

CITY OF PORTLAND, MAINE

PLANNING BOARD



Brandon Mazer, Chair
Maggie Stanley, Vice Chair
Marpheen Chann
Sean Dundon
Bob Dunfey
David Silk
Austin Smith

AGENDA PORTLAND PLANNING BOARD MEETING

The Planning Board will hold a remote meeting on Tuesday, April 13, 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: Apr 13, 2021 04:30 PM Eastern Time (US and Canada)

Topic: Planning Board Workshop and Public Hearing 04-13-2021

Please click the link below to join the webinar:

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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 and Subdivision; 200(201) Federal Street; Redfern Downtown, LLC., Applicant. (estimated time 4:30 – 6:00 p.m.) The Planning Board will hold a workshop to consider a proposal for an 18 story, 180,000 square foot mixed use building with 266 residential units and ground-floor commercial space at 201 Federal Street. The subject property is 55,321 square feet in size, is zoned B-3 Downtown Business, and is located within the Congress Street Historic District.
- ii. Zoning Map and Text Amendment; 165 Lambert Street; Maine Cooperative Development Partners, Applicant. (estimated time 6:00 – 7:30 p.m.) The Planning Board will hold a workshop to consider a Zoning Map and Text Amendment application to facilitate a new mixed-use development at 165 Lambert Street. Actions sought via this application include amendments to the Land Use Code's Planned Residential Unit Development (PRUD) standards to modify the open space requirements and to allow vertically-stacked dwelling units for PRUDs located in the R-3 zone, as well as the rezoning of the subject parcel from R-2 Residential to R-3 Residential. The map and text amendment is subject to review and recommendation from the Planning Board to the City Council.

PUBLIC HEARING - 7:30 PM

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATION AND REPORTS

ReCode Update The Planning Board will hear a communication from staff about progress on ReCode Phase II.

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON 3-23-2021

Afternoon Workshop

99 Winter Street/160 State Street: Dundon, Dunfey, Mazer, Smith, and Stanley present; Chann absent; Silk recused.

Evening Hearing

52 Hanover Street: Dundon, Dunfey, Mazer, and Smith present; Chann and Silk absent; Stanley recused.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON 3-23-2021

- i. Level III Site Plan, Subdivision and Conditional Use; 52 Hanover Street; Tom Watson & Co., Applicant. Dundon moved and Dunfey seconded a motion to waive the Technical Manual standard for parking aisle widths to allow a reduction from 24 feet to 22.6 feet. Vote 4-0, Chann and Silk absent, Stanley recused. Dundon moved and Dunfey seconded a motion to waive the Technical Manual standard of a maximum of two driveways to allow three driveways. Vote 4-0, Chann and Silk absent, Stanley recused. Dundon moved and Dunfey seconded a motion to waive the Technical Manual standard for light trespass and maximum illumination levels at the property line and along the public right of way, respectively. Vote 4-0, Chann and Silk absent, Stanley recused. Dundon moved and Dunfey seconded a motion to find the proposed conditional use for workforce housing to meet the standards of Section 14-484 of the Land Use Code with two conditions of approval. Vote 4-0, Chann and Silk absent, Stanley recused. Dundon moved and Dunfey seconded a motion to approve the Traffic Movement Permit. Vote 4-0, Chann and Silk absent, Stanley recused. Dundon moved and Dunfey seconded a motion to approve the subdivision with four conditions of approval. Vote 4-0, Chann and Silk absent, Stanley recused. Dundon moved and Dunfey seconded a motion to approve the site plan with four conditions of approval. Vote 4-0, Chann and Silk absent, Stanley recused.

5. NEW BUSINESS

- i. Zoning Map Amendment; 163 Washington Avenue; Newsclapes Inc., Applicant. (estimated time 7:45 - 8:30 p.m.) The Planning Board will hold a public hearing to consider a Zoning Map Amendment to rezone 163 Washington Avenue and vicinity properties from the B-1 Neighborhood Business zone to the B-2b Community Business zone. The map amendment is subject to review and recommendation from the Planning Board to the City Council.
- ii. Level III Site Plan; 100 W. Commercial St. (Building F); New Yard, LLC., Applicant. (estimated time 8:30 p.m.) The Planning Board will hold a public hearing 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).



Memorandum

Planning and Urban Development Department

To: Brandon Mazer, Chair and Members of the Portland Planning Board
From: Caitlin Cameron, Urban Designer
Date: Friday, April 9, 2021
Re: 200 Federal Street; Level III Site Plan, Subdivision, and Inclusionary Zoning Conditional Use application
Project #: PL-001235-2020
CBL: 032 G001001
Meeting Date: April 13, 2021

I. INTRODUCTION

Redfern Downtown, LLC. (dba Redfern Properties) requests a discussion of a Level III Site Plan, Subdivision, and Inclusionary Zoning Conditional Use application for the property to be designated as 201 Federal Street W. These actions would facilitate the development of an 18-story, 180,000 square foot mixed use building with 266 residential units, ground-floor commercial space, amenity spaces for the residents, and 21 surface parking spaces.

The workshop for this application was noticed to 96 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on April 2nd and 3rd, 2021. The applicant held a Neighborhood Meeting on November 18, 2020, with notes included ([Attachment S](#)). As of the writing of this report, the Planning Department has received three public comments (PC 1-3).

The Planning Board has held one workshop on this project on November 10, 2020. As this application was under review prior to the December 1, 2020 effective date of the new land use code, all code citations in this memo refer to the previous code. The Historic Preservation Board has held one workshop on this project.

Applicant: Redfern Downtown LLC
(represented by Jonathan Culley)
Agent and Civil Engineer: Acorn
Engineering (Will Savage)
Architect: Ryan Senatore Architecture,
LLC (Ryan Senatore)



Figure 1: Zoning Map (applicant's property outlined)

II. REQUIRED REVIEWS

Applicant's Proposal	Applicable Standards
New construction over 20,000 sf	Sec 14-526 Level III Site Plan Review
Subdivision (266 dwelling units)	Sec 14-497 Subdivision Review
Multi-family Residential >10 units	Sec 14-487 Inclusionary Zoning Conditional Use
Parking Requirement Reduction (47%)	Ch 14 Div. 20 Off-street Parking/B-3 Zone
Design Review	B-3 Design Review
Historic Preservation	HP Certificate of Appropriateness
Waivers	Citation
Light Trespass	Technical Manual: 12.3.4 Light Trespass – shall not exceed .1 fc at property line

III. PROJECT DATA

SUBJECT	DATA
Total area of the site	17,017 sq ft
Total Disturbed Area	17,017 sq ft
Existing Zoning	B-3 Downtown Business
Existing Use	Commercial buildings, surface parking, postal facility, bank with drive-thru
Proposed Use	Residential, Commercial/Retail, surface parking
Impervious Surface Area	
--Existing	50,555 sq ft
--Proposed	53,083 sq ft
--Net Change	+2,528 sq ft
Building Footprint	
--Existing	0 sq ft
--Proposed	14,187 sq ft
--Net Change	+14,187 sq ft
Building Floor Area	
--Existing	0 sq ft
--Proposed	335,591 sq ft
-Net Change	+335,591 sq ft
Proposed Bedroom Mix	266 total
-Efficiencies	117
-One-bedroom	146
-Two-bedroom	2
-Three-bedroom	0
Parking Spaces	21 (on-site) + 125 (off-site); 266 spaces required
Bicycle parking Spaces	167 (2 existing)

IV. BACKGROUND AND EXISTING CONDITIONS

a. Current Land Uses and Zoning

The site is at the heart of Portland's walkable downtown, proximate to some of the tallest structures in the city. An existing parcel is being divided to create the new property at 201 Federal Street W at the corner of Temple and Federal streets behind the existing USPS building. The site is located in the B-3 zone. B-3 is a

high-density commercial, residential, and mixed-use zone mapped throughout the City's downtown. Maximum building heights are regulated by the Downtown Height Overlay Map and vary between 45-feet up to 210-feet. In certain locations an architectural cap allowance is permitted and allows for an additional 40 feet above the designated height limit. In March 2021, two zone amendments were approved by the City Council (Order 180-20/21 & Order 181-20/21) associated with the parcel to facilitate this proposal. The amendments adjusted lot coverage provisions in the B-3 zone and increased the permitted maximum building height and removed the parcel from architectural cap eligibility. The site is also located within the Pedestrian Activities Map (PAD) encouragement area.

The applicant's property currently includes a plaza space, surface parking, and an entrance to the USPS facility. Within the same block is the 1950 USPS building facing Congress Street and two historic office buildings fronting on Exchange Street. The surrounding blocks below Congress Street within the same streetscape as this proposal include more recent buildings such as the high-rise office buildings One City Center and Two Monument Square, and the Temple Street Parking Garage; the maximum height allowed in these blocks is now 190 feet. The site is not immediately located on the historic, smaller-scale streetscapes of Congress or Exchange streets and instead has a more immediate relationship to taller, more contemporary structures.

b. Historic Resources

The block being considered is also within the Congress Street Historic District. The proposed new construction is under review by the Historic Preservation Board for design. The block includes three existing buildings, two of which are contributing structures facing Exchange Street. Exchange Street is an important historic street in the downtown with smaller scale, historic buildings and a high volume of tourist foot traffic.



Figure 2: Proposal within existing context (applicant)

V. PROPOSED DEVELOPMENT

The proposed development includes a new mixed-use tower with 266 residential units on the upper floors, ground floor commercial spaces, amenity spaces for the residents, and 21 surface parking spaces for the US Postal Service (USPS) facility, which abuts the development site. The required 27 workforce housing units will be provided on-site. Residential parking is proposed to be provided off-site at the Chestnut Street garage. The proposed project would also reduce the existing open space and construct a new plaza that will include landscaping and benches between the new tower and the USPS building. The rendering below shows the Federal Street façade – the design is being reviewed by the Historic Preservation Board.



Figure 3: Proposed Development from Temple Street (applicant)

VI. STAFF REVIEW

A. PLANNING BOARD WORKSHOP 11.10.2020

The Board considered the zone amendments and site plan application together for this first workshop. Planning Board members asked for input from Historic Preservation staff on the height amendment and design. There was also discussion and questions regarding the existing and proposed plaza space, the proposal for parking and traffic impacts, including loading concerns, the capacity of the Chestnut Street garage, and what example projects are considered when determining the appropriate demand. The Board generally agreed the project would appeal to tenants without cars and that taller, denser buildings are appropriate for this downtown location. There was a comment about the impacts on the USPS office and strengthening the visibility of its entrance. There was a recognition that the Construction Management Plan will be critical in this busy, downtown location. There was no public comment.

B. RIGHT, TITLE, AND INTEREST

The applicant submitted a deed and land option agreement for a new parcel at 200 Federal Street, ([Attachment C](#)). The applicant has a Joint Development Agreement with PO Square Building, LLC to incorporate through-access to the post office and bank buildings. The applicant is showing site plan improvements on property not within their right, title, and interest – the applicant is requested to provide evidence of an agreement to modify this adjoining property.

C. ZONING ASSESSMENT

General Assessment: The proposed building is located in the B-3 zone and includes two street frontages. Both project frontages are designated as Pedestrian Activities District (PAD) Encouragement streets – the façade designs were evaluated and found to meet the PAD criteria ([Attachment 4](#)).

The purpose statement for the B-3 zone includes the following relevant to the proposal:

- (2) Enhance and promote the orderly expansion of retail and service businesses downtown, satisfying the related needs of the city's resident, working and visitor populations;
- (3) Encourage increased housing opportunity downtown for a diverse residential population;
- (4) Enhance the pedestrian environment through the encouragement of intensive mixed-use activities, through the enhancement and maintenance of public and private open space, and through the enlivenment and increased attractiveness of the street environment;

The zoning dimensional requirements are permissive in this urban downtown zone – in most cases the requirements are intended to create dense, taller buildings that fill the site and maintain a street wall line. Regarding height for this block, there is a minimum of 35 feet and 190 feet maximum (Downtown Height Overlay map). The project meets zoning after the recent adoption of amendments to the B-3 zone and Downtown Height Overlay.

	Required	Proposed
Lot Size (minimum)	none	17,017 sf
Street Frontage (minimum)	15'	91.51' Temple St. 189.85' Federal St.
Build-to Line	5'	Met on all streets
Lot Width (minimum)	0'	122.82'; 110.84'; 175.16'
Blank Wall (maximum)	30'	No blank walls

Height (min)	35'	190'
Height (max)	190'	190'
Rear Setback	-	-
Side Setback	-	-
Side Setback	-	-
Lot coverage (max 100%)	17,017 sf (100%)	14,187 sf (83%)
Impervious	-	2,528 sf
Floor area above 125'	10,500 sf or 25% site area; 15,000 sf max.	10,490 sf
Parking	266 residential	125 residential; 21 post office
Bike Parking	53	114

Parking Requirement Reduction – The Applicant seeks Planning Board approval for a reduced parking requirement. A minimum of 266 residential spaces (1 per 1 residential unit) are required by Division 20 Off-Street parking. The applicant has provided a Transportation Demand Management (TDM) plan, traffic analysis, and parking analysis ([Attachment R](#)). Staff request additional information about weekend parking demand before being able to make a recommendation regarding the reduced parking requirement. The B-3 zone allows for parking requirements to be met by a variety of methods – fee-in-lieu, off-site parking, car share. See comments below in the Site Plan review for additional staff comment.

The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit . . . etc.

D. SUBDIVISION STANDARDS

(14-497(a). Review Criteria)

The proposed development has been reviewed by staff for conformance with the relevant review standards of the City of Portland's subdivision ordinance. Staff comments are below and in *Attachments 1-5*.

1. Water, Air Pollution

The project is not anticipated to result in undue air or water pollution.

2 & 3. Adequacy of Water Supply

The applicant received evidence of capacity from the Portland Water District ([Attachment P](#)).

4. Soil Erosion

No unreasonable soil erosion or reduction in the capacity of the land to hold water is anticipated given the infill site. Site Plan ([Plan P5](#)) and Grading & Drainage Plan ([Plan P9](#)) provide information about stabilizing the site during and after construction.

5. Impacts on Existing or Proposed Highways and Public Roads

The applicant provided a traffic and parking assessment and TDM Plan ([Attachment R](#)) in which they propose future trip reductions as well as a demand of .48 parking spaces per residential unit. Staff

reviewed additional trip generation information to confirm that the project will not trigger a Traffic Movement Permit (TMP). Tom Errico, the city's consulting traffic engineer, had the following comments regarding traffic impacts ([Attachment 5](#)):

Based upon ITE, the proposed project would be expected to generate 56 trips (7 entering and 49 exiting) during the AM Peak Hour and 53 trips (35 entering and 18 exiting) during the PM peak hour. I have reviewed the definitions for Land Use Code 222 and Dense Multi-Use Urban conditions and find them reasonable for the proposed project. Based upon this trip estimate, a MaineDOT Traffic Movement Permit is not required.

