	100 FT	N/A	N/A
MINIMUM FRONT YARD	30 FT	N/A	N/A
MINIMUM REAR YARD	30 FT	N/A	N/A
MINIMUM SIDE YARD	20 FT	N/A	N/A
MAXIMUM LOT COVERAGE	20%	5.8%±	7.8%±
MINIMUM LOT WIDTH	100 FT	N/A	N/A
MAXIMUM STRUCTURE HEIGHT	35 FT (PRINCIPAL OR ACCESSORY STRUCTURE); 18 FT (ACCESSORY DETACHED STRUCTURE)	-	9.5-23.5 FT ±
PRINCIPAL AND ACCESSORY STRUCTURE SETBACKS	75 FT FROM HIGHEST ANNUAL TIDE (HAT)	17.1 FT	77 FT

*LOT AREA MEASURED FROM HIGHEST ANNUAL TIDE TO PROPERTY LINE, AS SURVEYED, PER NOTE 2

LOT COVERAGE		
LOCATION	EXISTING (SF)	PROPOSED (SF)
FORT SCAMMELL	40,000±	40,000±
YURTS	-	3,453
SEASONAL TENTS	-	7,241
COMMUNITY BUILDING	-	2,095
BATHROOM SHED	-	160
UTILITY/OPERATIONS SHED	-	336
WELL PUMP SHED	-	160
TOTAL	40,000±	53,445±

- GENERAL NOTES:
- SUBJECT PROPERTY RESIDES WITHIN "HOUSE ISLAND HISTORIC DISTRICT" AND IS SUBJECT TO THE CONDITIONS OF THE APPROVED "HISTORIC CERTIFICATE OF APPROPRIATENESS."
 - EXISTING CONDITIONS OBTAINED FROM PLAN TITLED "BOUNDARY SURVEY HOUSE ISLAND - PORTLAND, MAINE MADE FOR FORTLAND, LLC 418 WOODFORD STREET, PORTLAND, MAINE" PERFORMED BY OWEN HASKELL, INC. OF FALMOUTH, ME, DATED 8/18/18.
 - AERIAL IMAGERY DATED 2018 OBTAINED FROM MAINE GEOLIBRARY ORTHIMAGERY DISCOVERY AND DOWNLOAD APPLICATION.
 - TEST PIT LOCATIONS OBTAINED FROM REPORT TITLED, "HYDROLOGIC SOIL GROUP CLASSIFICATION AND SOIL EVALUATION, FORTLAND PROJECT SITE, PORTLAND, MAINE" PERFORMED BY BOYLE ASSOCIATES OF WESTBROOK, ME, DATED 12/17/18.
 - PER CITY OF PORTLAND LAND USE, SEC. 14-449(A), PRINCIPAL AND ACCESSORY STRUCTURES SHALL BE OUTSIDE OF SEVENTY-FIVE (75) FOOT SETBACK FROM HAT LINE, AS IDENTIFIED ON EXISTING CONDITIONS PLAN, FROM NOTE 2 ABOVE. STRUCTURES SHALL BE FIELD LOCATED BY P.L.S TO ENSURE COMPLIANCE WITH REQUIREMENT.



ISSUED FOR

BY

DATE

FINAL APPLICATION

WHS

2/18/2020

SITE PLAN

FORTLAND - HOUSE ISLAND

WITH LLC

418 WOODFORD STREET PORTLAND, ME 04103

DRAWING NAME:

PROJECT NAME:

CLIENT:

ACORN ENGINEERING, INC.

ENGINEERING, INC.

PO BOX 3372, PORTLAND, MAINE 04101

(207) 775-2655

FILE:

2.31_CIVIL

JN:

2.31

SCALE:

AS NOTED

DESIGNED BY:

FRT

DRAWN BY:

EKK

CHECKED BY:

WHS

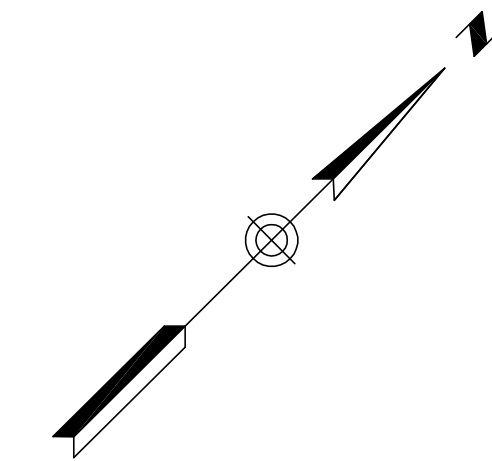
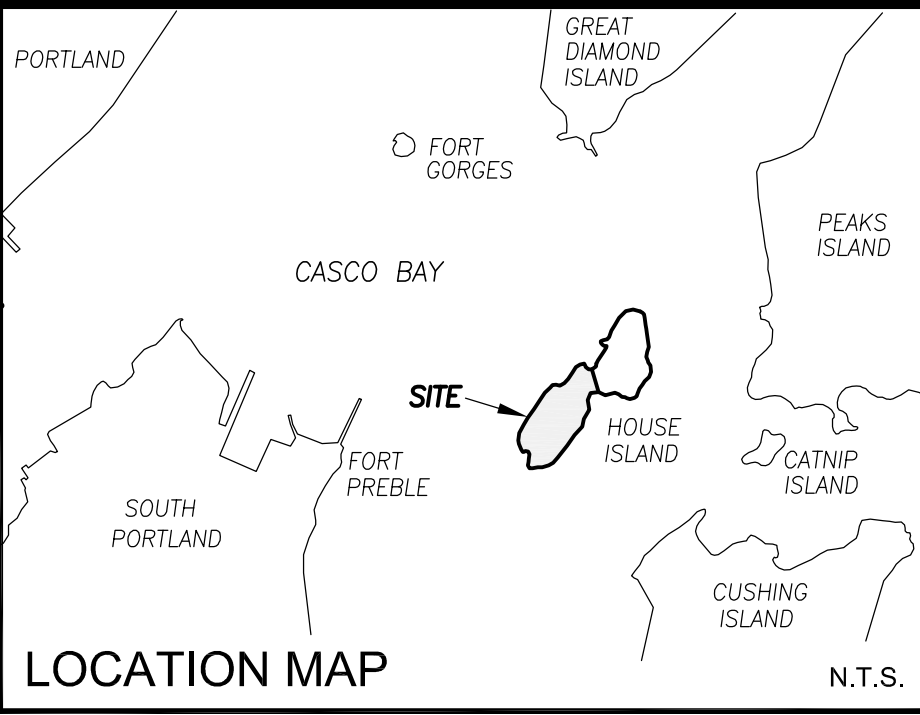
STATE OF MAINE