- *The applicant has conducted a traffic analysis at the Congress Street/Temple Street intersection. The analysis was based upon traffic counts conducted in 2019 (pre-COVID) during the AM and PM peak hours. The applicant conducted a SimTraffic analysis and based upon my review of the model the intersection will operate at an acceptable level of service following construction of the project. The model indicates the 95th% queue length (typically used for design) for the Temple Street approach is estimated to be 186 feet for the left-turn lane and 131 feet for the right-turn lane. The average queue length is estimated to be 101 feet for the left-turn lane and 79 feet for the right-turn lane. The applicant has noted that a 100-foot lane is required, and that design would accommodate average conditions. I find the design to be reasonable for a constrained urban setting.*

Temple Street is under moratorium until June 2021 – work in that roadway will need to follow moratorium repairs or commence after June 2021. Mike Tremblay, DPW Senior Engineer, requests revisions to the proposed street repairs on Federal Street ([Attachment 1](#)):

- *... the Applicant should consider repairing the entirety of trenches as one repair, or conduct a mill and overlay of the affected area to ensure a smooth surface once the project is completed. Small islands of existing pavement to remain may become damaged during excavation and repair.*

6. Sanitary Sewer/Stormwater Disposal

Two 12-inch sewer lines are proposed to service the building and would outlet downhill to Federal Street. The applicant received a wastewater capacity letter from Department of Public Works ([Attachment M](#)). The storm drain also connects to existing Federal Street infrastructure. Lauren Swett, P.E., civil engineering peer reviewer had additional comments ([Attachment 2](#)):

- *The Applicant should also review the current proposed layout of their stormwater and sewer connections into the existing Federal Street sewer. They have made adjustments since the previous submission, and they are showing a 12-inch connection directly into the 24" brick sewer. Any connections greater than 8" requires a manhole.*
- *There are some inconsistencies with the notes on drawing C-21 between where a new manhole is shown and where the note is called out, so it may be that their intent is for a manhole, but one should be provided at all of their proposed connections to the existing sewer given the proposed pipe sizes.*

7. Solid Waste

The applicant proposes a trash and recycling room at the ground level adjacent to the parking. The project is not anticipated to cause an unreasonable burden on the ability of the City to dispose of solid waste.

- *The Applicant should clarify where loading will occur along the curb.*

8. Scenic Beauty

This proposal is not deemed to have an adverse impact on the scenic beauty of the area. The project is within the Congress Street historic district and includes a Historic Preservation Board review.

9. Comprehensive Plan

Portland's Plan 2030

The project is in keeping with the stated goals around affordability, equity, authenticity (preserving the historic building), and furthers the policy of creating complete neighborhoods. The project takes advantage of a central, downtown location near transit and walkable services. See Section IX. Comprehensive Plan Analysis.

10. Financial and Technical Capacity

As noted above, the applicant has provided evidence of financial and technical capacity ([Attachment G](#)).

11. Wetland/Water Body Impacts

The project is not located within a watershed of any pond or lake or within 250 feet of any wetland, great pond or river.

12. Groundwater Impacts

There are no anticipated impacts to groundwater supplies.

13. Flood-Prone Area

Per the FEMA flood maps, the site is not located in a flood zone.

14. Wetland/Water Body Impacts

No potential wetlands within the proposed subdivision.

15. Wetland/Water Body Impacts

No river, stream or brook within or abutting the proposed subdivision.

(14-497(c) Conformity with Code) Any proposed subdivision shall be in conformity with all relevant provisions of this Code. The project has been reviewed for conformity with the Land Use Code – see staff analysis.

E. SITE PLAN STANDARDS

Traffic - Access, Circulation, Loading and Servicing

The current proposal keeps two curb cuts onto Federal Street for entry/exit to the two surface parking areas. One existing curb cut is being closed with the creation of two new on-street parking spaces. Staff request more information regarding loading – the applicant proposes two on-street, 15-minute spaces to meet this need for residents as well as surrounding businesses. Mike Tremblay, DPW Senior Engineer, provides the following comments ([Attachment 1](#)):

- Two 15-minute parking spaces are provided, but there is no curbside loading area specified in the site plan. The Applicant should clarify where loading will occur along the curb.
- It should be noted that in addition to solid waste pickup, which may occur during off-hours, loading areas may also be needed for move-in/move-out activity, parcel delivery, food delivery,

ride hailing pick-up, etc., which are more likely to occur during the day and cannot use on-site loading areas. Move-in/move out activity at other large residential developments has created a significant demand in curbside loading at other large residential developments. If no designated area is identified, this activity will likely occur in the travel lane, leading to undesirable double parking.

- *DPW continues to assert that there is opportunity along Temple Street to provide parking or loading space, particularly where right-turn queuing space is not needed. Additional loading space along Federal Street should be considered. Loading zones can be signed 6am-6pm (or similar, in coordination with the Parking division), allowing for evening use by the public.*
- *The site plan shows a 100-foot right-turn lane along Temple Street, with nearly 22 feet between the curb line and newly proposed centerline location closer to Federal Street. This excess width feels misplaced, and could be used to provide loading, parking, or a longer right-turn lane. As discussed above, the area between the end of this right-turn lane and Federal Street is unused, and should be signed for loading or similar.*
- *All parking regulation changes, if any, should be tabulated on the site plan, showing net changes in parking, by restriction, by block. Parking meters or kiosks should be shown on the site plan and, if applicable, the utility plan. Parking kiosk locations must be approved during the site plan review process.*

City Parking Manager John Peverada had the following comment ([Attachment 3](#)):

- *A building this size should have an off-street loading dock for deliveries and move ins and outs.*

Sidewalks – The sidewalks will be rebuilt on Federal and Temple streets. The applicant proposes curb extensions at the intersection and extending up Union Street. Curb extensions require review and approval by the City Manager and Department of Public Works with justification for the area to be extended. Staff will need to assess the proposal with a queuing analysis and may recommend revisions to this design as described below by Senior Engineer, Mike Tremblay ([Attachment 1](#)):

- *As noted in the previous comments, the design of the curb extension requires approval by the City Manager. The curb extension is likely required to provide ADA access at the corner.*
- *Other areas of extended curb along Temple Street being used to provide other amenities such as trees and bicycle parking will need to be justified and approved by the Manager.*
- *DPW is reviewing this curb extension internally, and we hope to provide additional clarity before the Workshop, with a clear understanding of the final curb line layout prior to project approval.*
- *The angled bike parking in the curb extension along Temple Street has the potential to protrude into the primary pedestrian path in the sidewalk. Bikes with trailers or “cargo bikes” could not use these racks without causing an accessibility issue. The racks should be repositioned/relocated accordingly.*
- *The commercial nature of the driveway aprons justifies the use of corner radii rather than bugs. . . . Radius pieces should be sized appropriately and should not intrude into the pedestrian path of the sidewalk. Radius pieces will allow for additional area of sloped apron. The sloped apron should not extend past the “furniture zone” (i.e. the tree planters).*

Public Transit Access - No transit shelter is required. The project is within a quarter mile of several existing bus stops (Routes 1, 9A, 9B, 21).

Parking – The zoning requires 266 parking spaces for the residential project; the retail space is under the 2,000 sf threshold and thus does not require off-street parking. The B-3 zone allows for several options to meet the parking requirement including off-site parking, fee-in-lieu, carshare equivalent (8 spaces). The project's parking is proposed to be provided off-site though at this time a lease has not been submitted.

The applicant requests Planning Board approval of a parking requirement reduction from 266 to 125 spaces (47%). The Land Use Code gives the Planning Board the discretion to approve a reduced number based on the information provided by the applicant. Staff generally support the parking demand of 125 spaces stated in the TDM plan but request additional information regarding weekend demand.

Tom Errico, the city's consulting traffic engineer, had the following comments regarding parking reduction with a request for additional information ([Attachment 5](#)):

- *I have reviewed the ITE Trip Generation data in detail and I find the methods used to be reasonable. It is unclear if a weekday is the worst-case parking demand scenario and would suggest the applicant provide an opinion for a weekend parking demand estimate. I don't expect it to be significantly higher.*

Mike Tremblay, DPW Senior Engineer, had the following comments ([Attachment 1](#)):

- *The Applicant should specify how the USPS parking will be used during the periods where USPS is closed (overnight, Sundays, etc.)*
- *The provided turning templates show a box truck backing into the covered parking area. The applicant should confirm that these maneuvers are related to USPS traffic and that such activity will not inhibit the parking spaces nearby the loading bay.*
- *All parking regulation changes, if any, should be tabulated on the site plan, showing net changes in parking, by restriction, by block. Parking meters or kiosks should be shown on the site plan and, if applicable, the utility plan. Parking kiosk locations must be approved during the site plan review process.*

City Parking Manager John Peverada recommends the one-to-one parking to residential unit be met according to the zone requirements ([Attachment 3](#)) rather than a reduced number.

Snow Storage – Shown on Site Plan.

Transportation Demand Management – A TDM plan is included in the submission.

The post office visitor parking will be accommodated with 21 spaces under and behind this new building. Two new 15-minute parking spaces can be added at the closure of an existing curb cut on Federal Street. The applicant proposes these as pick up/drop off locations for residents and neighboring businesses. Residential parking will be provided off-site; residential leasing will be exclusive of parking.

- The applicant requests a parking requirement reduction to 125 residential spaces.

Landscape Preservation / Site Landscaping and Screening – There are no significant landscape or natural features to preserve. The majority of the open space is paved, hardscape rather than landscape. A landscaped buffer is provided to screen the surface parking from the sidewalk. The plaza area includes trees and benches, however, this area will be in shade much of the time.

The City Arborist would like to see raised granite tree planters for both Federal and Temple streets.

Landscape Plan – The plan shows a new urban plaza between the new construction and existing building. Landscaping is also provided as a buffer between the sidewalk and surface parking areas. The street tree contribution will be significant given the limited ability to provide trees/landscape on this dense, urban infill site. 266 street trees are required, 12 provided = 154 x \$400 contribution of \$101,600. The applicant may apply a credit of the raised granite tree wells towards this contribution. The City Arborist will approve the final number.

Water Quality, Stormwater Management and Erosion Control - See additional comments from Civil Engineer ([Attachment 2](#)).

- *The project is required to comply with the Maine DEP Chapter 500 and City of Portland's Section 5 of the Technical Manual for stormwater management. This requires compliance with the Basic, General, and Flooding Standards. The Applicant has provided a detailed Erosion and Sedimentation Control plan to meet the Basic Standards. The stormwater management report identifies that this is a Redevelopment project, but that it will also create 3,500 SF of new impervious surface on the site. Based on Section 5 of the City of Portland Technical Manual, the City has required any project to comply with the General and Flooding Standard if they create greater than 1,000 SF of new impervious surface. On tight urban sites like this where it is not anticipated that any flooding control is needed due to the proposed change, this has been done in the past using in-line roof filters, pervious pavers, or free-box filters.*
- *The project is creating 3,500 SF of new impervious surface. . . . The City's approach for past projects has generally been to require compliance with the General and Flooding Standard when there is greater than 1,000 SF of new impervious surface, even in redevelopment projects. As noted previously on tight urban sites like this one, this has been done in the past using in-line roof filters, pervious pavers, or tree-box filters.*

Public Safety - 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.

The final submission will be evaluated for lighting and safety. The building is built to the property line; two parking areas will need to be gated or well-lit. The plaza space is narrow and deep with trees in the center – adequate lighting will be necessary to provide visibility into the space at night. The photometrics plans show lighting is adequate – a waiver may be needed for light trespass at the property lines.

Fire Prevention and Public Utilities – The applicant has yet to provide the letter from the Water District and Department of Public Works showing capacity to serve. There are no additional comments or concerns from the Fire Department at this time.

Massing, Ventilation and Wind Impact and Shadows: Generally addressed in the Design Review. The project is not adjacent to any public park or open space. The height of the structure is comparable to surrounding buildings and will cast some afternoon shadow onto the USPS building and Congress Street behind. The private plaza area will often be in shadow.

Historic Resources – The project is within the Congress Street historic district and is subject to Historic Preservation Review for the design review. At its first workshop, the Board commented on the appropriateness of the material palette, the design of the building base versus the upper tower, and expressed a desire for a more consistent material/detail treatment of the upper tower rather than an “urban camouflage” approach. The building base was discussed for its height and proportion to the street, and the appropriateness of the window to solid ratio and material selection. The applicant was encouraged to consider the precedent examples of high-rise buildings in Portland for their material selection, placement, and use of detail.

Exterior Lighting incl Street Lighting – Staff evaluated the photometric plan for conformance with lighting levels, light trespass, and fixture specifications. Decorative street lights are required on both streets. Staff find the lighting levels are met, a waiver for light trespass may be required.

Noise and Vibration – The final submissions should clarify where the HVAC will be located and how it will be screened from the public ROW even if the exact specifications are submitted later.

Construction Management Plan – Staff provided preliminary comment (Attachment 1):

- *The construction management (CM) plan shows sidewalk closures on both Federal and Temple streets. The Applicant should provide detailed pedestrian detour plans.*
- *Necessary traffic control signage (e.g. the “Stop” sign on Federal Street at Temple Street) shall be relocated to an appropriate location during construction. “No Parking” signs shall be placed along the construction fence on both Temple and Federal streets. Temporary crosswalks should not be required as the CM plan indicates that all crossings will take place at existing crosswalks. Installation of the water main in Federal Street may inhibit the ability to maintain two-way flow (or any traffic at all) during installation; the Applicant should confirm how traffic will be managed during water main installation.*
- *We look forward to reviewing the construction and post-construction operation agreements with USPS that are being finalized. Operations within the USPS parking lot should remain unimpeded.*

VII. INCLUSIONARY ZONING CONDITIONAL USE

The applicant is required by Division 30, Section 14-487 to provide twenty-seven (27) workforce housing units (on-site or off-site) or pay the fee-in-lieu. The applicant has proposed to provide all of these units on-site and meet the requirements. The Housing Program Manager has the following comments (Attachment 6):

- *Based on the aforementioned information, the developer would comply with Division 30, section 148-487 by either:*
 - *providing 27 workforce units with 12 studio units and 15 one-bedroom units;*
 - *providing 26 workforce units and paying a fraction fee-in-lieu of \$65,271.60 (.6 x 108,786); or*
 - *providing a fee-in-lieu of \$2,893,707.60 (26.6 x \$108,786).*
- *The applicant has chosen to provide 27 workforce rental units composed of no less than 15 one-bedroom units and the appropriate number of corresponding studio units.*

VIII. COMPREHENSIVE PLAN ANALYSIS

Portland’s Plan 2030

Comprehensive Plan goals and policies (state and local) relevant to the site plan/subdivision application are included below. The proposed development aligns with these vision statements and goals by adding infill, residential units within a dense, downtown location currently on an under-developed surface parking lot. Increasing the viability of downtown, infill sites potentially reduces new construction in green field or outlying areas. In addition, the project introduces a high number of new residential units providing more housing; in this instance, the units are proposed to be market-rate rental apartments and the required workforce units will be provided on-site.