Professional Seal

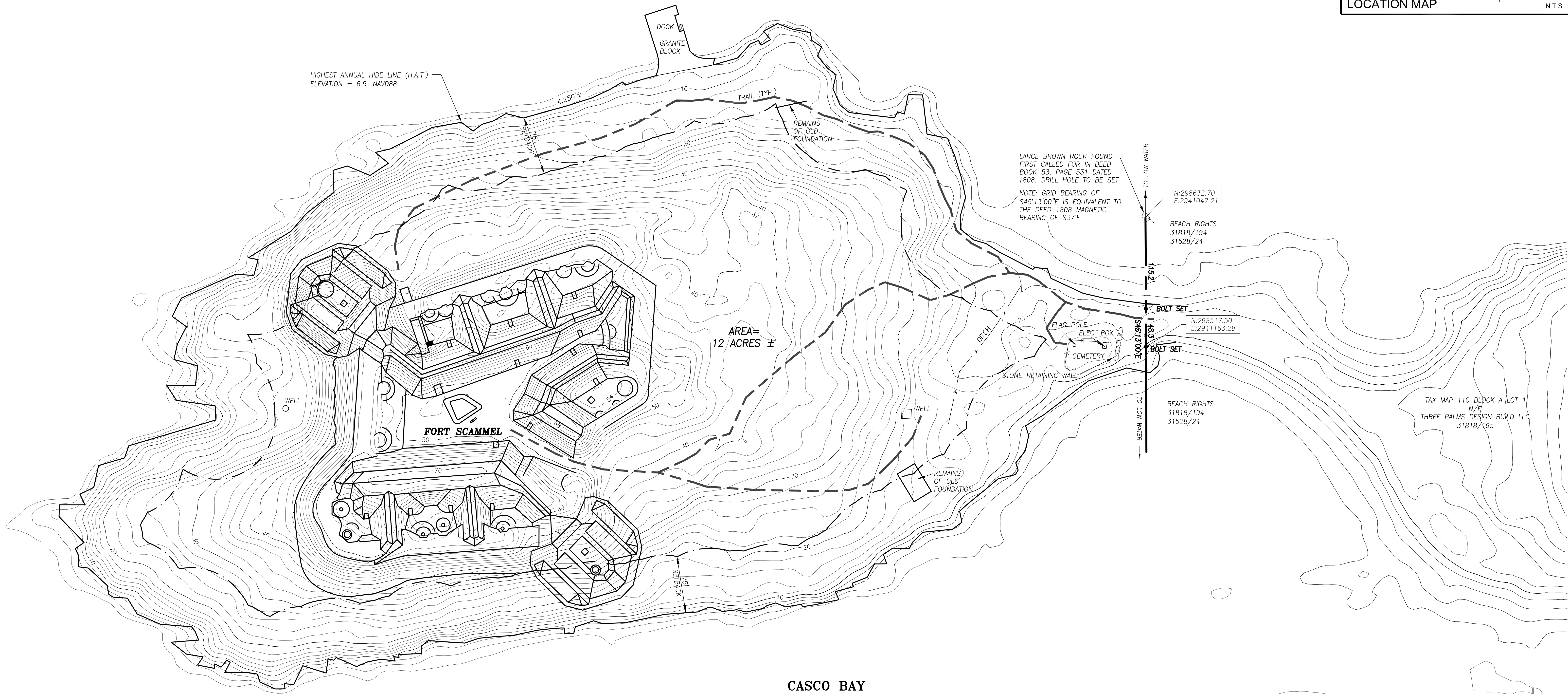
2-13-2020

DRAWING NO.

C-10



CASCO BAY



HIGHEST ANNUAL HIDE LINE (H.A.T.)
ELEVATION = 6.5' NAVD88

LARGE BROWN ROCK FOUND
FIRST CALLED FOR IN DEED
BOOK 53, PAGE 531 DATED
1808. DRILL HOLE TO BE SET

NOTE: GRID BEARING OF
S45°13'00"E IS EQUIVALENT TO
THE DEED 1808 MAGNETIC
BEARING OF S37°E

N:298632.70
E:2941047.21

BEACH RIGHTS
31818/194
31528/24

N:298517.50
E:2941163.28

BEACH RIGHTS
31818/194
31528/24

TAX MAP 110 BLOCK A LOT 1
THREE PALMS DESIGN BUILD LLC
31818/195

PLAN REFERENCE

1. SITE PLAN PREPARED FOR MICHAEL SCARKS HOUSE ISLAND PORTLAND, MAINE BY ALBERT FRICK ASSOCIATES, INC DATED 11/24/14.
2. PLAN OF BOUNDARY SURVEY NORTHEASTERLY PORTION OF HOUSE ISLAND PORTLAND, MAINE MADE FOR HOUSE ISLAND VENTURES, LLC BY TITCOMB ASSOCIATES DATED DECEMBER 1, 2014.

GENERAL NOTES

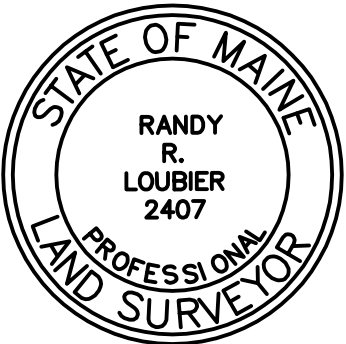
1. OWNER OF RECORD: NEPTUNE PROPERTIES, LLC
TAX MAP 110 BLOCK A LOT 2
C.C.R.D. BOOK 31905 PAGE 115
2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83.
3. ELEVATIONS ARE BASED ON NAVD 88, 2 FOOT CONTOURS ARE TAKEN FROM THE MAINE GIS WEBSITE: <https://www1.maine.gov/megis/>
4. FORT SCAMMEL OUTLINE PROVIDED BY CLIENT.