Vision Statements

- Equity: We will be a state and national leader in achieving a more equitable city.
- Equity: We will incorporate the needs of all our residents in planning for our future.
- Sustainable: Portland has been built and rebuilt to endure; we will balance our historic fabric, sound infrastructure, and the best of new technology and design for the future.
- Sustainable: Portland will grow in order to sustain our community, infrastructure, and economy.
- Sustainable: Growth should respect and seek to preserve our spectacular natural resources.
- Secure: We will be committed to accessible housing and healthy food for all our residents.

Environment

- Adopt sustainable land use and transportation policies that support connectivity, walkable neighborhoods, and multi-modal transportation.
 - Continue to develop land use policies which support complete neighborhoods.

An Enduring City – Historic Preservation

- Stabilize and enhance historic areas of the city by ensuring quality investment in existing structures and compatible infill development.
- Ensure an appropriate balance of continuity and change as Portland grows and evolves.

A Livable City: Housing

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents
- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Encourage quality, sustainable design in new housing development.
 - Remove housing barriers
 - Leverage underused properties
 - Support age-friendly housing options
 - Adapt affordable housing

An Accessible City – Transportation

- Promote multi-modal accessibility, enabling residents and visitors of all ages and abilities to participate fully in the social and economic life of the community.
 - Enhance the pedestrian realm

Future Land Use

- Complete Neighborhoods
- Reinforce the Center

IX. PUBLIC COMMENT

The Neighborhood Meeting had one attendee with comments about the overall design approach complementing the Old Port neighborhood (Attachment S). Three public comments were received regarding the Site Plan application (PC1-3). One commenter is an Exchange Street property owner who is opposed to the project due to the traffic and parking impacts in the block and the stress on the already dense area. Mr. Rheault provided observations that the project will not only impact the downtown site but also have traffic implications at the Chestnut Street garage location. In addition, he commented that the project continues a car-centric mentality in its impacts on the built fabric, and that a project in this area of downtown should not be evaluated by Historic Preservation given the lack of sensitive historic resources.

X. NEXT STEPS

The Planning Board is asked to consider the following:

- Parking Reduction – additional information
- Loading Area design – on or off-street
- Sidewalk design – curb extension, bike placement, street trees

Applicant to provide the following:

- Transportation and Parking
 - Provide evidence of off-street loading operations (clearance, turning templates)
 - Provide information regarding weekend parking demand
 - Receive approval for curb extension from City
- Site Design
 - Revise street tree design, raised granite planters on Federal Street
 - Work with City Arborist on final tree contribution amount
 - Revise on-street bike hitch location
 - Possible waiver for light trespass
- Subdivision
 - Correct inconsistencies between drawings
 - Revised street repair plan
- Right, Title, and Interest
 - Evidence of agreement to make improvements to neighboring property
- Construction Management Plan
 - Address interim operation plan for USPS
 - Address staff comments

ATTACHMENTS

Attachments to Memorandum

1. Department of Public Works
2. Civil and Stormwater
3. Parking
4. PAD assessment
5. Traffic
6. IZ Conditional Use

Public Comment

PC1 Joseph Palacci 11/3/20

PC2 George Rheault 3/3/21

PC3 Larry Schwellenbach 3/11/21

Applicant's Submittal

- A. Cover Letter
- B. Application
- C. Right, Title, and Interest
- D. Zoning Assessment
- E. Easements
- F. Request for Waivers
- G. Financial Capacity
- H. Technical Capacity
- I. Conformity with City Master Plans
- J. Stormwater Management Report
- K. Erosion and Sedimentation Control Report
- L. Fire Department Letter
- M. Wastewater Capacity Letter
- N. Lighting
- O. Architectural Design Narrative
- P. Utilities
- Q. Construction Management Plan
- R. Traffic & Parking Assessment + Parking Lease
- S. Neighborhood Meeting Materials
- T. Turning Template Exhibit

Plans

P1 Cover Sheet

P2 General Notes

P3 Boundary & Topographic Survey

P4 Construction Management Plan

P5 Site Plan

P6 Landscape Plan
P7 Utility Plan 1
P8 Utility Plan 2
P9 Grading & Drainage Plan
P10 Site Details 1
P11 Site Details 2
P12 Landscape Details
P13 Utility Details 1
P14 Utility Details 2
P15 Utility Details 3
P16 Drainage Details
P17 Erosion Control Notes
P18 Erosion Control Details
P19 Photometric Plan
P20 Architectural Cover Sheet
P21 First Floor Plan
P22 Second Floor Plan
P23 Third Floor Plan
P24 Fourth Floor Plan
P25 Eighteenth Floor Plan
P26 Roof Plan
P27 South Elevation
P28 North Elevation
P29 East & West Elevations
P30 Subdivision Plat



Caitlin Cameron <ccameron@portlandmaine.gov>

201 Federal Street - Updated comments

Mike Tremblay <mtremblay@portlandmaine.gov>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Fri, Mar 19, 2021 at 11:53 AM

Caitlin,

Here are my comments on the 201 Federal site plans submitted 3/10/2021.

- Loading/Solid Waste Pickup - The Response to Comment letter noted that trash/recycling will be wheeled out to the curb along Federal Street for collection. Two 15-minute parking spaces are provided, but there is no curbside loading area specified in the site plan. The Applicant should clarify where loading will occur along the curb. It should be noted that in addition to solid waste pickup, which may occur during off-hours, loading areas may also be needed for move-in/move-out activity, parcel delivery, food delivery, ride hailing pick-up, etc. Move-in/move out activity at other large residential developments has created a significant demand in curbside loading. If no designated area is identified, this activity will likely occur in the travel lane, leading to undesirable double parking. DPW continues to assert that there is opportunity along Temple Street to provide parking or loading space, particularly where right-turn queuing space is not needed.

- Curb extension - As noted in the previous comments, the design of the curb extension requires approval by the City Manager. The curb extension is likely required to provide ADA access at the corner. Other areas of extended curb along Temple Street being used to provide other amenities such as trees and bicycle parking will need to be justified and approved by the Manager. The curb extension should protrude into Federal Street somewhat less than currently shown in the site plan; 5 to 6 feet of curb extension beyond the normal curb line is sufficient to provide ADA ramps and "protect" the parking along Federal Street; excess width makes winter maintenance more difficult. The overall design of the curb extension on Temple Street may need additional discussion to properly balance public interest in the ROW with Project site plan requirements.

- Bike parking: As previously noted to the Applicant, the angled bike parking in the curb extension along Temple Street has the potential to protrude into the primary pedestrian path in the sidewalk. Bikes with trailers or "cargo bikes" could not use these racks without causing an accessibility issue. The racks should be repositioned/relocated accordingly.

- Traffic: The site plan shows a 100-foot right-turn lane along Temple Street, with nearly 22 feet between the curb line and newly proposed centerline location closer to Federal Street. This excess width feels misplaced, and could be used to provide loading, parking, or a longer right-turn lane. As discussed above, the design of the curb extension along Temple Street warrants additional discussion.

- Trench repair: Federal Street is significantly impacted by Project trenches. While the Applicant has shown all trenches within 6 feet from another to be repaired as one, the Applicant should consider repairing the entirety of trenches as one repair, or conduct a mill and overlay of the affected area to ensure a smooth surface once the project is completed. Small islands of existing pavement to remain may become damaged during excavation and repair.

- USPS: We look forward to reviewing the construction and post-construction operation agreements with USPS that are being finalized. Operations within the USPS parking lot should remain unimpeded.

- Parking: All parking regulation changes, if any, should be tabulated on the site plan, showing net changes in parking, by restriction, by block. Parking meters or kiosks should be shown on the site plan and, if applicable, the utility plan. Parking kiosk locations must be approved during the site plan review process.

- Driveway aprons: The commercial nature of the driveway aprons justifies the use of corner radii rather than bugs. See attached detail. Radius pieces should be sized appropriately and should not intrude into the pedestrian path of the sidewalk. Radius pieces will allow for additional area of sloped apron. The sloped apron should not extend past the "furniture zone" (i.e. the tree planters).

- Turning templates: The provided turning templates show a box truck backing into the covered parking area. The applicant should confirm that these maneuvers are related to USPS traffic and that such activity will not inhibit the parking spaces nearby the loading bay.

- Traffic: DPW will defer to Tom Errico's comments regarding the need for a TMP. DPW's initial reaction is that the land use code used to determine trip generation underestimates the non-auto mode share that will be generated by the site.

The Applicant's own traffic and parking assessment indicates that, within the immediate area of the site, over 50% of commuters drive alone or carpool to work; it is likely that many units will be occupied by more than one adult. Even at a unit occupancy rate of 1.5 adults per unit, this represents about 400 potential commuters. MaineDOT has accepted the ITE's 10th Edition manual, but it is unclear if they would be accepting of the more aggressive dense urban residential land use code used in this application; it may be that this code is intended for more urbanized metropolitan areas than even downtown Portland, which may have more robust and frequent transit access, more jobs within walking and bicycling distance, etc. The Applicant may be asked to justify the use of this LUC, if possible, citing additional data that this LUC is appropriate. Tom Errico will address this matter further.

- CM plan: Necessary traffic control signage (e.g. the "Stop" sign on Federal Street at Temple Street) shall be relocated to an appropriate location during construction. "No Parking" signs shall be placed along the construction fence on both Temple and Federal streets. Temporary crosswalks should not be required as the CM plan indicates that all crossings will take place at existing crosswalks. Installation of the water main in Federal Street may inhibit the ability to maintain two-way flow (or any traffic at all) during installation; the Applicant should confirm how traffic will be managed during water main installation.

I have asked Water Resources to review the utility plan as well as there is a lot going on there. Please let me know if you have any additional concerns you'd like me to review.

-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



Figure_I_09B_DrivewayApron_Commercial_Industrial.pdf
58K



Caitlin Cameron <ccameron@portlandmaine.gov>

200 Federal Street

Lauren Swett <lswett@woodardcurran.com>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Fri, Apr 2, 2021 at 7:38 AM

Hi Caitlin,

Based on our discussion in Development Review, my comments are updated as following:

The project is creating 3,500 SF of new impervious surface. The Applicant has noted that the project is a redevelopment site and is not subject to the City of Portland's threshold for stormwater management of 1,000 SF of new impervious surface, per Section 5 the Technical Manual. The City's approach for past projects has generally been to require compliance with the General and Flooding Standard when there is greater than 1,000 SF of new impervious surface, even in redevelopment projects. As noted previously on tight urban sites like this one, this has been done in the past using in-line roof filters, pervious pavers, or tree-box filters.

The Applicant should also review the current proposed layout of their stormwater and sewer connections into the existing Federal Street sewer. They have made adjustments since the previous submission, and they are showing a 12-inch connection directly into the 24" brick sewer. Any connections greater than 8" require a manhole. There are some inconsistencies with the notes on drawing C-21 between where a new manhole is shown and where the note is called out, so it may be that their intent is for a manhole, but one should be provided at all of their proposed connections to the existing sewer given the proposed pipe sizes.

If there are any questions, please 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/>

**CITY OF PORTLAND
MEMORANDUM**

TO: Caitlin Cameron, Urban Designer

FROM: John Peverada, Parking Division Director

DATE: October 28, 2020

RE: 200 Federal Street

I think this development will be an exciting addition to the downtown, however I am opposed to reducing the off street parking requirement for this building below what the zoning ordinance requires. Most landlords that I talk to say that most of their tenants have 2 or more cars, and in many cases two families are sharing one apartment, or teenagers have cars, and others have overnight guest. I realize that this building will have mostly one bedroom units, and it is within walking distance of many amenities of the downtown, most people want access to a car ie need for parking.

Without adequate parking, residents will be more apt to be towed for street sweeping or snow bans, and emergency vehicles will have a more difficult time maneuvering. Landlords will also have a harder time retaining tenants, even though they followed the requirements outlined in the ordinances. The congestion and turnover in Parkside is a good example.

I fully understand that more housing on the peninsula could be beneficial, however I think that everyone (City, landlord & tenants) could benefit if the off street parking demand is satisfied.

If more residents are forced to park on the street there will be more conflict between the neighborhood residents, businesses and emergency vehicles.

Due to the lack of 1 and 2 hour parking spaces in this area, **I would like to have a condition of approval be added that residents of this property will not be eligible for residential parking permits**, similar to what was done for the Avesta project at 72 Oak St., and Pearl Place II.

Finally, I think a building this size should have a off street loading dock for deliveries and move ins and outs.

Please pass this along to the Planning Board & Council for their consideration.

Thanks

John

Planning and Urban Development Department Planning Division



Subject: B-3 PAD Design Review – 200 Federal Street
Written by: Caitlin Cameron, Urban Designer
Date of Review: Monday, March 22 2021

The project at 200 Federal Street was reviewed according to the *City of Portland Design Manual* standards by Caitlin Cameron, Urban Designer, against the *B-3 Downtown Business Zone PAD* encouragement standards.

Pedestrian Activities Encouragement Area (Federal + Temple Streets)

...shall be designed and constructed to accommodate pedestrian-oriented uses at the street level. In determining such design, the following factors should be considered:

- 1. The exterior design of the street level building facade, including the placement of entrances, potential entrances, and window openings;*
 - The proposal places the primary residential entrance and retail entries directly facing the street. Both Federal and Temple streets include entrances and storefront. Frequent doors are provided.
- 2. The design and placement of impenetrable exterior building features such as columns, piers, bearing walls and retaining walls;*
 - Columns and bearing walls follow structural grid and do not create solid, blank walls.
- 3. The orientation of proposed street level uses to the street and the accessibility of floor area to the street by virtue of grade elevations and access;*
 - Proposed street-level uses are oriented to Federal and Temple streets; Entrances are provided at sidewalk grade.
- 4. The adequacy of the interior layout of the first twenty (20) feet in depth of the building abutting specified streets to accommodate viable pedestrian-oriented uses;*
 - For the majority of building frontage, first 20' depth of building allows for active uses including retail, lobby, bike room, and gallery spaces. In a few instances, these spaces are less than the 20' depth.
- 5. The continuity of street level uses as impacted by service entrances to parking structures or lots, drive-through facilities or other interruptions.*
 - The service entrances and driveways are concentrated on Federal Street, away from the corner, and include liner uses such as bike room, gallery space.

Pedestrian activities district (PAD) encouragement areas: In addition to subsection 1 of this section, proposed development located within the pedestrian activities district (PAD) encouragement areas, as shown on the pedestrian activities district map, a copy of which is on file in the Planning and Urban Development Department, shall be designed and constructed to be reasonably capable of being converted to accommodate uses permitted in the PAD overlay zone in accordance with the factors set forth in subsection b. of this section.



Caitlin Cameron <ccameron@portlandmaine.gov>

200 Federal Street - Status Traffic Comments

Tom Errico <thomas.errico@tylin.com>
To: Caitlin Cameron <ccameron@portlandmaine.gov>

Fri, Apr 2, 2021 at 7:36 AM

Hi Caitlin – The following is a status update of initial traffic comments provided in November 2020.

- The applicant shall conduct a trip generation estimate, with supporting documentation, to determine the need for a Traffic Movement Permit and/or preparation of a traffic study. Following receipt of this information (and parking supply source as noted below) the need for a traffic study will be determined. An analysis of the Congress Street/Temple Street intersection will be required to inform the design of Temple Street between Federal Street and Congress Street.

Status:

- The applicant has estimated trip generation for the project according to methods from the Institute of Transportation Engineers (ITE). The estimate was based upon Land Use Code 222 – Multifamily Housing (High-Rise) for a Dense Multi-Use Urban condition. Based upon ITE, the proposed project would be expected to generate 56 trips (7 entering and 49 exiting) during the AM Peak Hour and 53 trips (35 entering and 18 exiting) during the PM peak hour. I have reviewed the definitions for Land Use Code 222 and Dense Multi-Use Urban conditions and find them reasonable for the proposed project. Based upon this trip estimate, a MaineDOT Traffic Movement Permit is not required.
- The applicant has conducted a traffic analysis at the Congress Street/Temple Street intersection. The analysis was based upon traffic counts conducted in 2019 (pre-COVID) during the AM and PM peak hours. The applicant conducted a SimTraffic analysis and based upon my review of the model the intersection will operate at an acceptable level of service following construction of the project. The model indicates the 95th queue length (typically used for design) for the Temple Street approach is estimated to be 186 feet for the left-turn lane and 131 feet for the right-turn lane. The average queue length is estimated to be 101 feet for the left-turn lane and 79 feet for the right-turn lane. The applicant has noted that a 100-foot lane is required, and that design would accommodate average conditions. I find the design to be reasonable for a constrained urban setting.
- The applicant has conducted a parking study for the project and estimates a need for 125 parking spaces. In general, I find the methods in estimating the parking demand to be reasonable, although I continue to review the information in greater detail. I would note that the applicant shall provide details on parking supply for assessing potential traffic impacts.

Status: I have reviewed the ITE Trip Generation data in detail and I find the methods used to be reasonable. It is unclear if a weekday is the worst-case parking demand scenario and would suggest the applicant provide an opinion for a weekend parking demand estimate. I don't expect it to be significantly higher.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director

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To: Caitlin Cameron, Urban Designer, Planning & Urban Development Department

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

Date: March 24, 2021

Subject: 200 Federal Street – Inclusionary Zoning Conditional Use

Please note, 200 Federal Street is entitled to consideration under Division 30 regulations in effect as of the review conducted by the Planning Board during their November 10, 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.

Division 30, Section 14-487, Ensuring Workforce Housing, requires 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 requires the number of bedrooms in the units shall be 10% of the total number of bedrooms in the development.

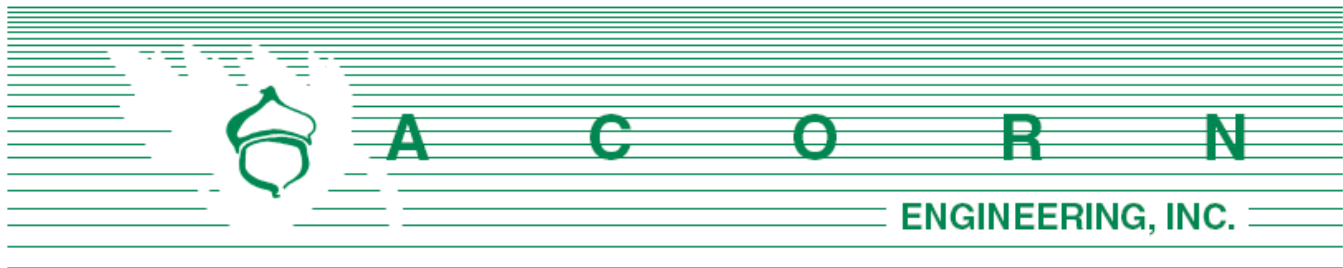
The development located at 200 Federal Street proposes the creation of 266 dwelling units of rental housing consisting of one hundred eighteen (118) studio units, one hundred forty-six (146) one-bedroom units, and two (2) two-bedroom units. As dwelling units for rent, the designated Workforce Units would 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 twenty-seven (27) workforce units with no less than twelve (12) studio and fifteen (15) one-bedroom units; or twenty-six (26) units and pay a proportional fee-in-lieu of \$65,271.60 (.6 X \$108,786); or pay a fee-in-lieu of \$2,893,707.60 (26.6 X \$108,786). The Applicant has elected to provide twenty-seven (27) Workforce Units composed of no less than twelve (12) studio and fifteen (15) one-bedroom units on-site, to satisfy the ordinance's minimum requirements. 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 27 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 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 200 Federal Street property's deed with the Cumberland County Registry of Deeds before a Certificate of Occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager



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

September 4, 2020

Subject: Level III Site Plan/Subdivision Application – 200 Federal Street

Dear Christine Grimando,

On behalf of Redfern Downtown LLC, dba Redfern Properties, we are pleased to submit the accompanying package of submission materials related to the proposed redevelopment at 200 Federal Street.

The proposed project site is comprised of a single parcel, Chart 32, Block G, Lot 1, encompassed by Congress, Temple, Federal and Exchange Streets. The property is located in the B3 Downtown Business Zoning District, Downtown Height Overlay, Pedestrian Encouragement Zone, Downtown Entertainment Overlay Zone and Congress Street Historic District. The site is currently comprised of two existing mixed-use buildings with surface parking, landscaping and a brick patio area.

The project proposes to redevelop a portion of the existing lot into an 18-story, predominantly residential building with ground level retail with enclosed screened parking. The 18-story building will include 118 studio units, 146 one-bedroom units and 2, 2-bedroom units for a total of 266 residential units with associated common areas, office, and fitness area. On the ground floor, the project proposes a 2,000 ± square-foot retail space. This application package is intended to meet the City's Submission Requirements as outlined in the Level III Site Plan & Subdivision Application procedures.

We are pleased to submit this application which will increase the available housing stock consistent with the City's Comprehensive Plan, provide onsite Workforce Housing, improve the streetscape with a street front-facing building, sidewalk reconstruction, decorative street lighting, street tree plantings and the closure of an existing curb cut on Federal Street.

Redfern Downtown LLC and the design team look forward to your review of this project. If you have any questions regarding these materials or the completeness of the application materials, please contact us within the next five (5) days.

Sincerely,

A handwritten signature in black ink, appearing to read 'William H. Savage'.

William H. Savage, P.E.
 Project Manager
 Acorn Engineering, Inc.

Documents:

- Section A: Cover Letter
- Section B: Level II & III Final Site Plan Application & Checklist
- Section C: Right, Title, Interest (Land Option Agreement)
- Section D: Zoning Assessment
- Section E: Easements
- Section F: Waivers
- Section G: Financial Capacity
- Section H: Technical Capacity
- Section I: Conformity with Land Use Ordinance
- Section J: Stormwater Management Report
- Section K: Erosion & Sedimentation Control Report
- Section L: Fire Department Letter
- Section M: Wastewater Capacity Letter
- Section N: Lighting
- Section O: Architectural Design Narrative
- Section P: Utilities
- Section Q: Construction Management Plan
- Section R: Solid Waste
- Section S: Traffic & Parking Analysis

Drawings:

- Civil Plan Set, Dated 9/4/2020
- Architectural Plan Set, Dated 8/20/2020



Section B: **Level II & III Site Plan** **Application & Checklist**



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



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



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 C:
Right, Title, Interest
(Land Option Agreement)



**QUITCLAIM DEED
(WITH COVENANT)**

MAINE REAL ESTATE TAX PAID

KNOW ALL PERSONS BY THESE PRESENTS, That **A & M PARTNERS, INC.**, a Maine corporation, whose mailing address is 120 Exchange Street, Portland, Maine 04101, (Grantor) does hereby remise, release, bargain, sell and convey, and forever **quitclaim with covenants** to **PO SQUARE BUILDING LLC**, a Maine Limited Liability Company, whose mailing address is 120 Exchange Street, Portland, Maine 04101 (Grantee) the land and buildings located in Portland, Cumberland County, Maine, described as follows:

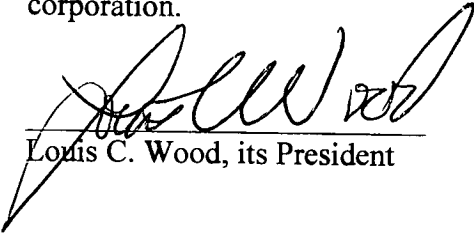
See Attached Exhibit "A"

Being the same premises conveyed to Grantor by deed dated March 16, 1993, and recorded in the Cumberland County Registry of Deeds in Book 10603, Page 113.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be signed and sealed on 13th May, 2019

A & M PARTNERS, INC. a Maine corporation.

Witness


Louis C. Wood, its President

State of Maine
County of Cumberland, ss

May 13, 2019

Then personally appeared before me the above named Louis C. Wood in his said capacity and acknowledged the foregoing to be his free act and deed and the free act and deed of said corporation, A & M PARTNERS, INC.

Before me,


Notary Public/Attorney at Law

Martin J. Foley

EXHIBIT A
396 Congress Street a/k/a 400 Congress Street, Portland

A certain parcel of land situated on the southerly side of Congress Street, the westerly side of Exchange Street, the northerly side of Federal Street and the easterly side of Temple Street in the City of Portland, County of Cumberland, and State of Maine, bounded and described as follows:

Beginning at the point of intersection of the assumed easterly sideline of Temple Street and the assumed southerly sideline of Congress Street;

Thence, N 63° 04' 40" E by Congress Street 325.52 feet to the westerly side of Exchange Street;

Thence, S 38° 44' 13" E by Exchange Street 180.90 feet to the northerly side of Federal Street;

Thence, S 64° 10' 36" W by Federal Street 313.07 feet to the easterly side of Temple Street;

Thence, N 43° 04' 34" W by Temple Street 178.09 feet to the point of beginning.

The above description is based on an ALTA/NSPS Land Title Survey prepared by Owen Haskell, Inc. entitled "396 Congress Street (aka 400 Congress Street), Portland, Cumberland County, Maine" made for PO Square Portland LLC and its assigns, dated April 4, 2019 and revised through May 8, 2019.

SUBJECT TO THE FOLLOWING:

Cable Television Installation Agreement by and between Public Cable d/b/a Time Warner Cable and A&M Partners, Inc. dated October 21, 1999 and recorded in Book 15936, Page 274.

Received
Recorded Register of Deeds
May 13, 2019 02:46:50P
Cumberland County
Nancy A. Lane

OPTION AGREEMENT

200 Federal Street, Portland Maine

OPTION granted as of this 24th day of July, by **PO Square Building LLC**, a Maine limited liability company whose mailing address is 120 Exchange Street, Portland Maine (hereinafter called "Optionor or Owner"), to **Redfern Downtown LLC**, a Maine limited liability company whose mailing address is PO Box 8816, Portland Maine 04104 (hereinafter called "Optionee").

RECITALS

WHEREAS, Optionor presently is the owner of certain property in the vicinity of 200 Federal Street, Portland Maine as shown on the sketch or map attached as Exhibit A (the "Premises"), being a portion of the property acquired by Owner from A & M Partners by Quitclaim Deed with Covenant dated May 13, 2019 and recorded in the Cumberland County Registry of Deeds as Book 35640, Page 071; and

WHEREAS, Optionor desires to grant, and Optionee desires to acquire, an option on the terms provided by this Option Agreement to acquire the Premises.

AGREEMENT

1. **Grant.** Optionor hereby grants to Optionee the exclusive right and option to purchase the Premises, together with such easements and parking arrangements between the parties and over the remaining property of Owner as may be necessary for office building tenants, pedestrian and vehicular access.

2. **Option Price and Purchase Price.** Within ten (10) days from the date of this Agreement, Optionee shall pay Optionor the Option Price in the amount of [REDACTED]. The Purchase Price, upon exercise of this Option and full execution of other documents associated with the sale transfer, shall be equal to the sum of [REDACTED]. All payments from Optionee to Optionor shall be payable at closing, unless otherwise agreed upon between the parties. The Option Price shall be credited towards the Purchase Price in the event Optionee exercises this option.

3. **Term.** Optionee may exercise this option by notice delivered in the manner described below on or before [REDACTED].

4. **Notice of Exercise.** This Option may be exercised by Optionee giving written notice to Optionor in person or by U.S. mail, fax or overnight delivery service prior to the expiration of the option term, at the address set forth above.

5. **Closing.** Specific closing terms to be more further defined in a Purchase and Sale Agreement and shall occur at a date and time reasonably specified by Optionee, and subject to written agreement by Optionor. Title shall be conveyed by Optionor by Quitclaim Deed with Covenant and any other assignment documents required, conveying good and marketable title to the Premises free from all encumbrances and claims of others. In the event that it is necessary for the Premises to be conveyed as a condominium unit as a result of the physical configuration of the Premises, Optionee and Optionor agree to enter into all necessary condominium documentation on commercially reasonable terms at or prior to Closing. Real estate taxes shall be pro-rated. Unless Optionee shall waive any defect in title, Optionor shall make reasonable efforts to remove such defect in title. In case Optionor, after 45 days, or such greater period that Optionee may permit, shall have failed to do so, Optionee may elect to (a) terminate, in which case Optionor shall return the Option Price without further recourse to either party, or (b) waive such defect by notice in writing. In the event Optionee exercises this Option and fails to close for reasons not attributable to default by Optionor, Optionor shall, as Optionor's sole remedy, be entitled to retain the Option Price as liquidated damages without further recourse.