CERTIFICATE

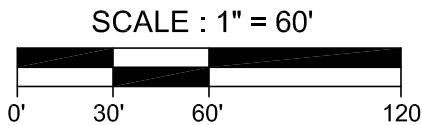
OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.

7/18/18
DATE

Randy R. Louber
RANDY R. LOUBIER, PLS #2407



REV.1 7/18/18 REMOVED PROPOSED BUILDING			
Boundary Survey House Island - Portland, Maine Made for Fortland, LLC 418 Woodford Street, Portland, Maine			
OWEN HASKELL, INC. PROFESSIONAL LAND SURVEYORS 390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105			
DRAWN BY: RRL / JLW	DATE: JULY 18, 2018	JOB NO. 2018-046 P	
CHECKED BY: RRL	SCALE: 1" = 60'	DRWG. NO. 1	





SITEPLAN KEY	SYMBOL
Property Line	- - - - -
HAT Line	_____
75' Shoreland Setback	- - - - -
250' Shoreland Setback	- - . - - - . - -
Road	
Trail	- - - - -
Fort Scammel	_____
Bittersweet Stumps. See Sheet Note 2	
Silt Fence and Hay Containment. See Sheet Note 2	- - - - -

SHEET NOTES

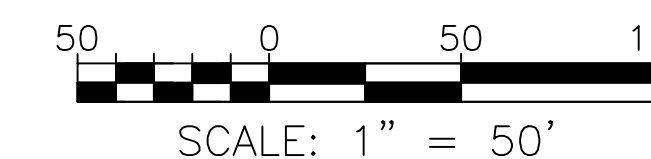
NOTE 1:Existing Conditions: Ground cover consists of a variety of grass and shrubs including but not limited to: native grasses, goldenrod, blackberry, raspberry, candleberry among others., Trees, both juvenile and mature include sumac, birche, alder. Black cherry, oak and apple.

NOTE 2: Large established bittersweet stump to be treated or removed. Soil disturbance not to exceed 5 ft^2. Erosion control (including reseeding) to be provided per the City of Portland Technical Manual, Chapter 14, Division 26. Shoreland Regulations - Sec. 14-449 (d)(3) and Sec. 14-449 (d)(4)(a,b,c): Erosion and Sedimentation Control.

NOTE 3: Roads and trails are mowed routinely for pedestrian and small vehicle traffic. Per Technical Manual, Chapter 14, Division 26. Shoreland Regulations - Sec. 14-449 (c)(3[6?]):, open spaces will be maintained through mowing (as required). Per Technical Manual, Chapter 14, Division 26. Shoreland Regulations - Sec. 14-449 (c)(4)(a)(v.), storm damaged, diseased, unsafe and dead tress may be removd and any resulting open spaces will be replanted with native tree species.



2. ONSITE SOIL INFORMATION OBTAINED FROM REPORT TITLED "HYDROLOGIC SOIL GROUP CLASSIFICATION AND SOIL EVALUATION, FORTLAND PROJECT SITE, PORTLAND, MAINE" PERFORMED BY BOYLE ASSOCIATES OF WESTBROOK MAINE, DATED DECEMBER 17, 2018.

[illegible]

WITH LLC

PROJECT NAME:

CLIENT:

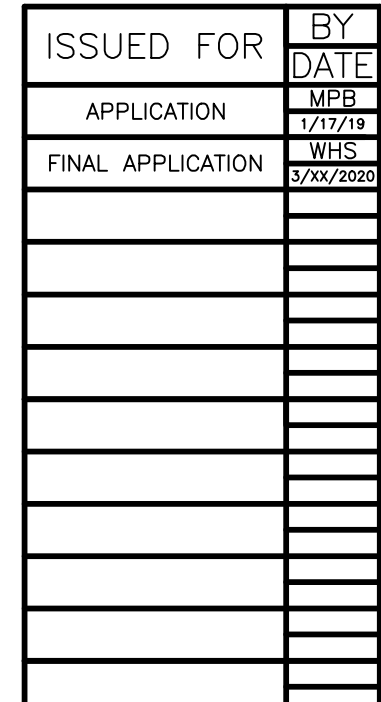
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE SHALL BE AT THE USER'S SOLE RISK AND

ACORN ENGINEERING, INC.
P.O. BOX 3372, PORTLAND MAINE 04101

FILE:	2.31_CIV
JN:	2.3
SCALE:	AS NOTED
DESIGNED BY:	FR
DRAWN BY:	EK
CHECKED BY:	WH

PRE

1. EXISTING STRUCTURES INCLUDE APPROXIMATELY GRANITE, BRICK AND MASONRY BASTIONS AND GRANITE, BRICK AND MASONRY TUNNELS CONNECTING RAMPARTS AND BASTIONS TO SUBTERRANEAN MAGAZINES.
2. ONSITE SOIL INFORMATION OBTAINED FROM REPORT TITLED "HYDROLOGIC SOIL GROUP CLASSIFICATION AND SOIL EVALUATION, FORTLAND PROJECT SITE, PORTLAND, MAINE" PERFORMED BY BOYLE ASSOCIATES OF WESTBROOK MAINE, DATED DECEMBER 17, 2018.