6. **Parking.** If Optionee exercises this Option, Optionor agrees to enter into a lease or other arrangement of parking spaces on other property owned by Optionor on commercially reasonable terms to provide sufficient parking to meet municipal and other governmental parking requirements for the use to be made of the Premises by Optionee.

7. **Failure to Exercise.** If Optionee fails to exercise this Option, any payments made under this Option Agreement shall be retained by Optionor, and neither party shall have any further rights or claims against the other. The Optionee may fail or refuse to exercise this Option for any reason whatsoever, including without limitation that the Optionee determines, or is notified that, the Property is not able to be permitted and approved for a residential multi-family development of a size, scale and cost acceptable to Optionee, or other due diligence investigations prove unsatisfactory.

8. **Inspections.** Optionee shall have reasonable access to the Premises to conduct such surveys, tests, and inspections as it may deem necessary during the Option term or after exercise of the Option. Optionee shall provide reasonable notice to Optionor, shall enter at its sole risk and shall restore the premises substantially to its prior condition.

9. **Successors and Assigns.** This Agreement is binding upon and shall inure to the benefit of the parties hereto and their personal representatives, heirs, successors and assigns. This Agreement may not be assigned by Optionee without the written approval of Optionor.

IN WITNESS WHEREOF, the undersigned have executed this Option Agreement as of the day and year first above stated.

WITNESS:



PO Square Building LLC


By: Drew Sigfridson
Its: Manager

Redfern Downtown, LLC


By:
Its: Jonathan Culley, Manager

EXHIBIT A

1. PLAN REFERENCES BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY OWEN HASKELL, INC. OF FALMOUTH MAINE, DATED 11/12/2019.
2. BEARINGS HAVE BEEN ROTATED TO MAINE STATE PLANE (ME83-WF).



	ISSUED FOR	BY DATE WHS
	RECORDING	8/5/2020
DRAWING NAME: EXHIBIT A	PROJECT NAME: 200 FEDERAL STREET REDEVELOPMENT	CUSTOMER: REDFERN DOWNTOWN LLC
 A C O R N ENGINEERING, INC. ACORN ENGINEERING, INC. P.O. BOX 3372 PORTLAND, MAINE 04104 (207) 775-2655		
FILE: 1129_CIVIL		
DATE: 7/24/2020		
JN:	1129	
SCALE:	1":50'	
DESIGN BY:	FRY	
DRAWN BY:	FRY	
CHECKED BY:	WHS	
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.		
DRAWING NO. EX-A		

Section D: Zoning Assessment





ZONING ANALYSIS Relevant Zone(s) B3 Downtown Business, Downtown Height Overlay ,
Pedestrian Encouragement, Downtown Entertainment
Overlay, Congress Street Historic District

All Projects:

	Required	Proposed
Lot Size	NONE	1.27 AC
Area Per Dwelling Unit	NONE	N/A
Minimum Street Frontage	15 FT	998 FT
Front Yard Minimum	NONE	N/A
Front Yard Maximum	5 FT	0 FT
Rear Yard	NONE	N/A
Yard Right	NONE	N/A
Yard Left	NONE	N/A
Side Street Setback	NONE	N/A
Step Back	NONE	N/A
Maximum Lot Coverage	100%	96%
Minimum Lot Coverage	NONE	N/A
Maximum Height	190'	190'
Open Space	NONE	N/A
Maximum Impervious Area	N/A	N/A
Pavement Setback	(35 FT - SURFACE PARKING)	76.9 FT
Floor Area Ratio	NONE	N/A
Off Street Parking Spaces	20, PER USPS LEASE	21
Loading Bays	0	0
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

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

Affordable Housing Density Bonuses (if applicable)

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

Section E: Easements



Summary of Written Easements

Existing Easements

- The following agreement is listed within the deed recorded at the Cumberland County Registry of Deeds Book 35640, Page 72.
 - o Cable Television Installation Agreement by and between Public Cable d/b/a Time Warner Cable and A&M Partners, Inc. dated October 21, 1999 and recorded in Book 15936, Page 274.

Proposed Easements – There are no proposed easements at this time.



Section F: Waivers



Request for Waivers

There are no current waiver requests.



Section G: Financial Capacity



Financial Capacity

Please refer to attached letter from the Applicant's bank confirming financial capacity.





July 28, 2020

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

RE: 200 Federal Street Apartments - Financial Capacity Letter

To Whom It May Concern:

I am pleased to provide this financial capacity letter in support of Redfern Properties, LLC & affiliates, developer of the above reference project. Based on my longstanding relationship with the developer, it is my opinion that this group has the financial resources, technical expertise and management capability to complete the project as presented.

While a formal commitment cannot be issued until full approvals are received, Bar Harbor Bank & Trust has issued a term sheet for the project and is looking forward to more substantive conversations as the project progresses.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Delano", written over a circular stamp or seal.

Joe Delano
Senior Vice President

Technical Capacity

Redfern Downtown, LLC, dba Redfern Properties is a Portland-based development firm, whose Principals include Jonathan & Catherine Culley of Redfern Properties.

Redfern Properties develops, owns, and operates a portfolio of properties that includes the highest quality rental apartments in Portland. Redfern Properties is committed to developing innovative residential properties, and focuses on infill and other “smart-growth” development in creating unique residences and commercial spaces, while making neighborhoods and communities more vibrant and sustainable.

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

Acorn Engineering specializes in providing urban redevelopment, civil/site design, environmental services, municipal consulting and construction administration. Together, Acorn Engineering, Inc. and Ryan Senatore Architecture have successfully designed and permitted more than 20 level II/III projects in Portland during the past 5 years, including four for Redfern Properties: Munjoy Heights, East Bayside Lofts, The Hiawatha, and 70 Anderson.

ALA is a process-driven, landscape architecture and urban design firm committed to thoughtful, creative intervention at the intersection of environment, economics, art, and culture. ALA has worked on a number of important projects throughout Maine and the U.S. Locally, ALA has been the prime design consultant for the redevelopment of the 500-acre Scarborough Downs property in addition to numerous public and private development projects across Maine. ALA’s clients include private developers, housing authorities, and municipalities.



Section I: Conformity with Land Use Ordinance



Conformity with Land Use Ordinance

The following outline is made in accordance with the City of Portland Code of Ordinances, Chapter 14 Land Use, Article V Section 14-526 as well as the City of Portland Technical Manual, Chapter 14 Standards for Local Site Location of Development Review.

OVERVIEW

The proposed 18-story building addition has been designed to conform to City standards where possible as well as improve upon existing non-conformities. This project conforms with the majority of the applicable standards of Portland's Land Use Ordinance Section 14-526 as demonstrated in the following narrative.

(a) Transportation Standards

1. Impact on Surrounding Street Systems:

The site is located at the corner of the intersection of Temple Street and Federal Street. Temple Street is classified as a major urban collector with an average annual daily traffic volume of approximately 6,100 vehicles per day. Federal Street is classified as a local urban road with an average annual daily traffic volume of approximately 1,600 vehicles per day. The project site design provides twenty-one parking spaces internally with resident parking accommodated in the nearby Chestnut Street parking garage. It is expected that residents will utilize non-vehicular modes of travel (i.e. walking, bicycling, public transit, etc) as further outlined in the attached Section S: Traffic & Parking Assessment.

2. Access and Circulation:

a. Site Access and Circulation:

This project conforms with the design standards of Section 14-526 as demonstrated in the following narrative unless a waiver is otherwise noted. If a waiver is requested, please refer to Section F: Request for Waivers for additional information.

- (i) The development will provide safe access and internal circulation for both pedestrians and vehicles as indicated on the Site Plan (Sheet C-10) as found in the Civil Plan Set accompanying this application.
- (ii) The proposed entrances have been located to provide ample site distance from oncoming traffic.
- (iii) The site does not feature additional drive-up service features. Existing bank drive-up services are proposed to remain.

b. Loading and Servicing:

- (i) It is anticipated that deliveries accessing the retail space along will temporarily load from either the 15-minute parking spaces along Federal Street or Temple Street. USPS bulk deliveries will be temporarily re-routed, as identified on the Construction Management Plan (Sheet C-03) of the Civil Plan Set, with a permanent delivery location forthcoming.



- c. Sidewalks:
 - (i) It is proposed to replace to City Standards, all disturbed existing brick sidewalks along Federal Street & Temple Street as part of the project.
 - (ii) It is not proposed to repair or replace existing Federal Street & Temple Street sidewalks unless disturbed as part of the project.
 - (iii) Primary building entrances will be accessed from the Federal Street & Temple Street sidewalks.
- 3. Public Transit Access:
 - a. Existing Metro transit facilities at Monument Square (900-feet ±) and the Metro Pulse at Elm Street (700-feet ±) are located less than ¼ mile from the project site, as measured along rights-of-way. As a result, no transit facility is required for the project.
 - b. Not applicable. See a above.
 - c. Not applicable. See a above.
- 4. Parking:
 - a. Location and Required Number of Vehicle Parking Spaces:
 - (i) Please refer to attached Section S: Traffic & Parking Assessment.
 - (ii) Please refer to attached Section S: Traffic & Parking Assessment.
 - (iii) The amount of parking does not exceed the minimum requirement by more than 10%.
 - (iv) The parking space & aisle dimensions are in conformance with the Technical Standards, as shown on Sheet C-10.
 - (v) The driveway apron and parking areas proposed are to be constructed with pavement & brick, per City standards.
 - b. Location and Required Number of Bicycle Parking Spaces:
 - (i) Per Sec 14-332(h): Retail Stores, the requirement criteria begin with first floor areas larger than 2,000 square feet not used for bulk storage. The proposed retail space floor area is less than 2,000 square feet, when excluding bulk storage areas, resulting in no required vehicular parking spaces & no bicycle parking spaces. However, given the urban fabric and vision for the project, the site has been designed to include four exterior bicycle hitches within the Federal Street sidewalk, for a total of eight spaces.
 - c. Motorcycles and Scooter Parking:
 - (i) There are no areas designated for motorcycles or scooters at this time; however, adequate room exists for the storage of these motor vehicles.
 - d. Snow Storage:



- (i) Please refer to Sheet C-10 for identified snow storage area. When necessary, the Owner may have snow removed from the site.
- (ii) The snow storage area has been located to avoid adversely impacting the site's functionality.

5. Transportation Demand Management (TDM):

- a. Please refer to attached Section S: Traffic & Parking Assessment
- b. Please refer to attached Section S: Traffic & Parking Assessment

(b) Environmental Quality Standards

1. Preservation of Significant Natural Features:

- a. Not applicable.
- b. Not applicable.

2. Landscaping and Landscape Preservation:

a. Landscape Preservation.

- (i) The disturbance of existing trees and vegetation that are not proposed to be removed will be limited to the greatest practical extent possible.
- (ii) Per the Boundary & Topographic Survey, three of the existing eight trees within the property to be removed are between 10"-16" DBH. If the Landscaping Plan, forthcoming by Aceto Landscape Architecture, does not replace all three removed trees, the applicant will work with the City Arborist to pay a fee-in-lieu.
- (iii) It is not anticipated that the project will necessitate any tree protection.
- (iv) Please refer to (ii) above for additional information surrounding existing vegetation compromising site development.
- (v) Not applicable.

b. Site Landscaping.

(i) Landscaped Buffers:

- a. Not applicable. There are no proposed loading and servicing areas, exterior dumpsters, storage areas and utility structures visible from public sidewalks, streets and adjacent properties.
- b. The project includes a total of approximately 365 ft of frontage improvements along Federal and Temple Streets. If the Landscaping Plan, forthcoming by Aceto Landscape Architecture, does not meet the requirements, the applicant will work with the City Arborist to pay a fee-in-lieu.
- c. Not applicable.



d. Not applicable.

(ii) Parking Lot Landscaping:

- a. If the Landscaping Plan, forthcoming by Aceto Landscape Architecture, does not meet the requirement, the applicant will work with the City Arborist to pay a fee-in-lieu.
- b. Not applicable.
- c. Not applicable.
- d. Not applicable.
- e. Not applicable.

(iii) Street Trees:

- a. Street trees are to be provided every 30 to 45 feet along the street frontage. A total of approximately 365 ft of frontage improvements along Federal and Temple Streets are included within this project, which equates to a minimum of eight street trees. If the Landscaping Plan, forthcoming by Aceto Landscape Architecture, does not meet the requirement, the applicant will work with the City Arborist to pay a fee-in-lieu.
- b. Please refer to forthcoming Landscaping Plan.

3. Water Quality, Stormwater Management and Erosion Control:

a. Stormwater:

- (i) The site drainage will not be directed to flow or pond onto adjacent lots. The drainage patterns will be altered to intercept roof & parking area runoff, with the addition of stormwater management practices to attenuate the flows.
- (ii) Stormwater that flows onto adjacent lots will not exceed the pre-development flows.
- (iii) The runoff from the site into the City property will not increase from the pre-development condition.
- (iv) Not applicable.
- b. A site-specific Stormwater Management Plan has been developed for the project to show compliance with Section 5 of the Technical Manual, including the basic standards of MEDEP Chapter 500. Please refer to sections J and K, the Stormwater Management and Erosion & Sedimentation Control Plans, respectively, for additional information.
- c. The project is not located in a watershed of an urban impaired stream as listed by the MEDEP.
- d. Not applicable.
- e. The development is not anticipated to pose a contamination risk to groundwater during or after construction. The project will be serviced by a public wastewater system.
- f. The development will provide for adequate and sanitary disposal of sewage in accordance with



Section 2 of the Technical Manual.

(c) Public Infrastructure and Community Safety Standards

1. Consistency with City Master Plans:
 - a. The project has been designed to be consistent with the City's Zoning Ordinance and off-site infrastructure.
 - b. Not applicable.
2. Public Safety and Fire Prevention:
 - a. The site has been designed to promote safe and inviting public access.
 - b. Adequate emergency access has been provided on two sides of the proposed building via Federal Street and Temple Street.
 - c. Per the Boundary & Topographic Survey, an existing fire hydrant is located on Federal Street, approximately 66-feet from the Southwesterly corner of the proposed building. Per a site visit performed by Acorn Engineering, an additional fire hydrant was observed on Federal Street, approximately 61-feet from the Southeasterly corner of the proposed building.
3. Availability and Adequate Capacity of Public Utilities:
 - a. Ability to Serve letters have been sent to the respective companies. Responses that have been received are included in the submission.
 - b. The electrical service will be underground through coordination with the Mechanical/Electrical/Plumbing designer & CMP.
 - c. The new sewer and stormwater infrastructure will meet the provisions of the Technical Manual.
 - d. The project will be served by connection to the public combined sewer system within Federal Street.
 - e. The sanitary sewer collection system meets applicable sections of the Technical Manual. The stormwater management system is designed to meet Chapter 500 standards.
 - f. Temporary storage and timely removals of trash and recyclable materials will be provided by the applicant.