WITH LLC
418 WOODFORD STREET PORTLAND, ME 04103

PROJECT NAME:

CLIENT:

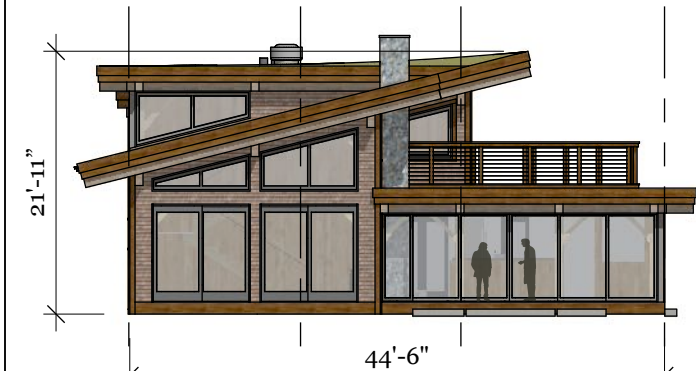
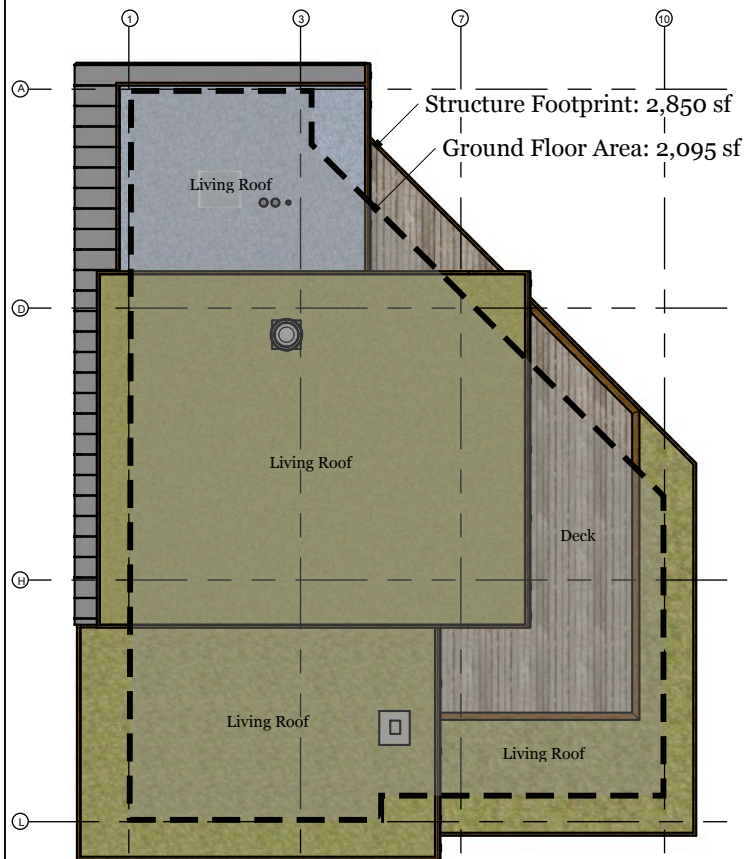

A C O R N
ENGINEERING, INC.

ACORN ENGINEERING, INC. PO BOX 3372, PORTLAND MAINE (207) 775-2645	THIS PLAN SHALL NOT BE ASSIGNED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.
--	--

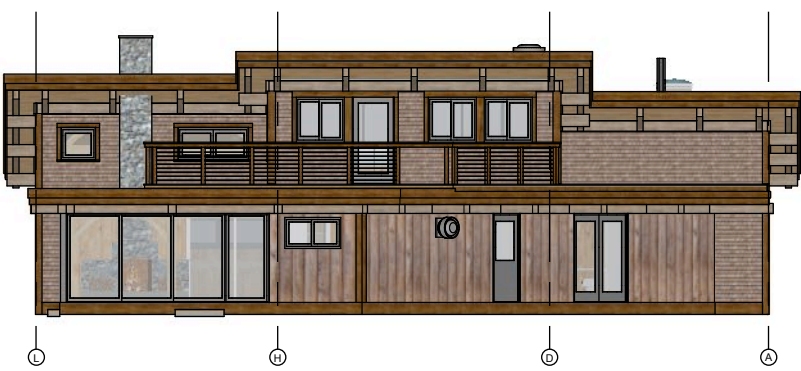
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SCALE:	AS NOTED
DESIGNED BY:	FRT
DRAWN BY:	EKK
CHECKED BY:	WHS

DRAWING NO.
POST

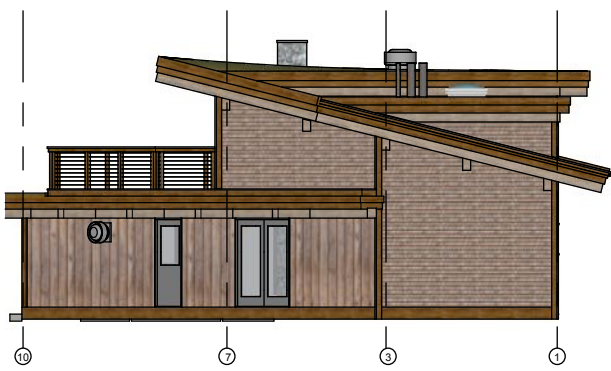
R COMMUNITY BUILDING - ROOF PLAN
Scale: 1/8" : 1'



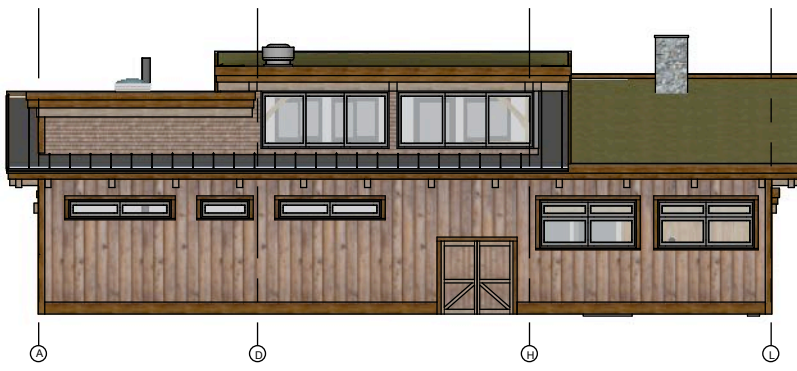
1 COMMUNITY BUILDING - SOUTH ELEVATION
Scale: 1/16" : 1'



2 COMMUNITY BUILDING - EAST ELEVATION
Scale: 1/16" : 1'



3 COMMUNITY BUILDING - NORTH ELEVATION
Scale: 1/16" : 1'



4 COMMUNITY BUILDING - WEST ELEVATION
Scale: 1/16" : 1'

FORTLAND

WITH LLC **///**

418 Woodford St.
Portland, ME 04103
207-272.3898

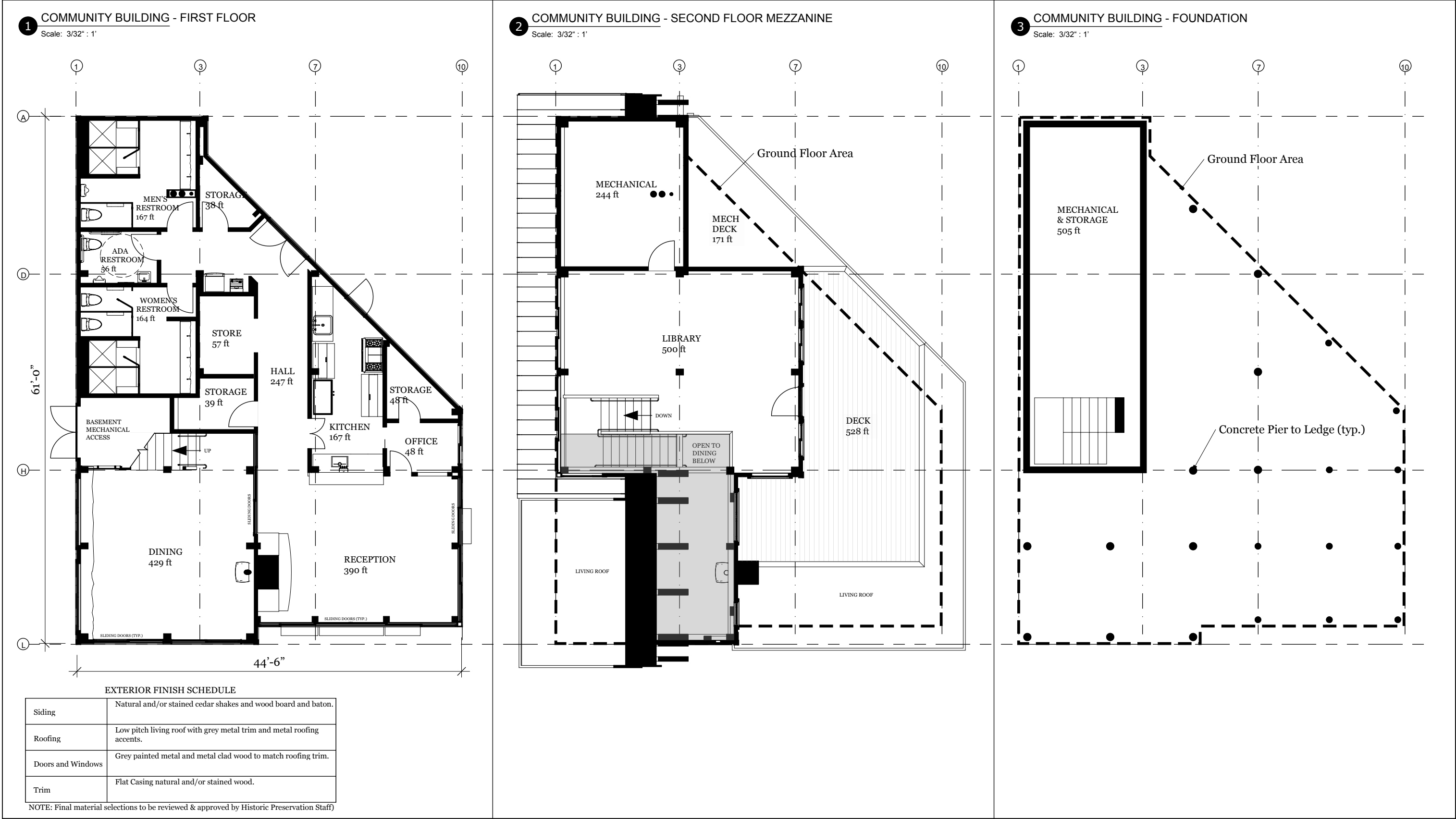
COMMUNITY BUILDING

REVISIONS

	MM/DD/YY	REMARKS
1	9 / 31 / 20	Planning Site Level II Review
2	-- / -- / --	...
3	-- / -- / --	...
4	-- / -- / --	...
5	-- / -- / --	...

01

A



EXTERIOR FINISH SCHEDULE

Siding	Natural and/or stained cedar shakes and wood board and baton.
Roofing	Low pitch living roof with grey metal trim and metal roofing accents.
Doors and Windows	Grey painted metal and metal clad wood to match roofing trim.
Trim	Flat Casing natural and/or stained wood.

NOTE: Final material selections to be reviewed & approved by Historic Preservation Staff)

FORTLAND

WITH

LLC

418 Woodford St.
Portland, ME 04103
207-272.3898

COMMUNITY BUILDING - FLOORPLANS

REVISIONS		
MM/DD/YY	REMARKS	
1	9 /31/20	Planning Site Level II Review
2	--/--/--	...
3	--/--/--	...
4	--/--/--	...
5	--/--/--	...

A

02

1

UTILITY & OPERATIONS SHED

Scale: 1" : 10'

12'-0"

OFFICE / STORAGE
288 FT²

24'-0"

13'-7"

1

NORTH ELEVATION

2

WEST ELEVATION

3

SOUTH ELEVATION

4

EAST ELEVATION

Siding	Natural and/or stained wood board and baton.
Roofing	Architectural asphalt shingles. Metal drip edge.
Doors and Windows	Grey painted metal and metal clad wood windows. Natural and/or stained wooden doors.
Trim	Flat Casing natural and/or stained wood.