(d) Site Design Standards

1. Massing, Ventilation and Wind Impact:
 - a. Please refer to attached Section O: Architectural Design Narrative
 - b. Please refer to attached Section O: Architectural Design Narrative
 - c. Please refer to attached Section O: Architectural Design Narrative



2. Shadows:
 - a. Please refer to attached Section O: Architectural Design Narrative
3. Snow and Ice Loading:
 - a. The structures will not distribute snow and ice onto adjacent properties.
4. View Corridors:
 - a. Please refer to attached Section O: Architectural Design Narrative
5. Historic Resources:
 - a. Please refer to attached Section O: Architectural Design Narrative
 - b. Please refer to attached Section O: Architectural Design Narrative
 - c. There are no known archaeological resources at the site.
6. Exterior Lighting:
 - a. Site Lighting.
 - (i) Exterior lighting will be designed to meet the requirements of Section 12 of the Technical Manual. A photometric plan has been included in the Civil Plan Set accompanying this submission.
 - (ii) Lighting that may adversely impact the abutting residential properties will feature house-side shielding.
 - b. Architectural and Specialty Lighting.
 - (i) No architectural or specialty lighting is proposed.
 - (ii) No up-lighting is proposed.
 - c. Street Lighting.
 - (i) Street lighting will conform to specific lighting district requirements, as specified in Section 10 of the Technical Manual.
7. Noise and Vibration:
 - a. Please refer to attached Section O: Architectural Design Narrative & Architectural Plan Set
8. Signage and Wayfinding:
 - a. 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 in the Congress Street Historic District.



(ii) Please refer to the attached Section O: Architectural Design Narrative

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

9. Zoning Related Design Standards:

a. The project has been designed to meet the standards set forth in the B3 zone, Downtown Height Overlay Zone, Downtown Entertainment Overlay Zone and Congress Street Historic Districts. Please refer to Sheet C-10 for more information on the Space & Bulk Standards & attached Section D: Zoning Assessment

b. Not Applicable



Section J: **Stormwater Management** **Report**





A C O R N

ENGINEERING, INC.

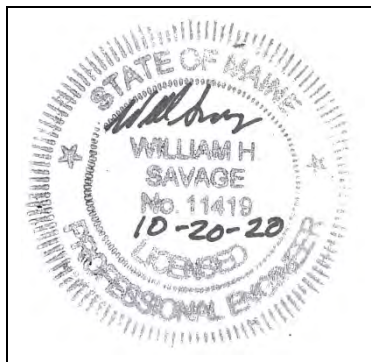
STORMWATER MANAGEMENT REPORT

Prepared For:

**Redfern Downtown LLC
dba Redfern Properties
PO Box 8816
Portland, ME 04104**

Prepared By:

**Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104**



October 2020

INTRODUCTION

Acorn Engineering, Inc. has been retained by Redfern Downtown LLC, dba Redfern Properties, to provide civil engineering services for a proposed redevelopment project at 200 Federal Street in Portland. The project proposes to redevelop a portion of the existing lot into an 18-story, predominantly residential building with ground level retail, enclosed screened covered parking, surface parking & landscape improvements. Pedestrian access to the site will be provided via brick sidewalks on Federal Street & Temple Street. The development is intended to be serviced by Portland Water District (PWD), CMP (electric), Unil (natural gas), Charter (cable), Fairpoint (telephone) and City of Portland (sanitary sewer and stormwater).

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

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (F) Level III Site Plan Review
- City of Portland Technical Manual; Section 5 – Portland Stormwater Management Standards
- Maine DEP Chapter 500 Stormwater Management

EXISTING CONDITIONS

A Boundary & Topographic survey was prepared by Owen Haskell, Inc. of Falmouth, Maine signed on October 13, 2020.

The property is in the B3 Downtown Business Zoning District, Downtown Height Overlay, Pedestrian Encouragement Zone, Downtown Entertainment Overlay Zone & Congress Street Historic District. Approximately 91% of the site is existing impervious in the form of roofing, pavement, brick, or concrete. The existing site has relatively flat slopes, apart from an accessible ramp from Temple Street to the existing USPS public entrance. The majority of existing stormwater runoff from the subject site drains to the combined sanitary & stormwater system within Federal Street.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting and existing impervious surfaces, a field inventory of significant natural features was not undertaken. The site is not within a watershed classified as an Urban Impaired Stream as defined by the Maine DEP Chapter 502.

PROPOSED DEVELOPMENT

The proposed project, as outlined in the introduction above, increases the site's total impervious area by approximately 3,500-square feet, but remains below the Redeveloped Project standards for non-roof impervious area threshold of 5,000-square feet. Therefore, per Section 5(II)(D) of the City's Technical Manual, water quality treatment is not required & has not been designed. The project will comply with the Basic Erosion and Sedimentation Control Standards per the DEP Chapter 500.

Stormwater in the site will be managed with the implementation of a series of foundation drain, catch basins, storm drains & landscaping. Please refer to the Grading & Drainage Plan (Sheet C-30) & Site & Planting Plan (L 1-00) for additional information.



SOILS

Onsite soil information has been derived from the following sources:

- United States Department of Agriculture Web Soil Survey (WSS)
- Soil Boring Log performed by Summit Geoengineering Services, dated 10/26/2019

Per the WSS report, the entirety of the soils on site are Hinckley Loamy Sand (0%-8% slopes) which are in the hydrologic soil group A. Soils assigned to the hydrologic soil group A have a high infiltration rate (low runoff potential) when thoroughly wet, consisting mainly of deep, well drained to excessively drained sands or gravelly sands, with a high rate of water transmission.

The susceptibility for soil erodibility (rock free) is indicated on a relative “Kf” scale of values over a range of 0.02 to 0.69, with higher “Kf” values indicating more erodible soils. “Kf” values are empirical measures which are impacted by inherent soil properties such as soil detachability, infiltration & runoff and the transportability of the sediment eroded from the soil.

The “Kf” values for the 200 Federal Street project are unavailable from the USDA WSS, so the value listed in Table 1 below has been referenced from another project with Hinckley Loam Sand located at Seven Congress Square as an estimate.

Table 1		
Soils Type	Depth	Kf Value
Hinckley Loamy Sand	Whole soil	0.1

The “Kf” value for the soil, listed above, shows a low susceptibility to erosion; however, the implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance to provide proper site stabilization.

Conclusion

The proposed redevelopment was designed to meet the requirements set forth in *Section 5 – Portland Stormwater Management Standards* in the City’s Technical Manual. The proposed project as designed is anticipated to largely maintain existing drainage patterns, while decreasing the overall volume and flowrate of stormwater runoff through the addition of foundation drains, stormwater structures, landscaping, etc. The

As a result, the design of the proposed development and stormwater system is not anticipated to create erosion, drainage or runoff problems in the development or with respect to adjacent properties.

Attachments

Attachment A: Soil Boring Log
 Attachment B: USDA WSS Soils Map
 Attachment C: Redevelopment Exhibit



Attachment A: Soil Boring Lot



					SOIL BORING LOG			Boring #: B-3		
					Project: New Multi Story Building			Project #: 19346		
					Location: Federal Street			Sheet: 1 of 1		
					City, State: Portland, Maine			Chkd by:		
Drilling Co: Summit Geoengineering Services					Boring Elevation:					
Driller: S. Floyd					Reference:					
Summit Staff: B. Peterlein, P.E.					Date started: 10/26/2019 Date Completed: 10/26/2019					
DRILLING METHOD		SAMPLER			ESTIMATED GROUND WATER DEPTH					
Vehicle: Tracked		Length: 24" SS			Date	Depth	Elevation	Reference		
Model: AMS Power Probe		Diameter: 2"OD/1.5"ID			10/26/2019			None Observed		
Method: 2-1/2" H.S.A.		Hammer: 140 lb								
Hammer Style: Auto		Method: ASTM D1586								
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	Elev. (ft.)	SAMPLE DESCRIPTION		Geological/ Test Data	Geological Stratum	
1	S-1	24/6	0.5 to 2.5	4		Bricks at Surface Brown SAND, little Silt and Gravel, trace Ash, dry, compact, SM			FILL	
				8						
2				8						
				4						
3										
4										
5										
	S-2	24/8	5 to 7	2		Silty fine SAND with mortar and bricks, dry, loose, SM				
6				5						
				4						
7				2						
	S-3	24/15	7 to 9	2		Brown Silty SAND, trace Gravel, trace mortar and ash, damp, loose, SM				
8				3						
				2						
9				8						
10										
	S-4	10/10	10 to 10.9	20		Weathered Bedrock			WEATHERED ROCK	
11				50 for 4"						
12						End of Boring at 10.8 ft Spoon and Auger Refusal			BEDROCK	
13										
14										
15										
16										
17										
18										
19										
20										
21										
22										
Granular Soils		Cohesive Soils		% Composition ASTM D2487	NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index, FV = Field Vane Test <u>Bedrock Joints</u> Su = Undrained Shear Strength, Su(r) = Remolded Shear Strength Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200				Soil Moisture Condition	
Blows/ft.	Density	Blows/ft.	Consistency						Dry: S = 0% Humid: S = 1 to 25% Damp: S = 26 to 50% Moist: S = 51 to 75% Wet: S = 76 to 99% Saturated: S = 100%	
0-4	V. Loose	<2	V. soft	< 5% Trace 5-15% Little 15-30% Some > 30% With						
5-10	Loose	2-4	Soft							
11-30	Compact	5-8	Firm							
31-50	Dense	9-15	Stiff							
>50	V. Dense	16-30 >30	V. Stiff Hard							

						SOIL BORING LOG		Boring #: B-4	
Drilling Co: Summit Geoengineering Services						Project: New Multi Story Building		Project #: 19346	
Driller: S. Floyd						Location: Federal Street		Sheet: 1 of 1	
Summit Staff: B. Peterlein, P.E.						City, State: Portland, Maine		Chkd by:	
Boring Elevation:						Reference:			
Date started: 10/26/2019						Date Completed: 10/26/2019			
DRILLING METHOD		SAMPLER		ESTIMATED GROUND WATER DEPTH					
Vehicle: Tracked		Length: 24" SS		Date	Depth	Elevation	Reference		
Model: AMS Power Probe		Diameter: 2"OD/1.5"ID		10/26/2019			None Observed		
Method: 2-1/2" H.S.A.		Hammer: 140 lb							
Hammer Style: Auto		Method: ASTM D1586							
Depth (ft.)	No.	Pen/Rec (in)	Depth (ft)	blows/6"	Elev. (ft.)	SAMPLE DESCRIPTION		Geological/ Test Data	Geological Stratum
1	S-1	24/12	1 to 3	13		Brick Surface			FILL
2				11		Light brown Silty SAND, fractured rock in tip of spoon, dry, dense, SM			
3				26					
4	S-2	24/15	3 to 5	13		Layered weathered rock, dry, very dense (see photo)			
5				49					
6				17					
7	S-3	24/6	5 to 7	24		Brown SAND with bedrock fragments, dry, compact, SP			
8				11					
9				12					
10				15		Very slow difficult drilling			
11						End of Boring on Auger on Refusal at 9 ft			BEDROCK
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									

Granular Soils		Cohesive Soils		% Composition ASTM D2487	NOTES: PP = Pocket Penetrometer, MC = Moisture Content LL = Liquid Limit, PI = Plastic Index, FV = Field Vane Test Su = Undrained Shear Strength, Su(r) = Remolded Shear Strength Shallow = 0 to 35 degrees Dipping = 35 to 55 degrees Steep = 55 to 90 degrees Boulders = diameter > 12 inches, Cobbles = diameter < 12 inches and > 3 inches Gravel = < 3 inch and > No 4, Sand = < No 4 and >No 200, Silt/Clay = < No 200	Soil Moisture Condition Dry: S = 0% Humid: S = 1 to 25% Damp: S = 26 to 50% Moist: S = 51 to 75% Wet: S = 76 to 99% Saturated: S = 100%
Blows/ft.	Density	Blows/ft.	Consistency			
0-4	V. Loose	<2	V. soft			
5-10	Loose	2-4	Soft	< 5% Trace		
11-30	Compact	5-8	Firm	5-15% Little		
31-50	Dense	9-15	Stiff	15-30% Some		
>50	V. Dense	16-30	V. Stiff	> 30% With		
		>30	Hard			

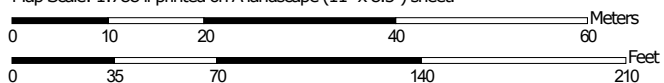
Attachment B: USDA WSS Soils Map



Hydrologic Soil Group—Cumberland County and Part of Oxford County, Maine (WSS PROP LINE)



Map Scale: 1:788 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 19N WGS84



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey
Page 77

12/10/2019
Page 1 of 4

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cumberland County and Part of Oxford County, Maine
 Survey Area Data: Version 16, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
HIB	Hinckley loamy sand, 3 to 8 percent slopes	A	1.3	100.0%
Totals for Area of Interest			1.3	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Attachment C: Redevelopment Exhibit



Section K: Erosion & Sedimentation Control Report



EROSION & SEDIMENTATION **CONTROL REPORT**

Prepared For:

**Redfern Downtown, LLC
P.O. Box 8816
Portland, Maine 04104**

Prepared By:

**Acorn Engineering, Inc.
65 Hanover Street
Portland, Maine 04101**



September 2020

INTRODUCTION

Acorn Engineering, Inc. has been retained by Redfern Downtown, LLC. to provide civil engineering services for a proposed development at 200 Federal Street in Portland, ME. The project proposes to construct a new, 18-story, mixed-use building with interior ground level parking. The proposed building will be constructed on a portion of the parcel currently comprised of surface parking, landscaping and a brick patio area.

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

- City of Portland Land Use Ordinance Chapter 14, Article V. Site Plan Section 14-523. Required Approvals and Applicability (E) 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 200 Federal Street in Portland. A Boundary & Topographic Survey has been prepared by Owen Haskell, Inc. of Falmouth, Maine dated November 12, 2019, Revised September 2, 2020.

The property is in the B3 Downtown Business Zoning District, Downtown Height Overlay, Pedestrian Encouragement Zone, Downtown Entertainment Overlay Zone and Congress Street Historic District. The majority (approximately 91%) of the site is impervious in the form of brick, pavement, or roof cover.

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting, and existing impervious surfaces, a field inventory of significant natural feature was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream, as depicted on the Maine DEP “Urban Impaired Streams Watersheds” GIS Map, dated 5/31/18.