NOTE: Final material selections to be reviewed & approved by Historic Preservation Staff

2

WELL PUMP SHED

Scale: 1" : 10'

10'-0"

MECHANICAL
160 FT²

16'-0"

11'-11"

1

WEST ELEVATION

2

NORTH ELEVATION

3

EAST ELEVATION

4

SOUTH ELEVATION

3

BATHROOM SHED

Scale: 1" : 10'

10'-0"

RESTROOM / STORAGE
160 FT² TOTAL

16'-0"

11'-9 1/2"

1

NORTH ELEVATION

2

WEST ELEVATION

3

SOUTH ELEVATION

4

EAST ELEVATION

FORTLAND

WITH

LLC

418 Woodford St.
Portland, ME 04103
207-272.3898

ACCESSORY STRUCTURES

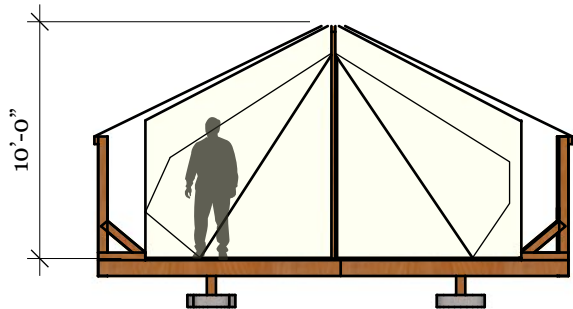
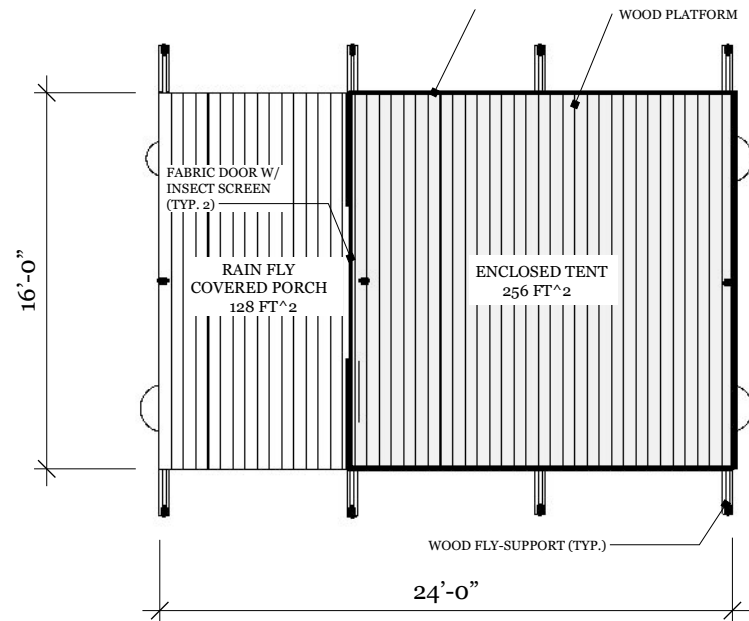
REVISIONS	
MM/DD/YY	REMARKS
1 9 /31/20	Planning Site Level II Review
2 --/--/--	...
3 --/--/--	...
4 --/--/--	...
5 --/--/--	...

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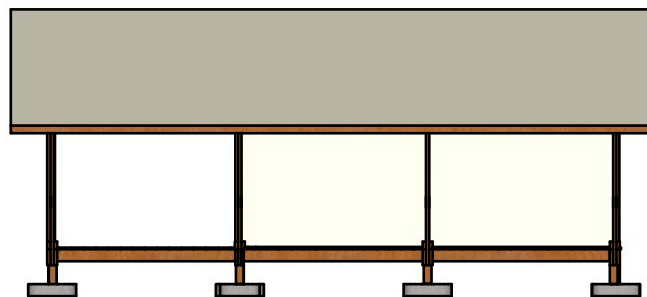
03

Page 414

1 TENT (TYP.)
Scale: 1/8" : 1'

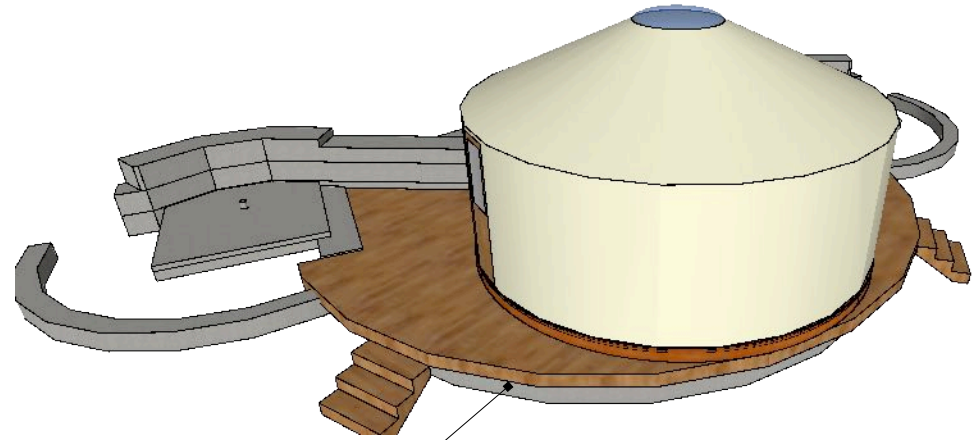


1 GABLE ELEVATION

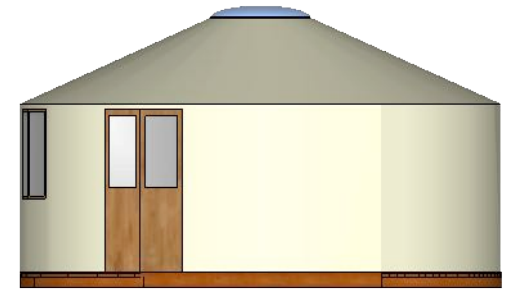
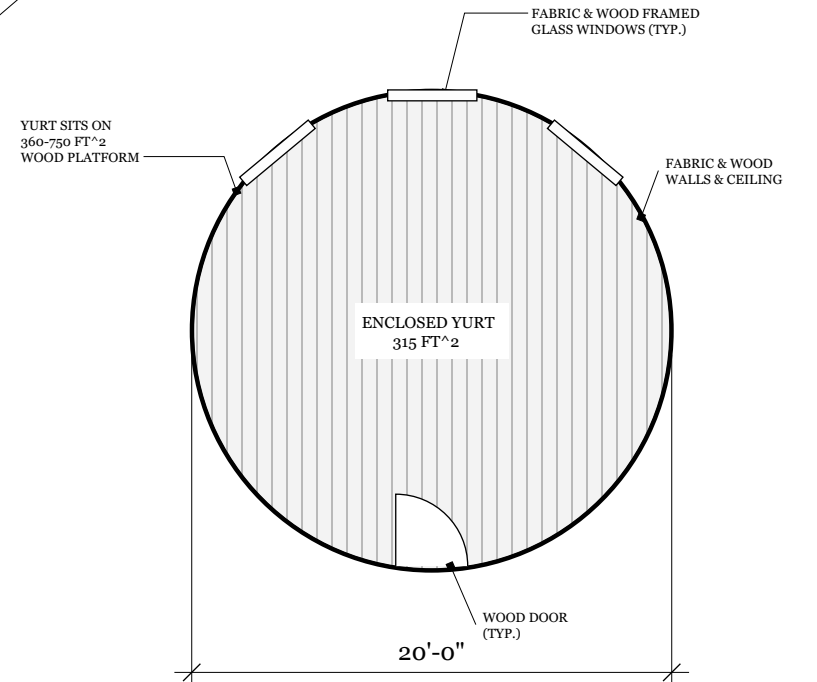


2 EVE ELEVATION

2 YURT (TYP.)
Scale: 1/8" : 1'



Sample Yurt Platform



FORTLAND

WITH ///
LLC

418 Woodford St.
Portland, ME 04103
207-272.3898

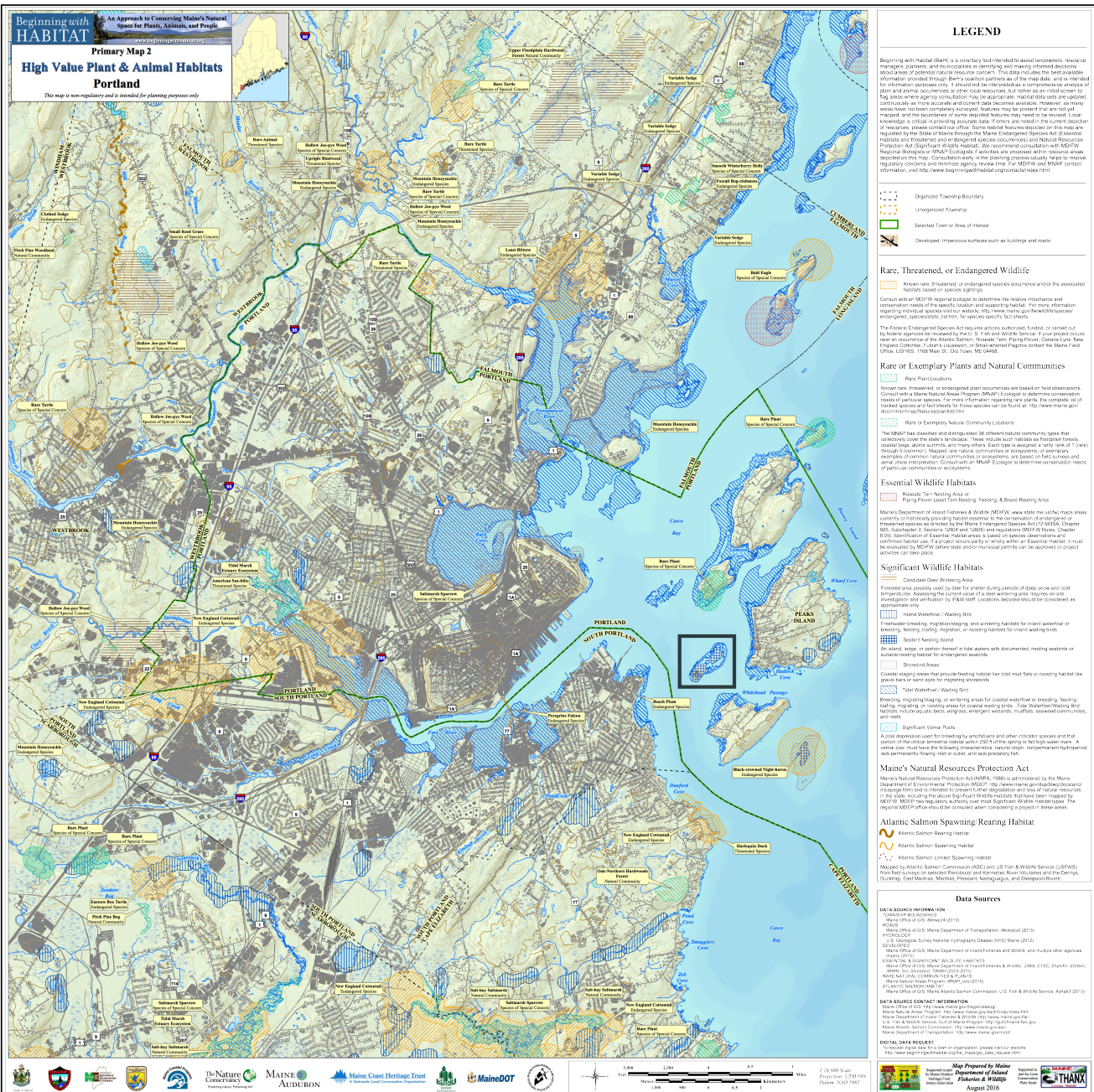
TEMPORARY CANVAS STRUCTURES

REVISIONS

MM/DD/YY	REMARKS
1 9/31/20	Planning Site Level II Review
2 --/--/--	...
3 --/--/--	...
4 --/--/--	...
5 --/--/--	...