Existing Soils

Onsite soil information has been obtained from the following:

- United States Department of Agriculture Web Soil Survey
- “Soil Boring Log – New Multi Story Building Federal Street” dated 10/26/19 performed by Summit Geoengineering Services

There is no proposed onsite wastewater disposal; therefore, 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.

According to the USDA WSS report generated for the parcel, the area within and surrounding the project includes the soil type listed in the table below. The erosion factor, “K”, indicates the susceptibility of soils to sheet and rill erosion by water erosion. The estimated “K” factor shown below is based on a percentage of silt, sand and organic matter as well as soil structure and saturated hydraulic conductivity. Values of “K” have a range of 0.02 to 0.69. Higher “K” values indicate a higher susceptibility to sheet and rill erosion by water.

Table 1 - “K” Value		
Soils Type	Subsurface	Substratum
Hinckley	0.17	0.17

The soil “K” value listed above, shows a low susceptibility to erosion. Although soil “K” values for the soils show a low susceptibility to erosion, implementation of the proposed Erosion & Sedimentation Measures by the contractor will be of the utmost importance given the sustained 12% slopes throughout the site.

1.1 Existing Erosion Problems

There are no existing signs of erosion.

1.2 Critical Areas

Critical areas that would require special attention during construction include, but are not limited to, the existing structures, the drainage network within Federal Street & Temple Street, abutting properties to the east and north, shared driveways, slope stabilization during trenching & additional areas located within the vicinity during earthwork and foundation construction.

1.3 Protected Natural Resource

The project team is not aware of the presence of any existing significant natural features located on the site. Given the urban setting, and existing impervious surfaces, a field inventory of significant natural feature was not undertaken. The project is not located within a watershed classified as an Urban Impaired Stream, as depicted on the Maine DEP “Urban Impaired Streams Watersheds” GIS Map, dated 5/31/18.

1.4 Previous Construction Activity (5 years)

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

1.5 Timber Harvesting

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



2.0 EROSION CONTROL MEASURES AND SITE STABILIZATION

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

2.1 Temporary Erosion Control Measures

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

2.1.1 FODS Trackout Control Entrance (urban alternative to typical crushed stone stabilized construction entrance) be placed at all access points to the project site where there are disturbed areas. The following specifications must be followed at a minimum:

- The entrance shall not be less than 20 feet wide, however not less than the full width of points where ingress or egress occurs. The length shall not be less than 50 feet in length.
- The contractor to follow the most recent version of manufacturer's specifications.
- FODS Trackout Control Mat System: Manufacturer FODS, (844) 200-3637
- Examine area where tracking pad will be placed, to determine what preparation is needed.
- Examine panels as they arrive on the site to verify they are undamaged and suitable for intended purpose.
- Grade topsoil to ensure that installation site is flat, without unneeded high spots or low spots.
- If necessary, remove unsuitable material and replace with material capable of supporting construction loads. Compact as required.
- If substrate has a CBR of 4 or less, incorporate aggregate, geotextile or geogrid into the supporting strata.
- Install culvert, if needed, before installing tracking pad. Backfill to adequately support minimum H-20 traffic loading.
- Install tracking pad to the approximate lines and grades indicated on the drawings. Size shall be as indicated on the drawings, or, if no size is indicated, pad length shall be the greater of 35 feet; or 3 times the circumference of the largest tire that will cross is during the project.
- Provide number of individual panels of tracking pad to make up the size required. Adjacent panels shall be butted together and be at approximately the same elevation. Anchor panels against sliding according to manufacturer's recommendations.
- Place H-bracket between first and second mat, and all adjacent mats.
- Connect mats together using long steel straps per manufacturer's instructions.
- Anchor mats to surface per manufacturer's specifications per substrate.



- Provide extra panels for turning radii, if needed to prevent trucks from running off the pad during turns.
 - Clean dirt and debris from tracking pad as often as necessary or once debris has reached 2.5-inches in the lane of travel. Properly dispose of material removed so it does not leave the site or enter ditches of stormwater pipes.
 - Once the site is stabilized, or when the project moves into a new phase such that the tracking pad is no longer required, remove tracking pad, taking care to properly dispose of dirt and debris, and restore the area as described in section 31 25 01.
- 2.1.2 Siltation fence, erosion control berm, or filter socks shall be installed down gradient of any disturbed areas to trap runoff borne sediments until permanent stabilization is achieved. The silt fence or erosion control berm shall be installed per the details provided in the plan set and inspected before and immediately after each rainfall and at least daily during prolonged rainfall. Repairs shall be made if there are any signs of erosion or sedimentation below the fence line or berm. If there are signs of undercutting at the center or the edges or impounding of large volumes of water behind the fence or berm, the barrier shall be replaced with a stone check dam.
- 2.1.3 Hay mulch, including hydro seeding, is intended to provide cover for denuded or seeded areas until revegetation is established. Mulch placed between April 15th and November 1st on slopes of less than 15 percent shall be covered by fabric netting and anchored with staples in accordance with the manufacturer's recommendation. Mulch placed between November 1st and April 15th on slopes equal to or steeper than 8 percent and equal to or flatter than 2:1 shall use mats or fabric netting and anchored with staples in accordance with the manufacturer's recommendation.
- 2.1.4 At any time of the year, all slopes greater than 3:1 shall be stabilized with Double Net Erosion Control Blanket Bionet SC150BN by North American Green or Approved Equal, or Erosion Control Mix Slope Protection as detailed within the plans.
- 2.1.5 Federal Street & Temple Street shall be swept to control mud and dust from the construction site as necessary. Add additional stone to the stabilized construction entrance to minimize the tracking of material off the site and onto the surrounding roadways prior to rain events.
- 2.1.6 During demolition, clearing and grubbing operations, stone check dams shall be installed at any areas of concentrated flow. The maximum height of the check dam shall not exceed 2 feet. The center of the check dam shall be 6 inches below the outer edges of the dam. The contractor shall mulch the side slopes and install stone check dams for all newly excavated ditch lines within 24 hours of their creation.



- 2.1.7 Silt fence stake spacing shall not exceed 6 feet unless the fence is supported with 14-gauge wire in which case the maximum spacing shall not exceed 10 feet. The silt fence shall be “toed” into the ground.
- 2.1.8 Storm drain inlet protection shall be provided to storm drains using any of the following: hay bale drop inlet structures, silt fence drop inlet sediment filter, gravel and wire mesh drop inlet sediment filter, or curb inlet sediment filter. Barriers shall be inspected after every rainfall event and repaired as necessary. Sediment shall be removed when accumulation has reached $\frac{1}{2}$ the design height.
- 2.1.9 Dust control shall be accomplished using any of the following: water, calcium chloride, stone, or an approved MDEP product. Dust control shall be applied as needed to accomplish dust control.
- 2.1.10 Temporary loam, seed, and mulching shall be used in areas where no other erosion control measure is used. Application rates for seeding are provided at the end of this report.
- 2.1.11 Stockpiles shall be stabilized within 7 days of formation unless a scheduled rain event occurs prior to the 7-day window, in which case the stockpile shall be stabilized prior to the rain event. Methods of stabilization shall be mulch, erosion control mix, or erosion control blankets/mats. Silt fence or a wood waste compost filter berm shall be placed downhill of any soil stockpile location.
- 2.1.12 For disturbance between November 1 and April 15, please refer to winter stabilization plan in this report and the Maine Erosion and Sediment Control BMP manual for further information.
- 2.1.13 It is of the utmost importance that stormwater runoff and potential sediment from the construction site be diverted around the proposed underdrains until the trench is backfilled.

2.2 Permanent Erosion Control Measures

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

- 2.2.1 All disturbed areas during construction, not subject to other proposed conditions, shall receive a minimum 4” of loam, limed, and mulched. Erosion control blankets or mats shall be placed over the mulch in areas noted in paragraph 4.1 of this report.
- 2.2.2 All stormwater devices shall be installed and tributary areas stabilized prior receiving stormwater.



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

3.0 **EROSION AND SEDIMENTATION CONTROL PLAN**

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

4.0 **DETAILS AND SPECIFICATIONS**

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

5.0 **STABILIZATION PLAN FOR WINTER CONSTRUCTION**

Winter Construction consists of earthwork disturbance between the dates of November 1 and April 15. If a construction site is not stabilized with pavement, a road gravel base, 90% mature vegetation cover or riprap by November 15, then the site shall be protected with over-winter stabilization. Any area not stabilized with pavement, vegetation, mulching, erosion control mix, erosion control mats, riprap, or gravel base on a road shall be considered open.

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

The following measures shall be implemented during winter construction periods:

5.1 **Sediment Barriers**

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

5.2 **Mulching**

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



5.3 Soil Stockpiling

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

5.4 Seeding

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

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4" of loam and seed at an application rate of 5 lbs./1,000 s.f. All areas seeded during the winter shall be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 90% catch) shall be revegetated by replacing loam, seed and mulch. If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

5.5 Over winter stabilization of disturbed soils

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

- Stabilize the soil with temporary vegetation – By October 1st, seed the disturbed soil with winter rye at a seeding rate of 3lbs per 1,000 s.f., lightly mulch the seeded soil with hay or straw at 75 lbs per 1,000 s.f., and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 90% of the disturbed soil before November 1st, then mulch the area for over-winter protection.
- Stabilize the soil with sod – Stabilize the disturbed soil with properly installed sod by October 1st. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.
- Stabilize the soil with mulch – By November 15th, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 lbs per 1,000 s.f. on the area so that no soil is visible through the mulch. Immediately after applying the mulch,



anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

5.6 Over winter stabilization of disturbed slopes

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

- Stabilize the soil with temporary vegetation and erosion control mats – By October 1st the disturbed slope shall be seeded with winter rye at a seeding rate of 3 lbs per 1,000 s.f. and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 90% of the slope by November 1st, then the contractor shall cover the slope with a layer of erosion control mix or with stone riprap.
- Stabilize the soil with sod – The disturbed slope shall be stabilized with properly installed sod by October 1st. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor shall not use late-season sod installation to stabilize slopes having a grade greater than 3H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with erosion control mix – Erosion control mix shall be properly installed by November 15th. The contractor shall not use erosion control mix to stabilize slopes having grades greater than 2H:1V or having groundwater seeps on the slope face.
- Stabilize the soil with stone riprap – Place a layer of stone riprap on the slope by November 15th. A registered professional engineer shall be hired to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap.

6.0 INSPECTION AND MAINTENANCE

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

6.1 Sediment Barriers

Hay bale barriers, silt fences and filter berms shall be inspected and repaired for the following if there are any signs of erosion or sedimentation below them. If there are



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

6.2 FODS Trackout Control Entrances

The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way. The contractor shall sweep or wash pavement at exits, which have experienced mud-tracking on to the pavement or traveled way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment trapping device. All sediment shall be prevented from entering storm drains, ditches, or waterways.

6.3 Mulched Areas

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

6.4 Dust Control

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

6.5 Stormwater Appurtenances

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

6.6 Erosion and Sedimentation Control Inspections:

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

Contact: Will Savage, PE
Telephone: (207) 775-2655



Qualifications:

- Maine Professional Engineering License #11419
- Maine DEP - Certified in Maintenance & Inspection of Stormwater BMP's Cert #14
- Certified Erosion, Sediment and Storm Water Inspector (CESSWI) Cert #0293
- Certified Professional in Erosion and Sediment Control (CPESC) Cert. #4620

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

7.0 IMPLEMENTATION SCHEDULE

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

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

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

The contractor shall re-vegetate disturbed areas as rapidly as possible. All areas shall be permanently stabilized within 7 days of final grading or before a storm event. The



contractor shall incorporate planned inlets and drainage systems as early as possible into the construction phase.

8.0 **CONCLUSION**

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

9.0 **ATTACHMENTS**

- Temporary Seeding Plan
- Permanent Seeding Plan



TEMPORARY SEEDING PLAN

Site Preparation

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

Seedbed Preparation

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

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

Seeding

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

Seed	Pounds / 1,000 S.F.	Recommended Seeding Dates
Winter Rye	2.5	Aug-15 to Oct-1
Oats	1.8	Apr-1 to Jul-1 Aug-15 to Sep-15
Annual Ryegrass	0.9	Apr-1 to Jul-1
Sudangrass	0.9	May-15 to Aug-15
Perennial	0.9	Aug-15 to Sep-15

Mulching

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

Conclusion

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



PERMANENT SEEDING PLAN

Site Preparation

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

Seedbed Preparation

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

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

Seeding

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

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

Mulching

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

Recommendations

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

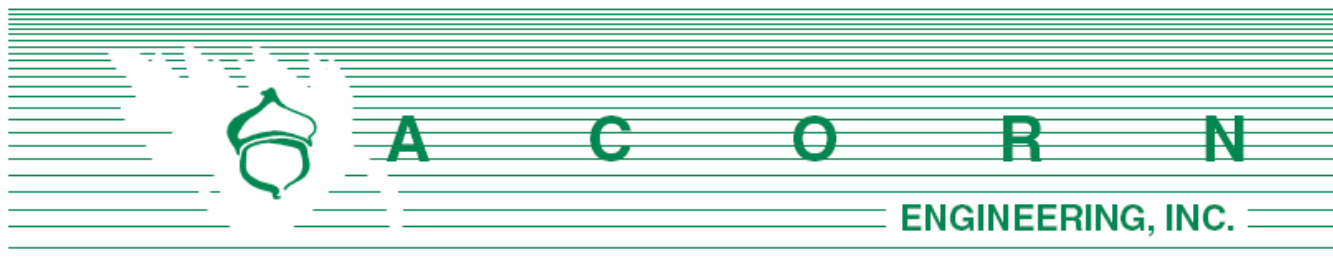
Conclusion

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



Section L: **Fire Department Letter**





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

September 4, 2020

Subject: 200 Federal Street – Fire Department Checklist

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

1. Name, address, telephone number of Applicant:
Redfern Downtown, LLC
jonathan@redfernproperties.com
(207) 776-9715
2. Name address, telephone number of Architect:
Ryan Senatore Architecture
Ryan Senatore
ryan@senatorearchitecture.com
(207) 650-6414
3. Proposed uses of any structures [NFPA and IBC classification
Please refer to attached Section O: Architectural Design Narrative
4. Square footage of all structures
The existing parking lot, landscaping & brick patio area are to be removed to facilitate the proposed structure with a gross floor area of 192,375 square feet. Please refer to attached Architectural Plan Set for additional information.
5. Elevation of all structures
Based upon the average grade plane defined by the IBC, the proposed building height is approximately 190'. Please refer to attached Architectural Plan Set for additional information.
6. Proposed fire protection of all structures
Please refer to attached Section O: Architectural Design Narrative with includes a Fire Protection/Life Safety Code Report prepared by Code Red Consultants.
7. Hydrant locations
Two existing hydrants are located on Federal Street, one of which is approximately 66 feet from the southwesterly side of the proposed building & the other at 61 feet from the southeasterly side of the proposed building. Once received, hydrant flow data requested

from the Portland Water District may be made available to the Fire Department upon request. The applicant is working with Portland Water District on Federal Street main, hydrant & service modifications.