04

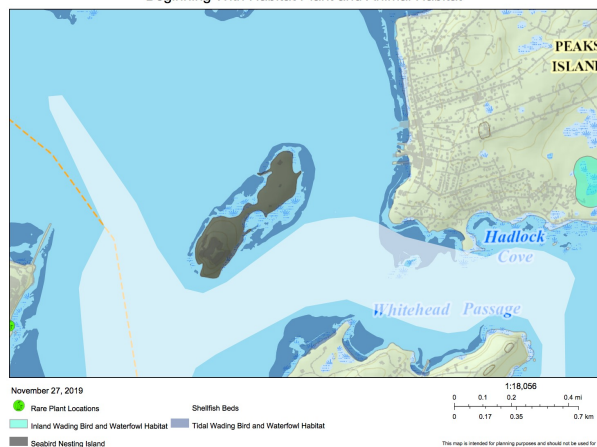
A



Maine IF&W online GIS - Permit Review Habitat Data



Beginning With Habitat Plant and Animal Habitat



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Environment and Landscape:
Map of Significant Plant and Animal Habitats

Page 416

REVISIONS

MM/DD/YY

03/05/20

REMARKS

1

2

3

4

5

EL
01

1 WATER VIEW LOOKING NORTH



2 AERIAL VIEW LOOKING SOUTH



3 AERIAL VIEW LOOKING WEST



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SITE PHOTOS - EXISTING CONDITIONS

REVISIONS

	MM/DD/YY	REMARKS
1	2/15/20	ZONING BOARD OF APPEALS - CONDITIONAL USE
2	--/--/--	...
3	--/--/--	...
4	--/--/--	...
5	--/--/--	...

O1

P

1 SALLY PORT
Looking west toward Portland Harbor



2 SALLY PORT ENTRANCE & EARTHEN BERM
Looking west inside the Parade Grounds



3 BLANK
Scale: 1/4" = 0'



4 CAMPSITE 4
Looking west



5 CAMPSITE 8
Looking north



6 WILDERNESS BUFFER
Looking east through Whitehead Passage

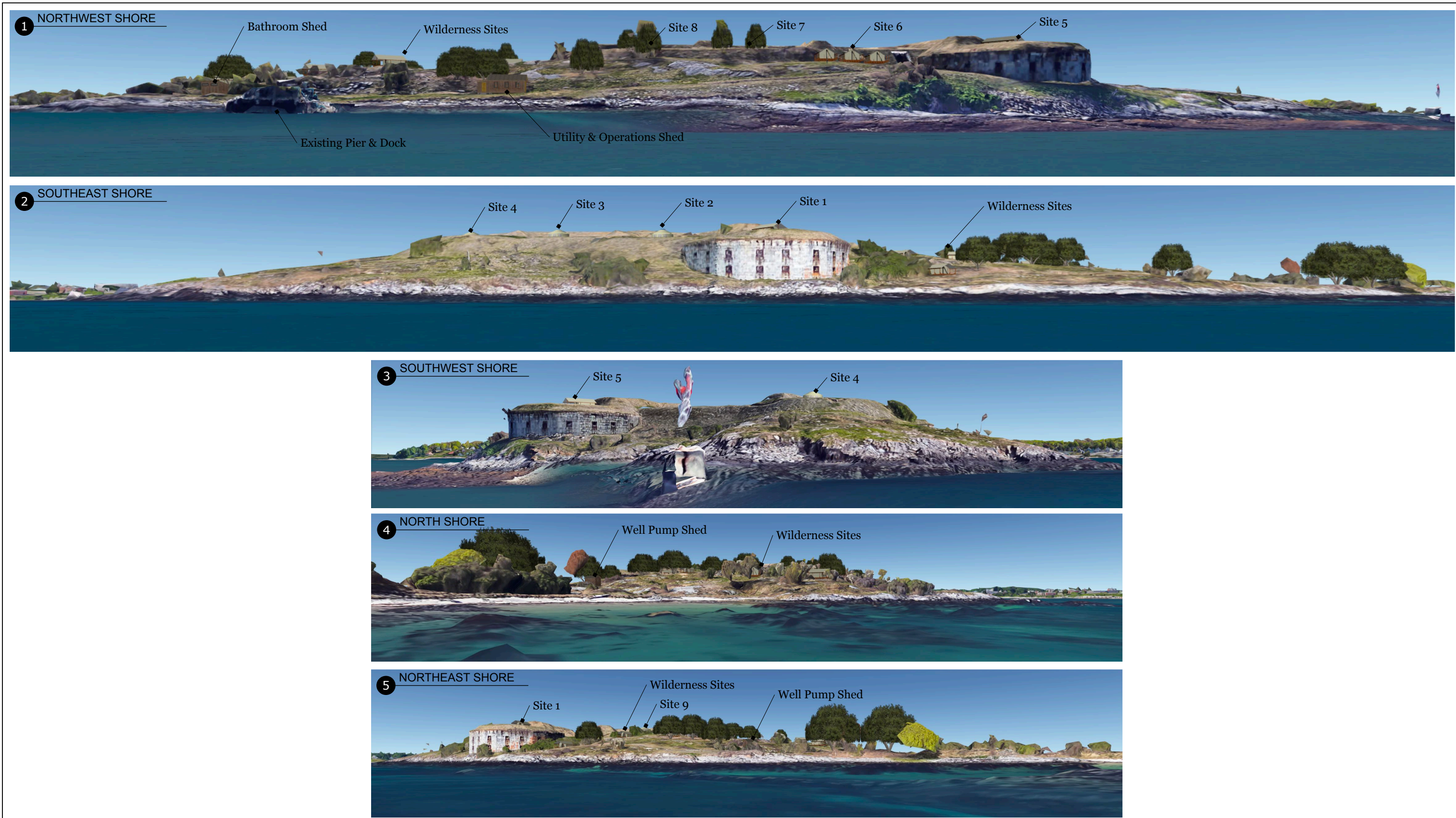


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SITE PHOTOS - EXISTING CONDITIONS

REVISIONS		
	MM/DD/YY	REMARKS
1	2/15/20	ZONING BOARD OF APPEALS - CONDITIONAL USE
2	--/--/--	...
3	--/--/--	...
4	--/--/--	...
5	--/--/--	...



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SITE RENDERINGS

REVISIONS		
	MM/DD/YY	REMARKS
1	9 /31/20	Planning Site Level II Review
2	--/--/--	...
3	--/--/--	...
4	--/--/--	...
5	--/--/--	...



Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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SITE RENDERINGS - KEY

REVISIONS		
	MM/DD/YY	REMARKS
1	9 /31/20	Planning Site Level II Review
2	--/--/--	...
3	--/--/--	...
4	--/--/--	...
5	--/--/--	...

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