8. Water main size and location

The redevelopment will be serviced by a new, 12" ductile iron water main within Federal Street. An 8" sprinkler service line will extend from the proposed water main to the building fire suppression system. Please refer to Utility Plan – 1 (C-20) & Utility Plan – 2 (C-21) in the Civil Plan Set accompanying the submission for additional information.

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

Access to the proposed structure is provided directly on the southeast along Temple Street and southwest along Federal Street.

10. Please refer to attached Section O: Architectural Design Narrative for code summaries.

NFPA 1 – Chapter 18 Fire Department Access and Water Supply

18.2 Fire Department Access:

The portion of the parcel to be developed has frontage along both Federal Street and Temple Street, with the following public street widths available:

- Federal Street (Southeast): 66 feet
- Temple Street (Southwest): 70 feet

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



City of Portland Technical Manual – Section 3 Public Safety

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

Response: Not applicable

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

Response: Please refer to #9 above.

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

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

Response: The proposed development provides for safe and efficient access along the public street for emergency vehicles.

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

Response: The building will be provided with exterior doors within 50' of a Fire Department access route, namely Federal Street & Temple Street.

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

Response: There are no proposed overhead obstructions between the street and proposed building.

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

Response: Please refer to attached Section O: Architectural Design Narrative

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

Response: The applicant will work with the City's Public Works Division to assign street addresses and numbering to meet City Standards.



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

Sincerely,



William H. Savage, P.E.
Principal
Acorn Engineering, Inc.





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

Date: November 5, 2020

Re: Wastewater Capacity Authorization

Address: 200 Federal Street

Applicant: Redfern Downtown, LLC

Planner: Caitlin Cameron

Anticipated Wastewater Flow:

Estimate of Anticipated Design Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing flow to be removed				
Vacant				0
Proposed flow				
Employees at place of employment with no showers- Office	# Employees	2	12	24
Employees at place of employment with no showers- Retail	# Employees	4	12	48
Public restroom- Retail	# Toilets	1	325	325
Multiple Family Dwelling Units	Studio	118	120	14160
Multiple Family Dwelling Units	1-Bedroom	146	120	17520
Multiple Family Dwelling Units	2-Bedroom	2	180	360
Net Change				+ 32112
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

Comments:

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

You are reminded that the sewers you are proposing to connect into convey both sanitary and stormwater

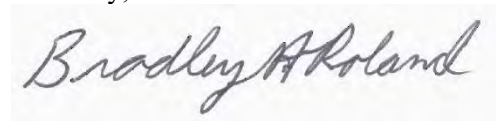
212 Canco Road, Ste B • Portland, ME 04103 • 207-874-8801

cbranch@portlandmaine.gov • www.portlandmaine.gov

(Combined Sewer) and therefore a backflow preventer is suggested.

If the City can be of further assistance, please contact me at all 874-8840 or brad@portlandmaine.gov

Sincerely,

A handwritten signature in cursive script that reads "Bradley A. Roland". The signature is written in dark ink on a light-colored background.

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

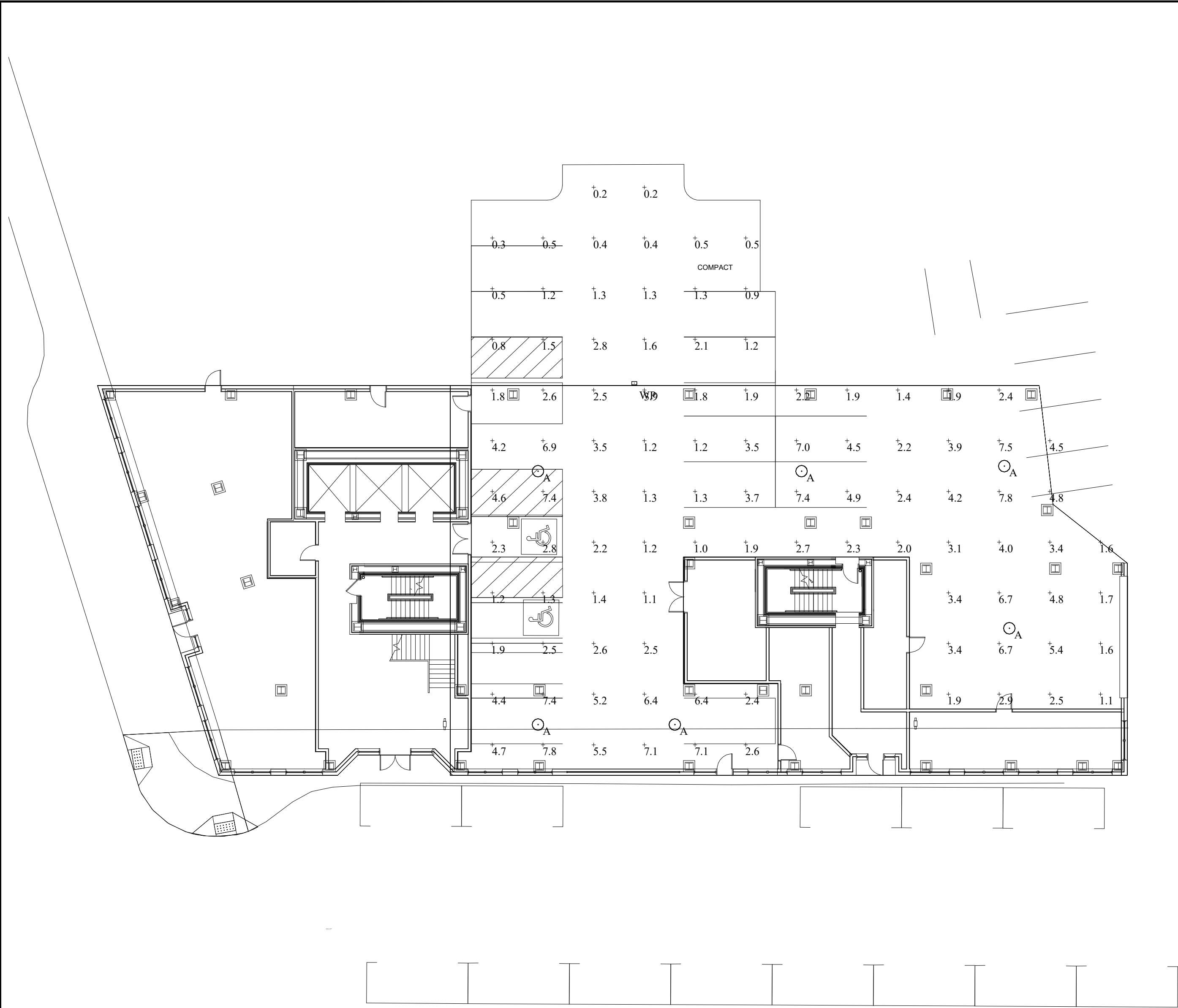
Section N: Lighting



Lighting

Please find the attached photometric plan and cut sheets prepared by Swaney Lighting Associates.





Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
	6	A	9' - 0" AFG	0.900	6089	51.2	SRT2-50-4K7-5QW
	1	WP	12' - 0" AFG	0.900	2789	28	TRP1-12L30-4K7-4

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Overall Area	Illuminance	Fc	3.02	7.8	0.2	15.10	39.00

1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO HUBBELL LIGHTING. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

TITLE:

FEDERAL STREET DEVELOPMENT
PORTLAND, ME
SITE PHOTOMETRIC PLAN

REVISED FROM DRAWING NUMBER(S):



Hubbell Lighting, Inc.
701 MILLENNIUM BLVD.
GREENVILLE, SC 29607

DN BY:
DHK

REV BY:

QUOTE:
N/A

DATE:
11/14/19

DATE:

DRAWING / DESIGN NO.:
1925339

CHK BY:
N/A

SCALE:
AS NOTED

Page 107

SRT2 EDGE-LIT

CEILING/SURFACE/GARAGE

FEATURES

- Edge-lit optical assembly delivers exceptional uniformity over the entire lens with indirect illumination that reduces glare and improves visual comfort
- Low profile housing intended for 8' - 20' mounting heights for surface, trunnion/yoke or pendant mounting
- Applications include parking garage, walkway or building canopies, corridors, tunnels, large stairwells and other interior applications
- Multiple optical distributions are available making the Beacon Edge-Lit luminaire both versatile and functional
- UL/cUL listed for wet locations, IP65 and 3G vibration rated
- Ambient temperatures of up to 40°C

CONTROL TECHNOLOGY



SPECIFICATIONS

HOUSING

- Die-cast aluminum housing ensures long electrical component life and luminaire performance
- Corrosion resistant powder coat finish both protects and provides architectural appearance
- One piece molded silicone gasket ensures weather proof seal
- Thermally isolated driver mounted to dedicated bracket reduces operating temperatures and increases driver life and reliability

OPTICS

- Edge-lit acrylic light guide provides blended non-pixelated light for unprecedented visual comfort
- Choice of multiple light outputs with lumen range of 4,000–16,000
- Five distribution types: Type V Square, Type V Rectangular, Type V Concentrated, Type V Wide or Asymmetric (Type 3/4)
- Wide variety of CCT's and CRI's offered: 3000K (70CRI), 3000K (80CRI), 3500K (80CRI), 4000K (70CRI), 4000K (80CRI) or 5000K (70 CRI) CCT

ELECTRICAL

- 120V–277V 50/60Hz with 347V and 480V available
- 0-10V dimming drivers are RoHS compliant and IP66
- Surge protection – Standard 10kA with optional end of life LED indicator

INSTALLATION

- Standard quick mount plate over standard 4" square junction box or octagonal box and allows for simplified fixture installation.
- Standard luminaire accepts a rigid or free-swinging 3/4" NPT stem for pendant mount via wet location j-box (by others)
- Optional bird deterrent shroud available for field installation
- Optional trunnion/yoke mount available for field installation

OPTIONS/CONTROLS

- Standalone occupancy sensor available for on/off or dimming operation
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor
- UL924 device available for standalone and wireless control override during power interruptions
- Uplight option provides approximately 800 lumens and consumes only 8 additional watts
- Integral battery backup option available with and without heater. Rated for 0°C (without heater) and -30°C (with heater)
- Emergency lighting relay available for generator or central inverter supplied lighting
- Vandal resistant wire guard available as an option for factory installation or as an accessory for field installation

RELATED PRODUCTS

- [Drive Edge-Lit SRT1](#)
[Arceos™ ARS Surface](#)
[Endura](#)

CERTIFICATIONS

- Listed to UL1598 for use in wet location, listed for -40°C to 40°C applications
- IDA approved with zero uplight for 3000K and warmer CCTs
- IP65

WARRANTY

- 5 year warranty
- See [HLI Standard Warranty](#) for additional information

KEY DATA	
Lumen Range	4000–16000
Wattage Range	30–140
Efficacy Range (LPW)	110–135
Reported Life (Hours)	L70>50K
Weight lbs. (kg)	15 (5.8)

SRT2 EDGE-LIT

CEILING/SURFACE/GARAGE

DATE:	LOCATION:
TYPE:	PROJECT:
CATALOG #:	

ORDERING GUIDE

Example: SRT2 30 3K7 5QW UNV GT WG

CATALOG #	
-----------	--

Series	Engine	CCT	Distribution	Voltage	Color/Finish	Options
SRT2 Edge-Lit Parking Garage Size 2	30 30W Nominal 4000 lm	3K7 3000K, 70 CRI	5QW Type Square Wide ¹	UNV 120V- 277V	BL Textured Black	CD Continuous Dimming ⁶
	50 50W Nominal 6000 lm	3K8 3000K, 80 CRI	5RW Type 5 Rect. Wide ¹	120 120V	DB Textured Dark Bronze	WG Wire Guard
	65 65W Nominal 8000 lm	35K8 3500K, 80 CRI	5C Type 5 Concentrated	208 208V	GT Graphite Textured	UD Uplight Module ³
	85 85W Nominal 10000 lm	4K7 4000K, 70 CRI	5W Type 5 Wide ⁴	240 240V	GYS Smooth Gray	F Single Fuse (120, 277, 347V) ²
	100 100W Nominal 12000 lm	4K8 4000K, 80 CRI	ASY Asymmetric (Type 4) ¹	277 277V	PS Smooth Plat. Silver	F Double Fuse (208, 240, 480V) ²
	120 120W Nominal 14000 lm	5K7 5000K, 70 CRI		347 347V	WH Textured White	E EM Battery Pack (0°C) ²
	140 140W Nominal 16000 lm			480 480V	CC Custom Color	EH EM Battery w/Heater (-30°C) ²
						ELR Emergency Lighting Relay ³
						LD3 36" Lead Length ⁵
						LD6 72" Lead Length ⁵
						LD9 108" Lead Length ⁵
						SP10K 10kA Surge Protection with End of Life LED Indicator
						LMB Less Mounting Bracket

Control Options	
<u>NX Standalone</u>	
NXOS-12F	NX Distributed Intelligence™, PIR Occ. Sensor, Dimming Daylight Harvesting, up to 12' MH
NXSP-30F	NX Distributed Intelligence™, PIR Occ. Sensor, Dimming Daylight Harvesting, up to 30' MH
NXOS924-12F	NX Distributed Intelligence™, PIR Occ. Sensor with UL924 dimming bypass module for controls override, up to 12' MH ³
NXSP924-30F	NX Distributed Intelligence™, PIR Occ. Sensor, with UL924 dimming bypass module for controls override, up to 30' MH ³
<u>NX Networked – Wireless¹</u>	
NXWE	NX Distributed Intelligence™ Wireless Enabled (module + radio)
NXOSW-12F	NX Distributed Intelligence™ Wireless, PIR Occ. Sensor, Dimming Daylight Harvesting, up to 12' MH
NXSPW-30F	NX Distributed Intelligence™ Wireless, PIR Occ. Sensor, Dimming Daylight Harvesting, up to 30' MH
NXWE924	NX Distributed Intelligence™ Wireless Enabled with UL924 dimming bypass module for controls override ³
NXOSW924-12F	NX Distributed Intelligence™ Wireless, PIR Occ. Sensor with UL924 dimming bypass module for controls override, up to 12' MH ³
NXSPW924-30F	NX Distributed Intelligence™ Wireless, PIR Occ. Sensor with UL924 dimming bypass module for controls override, up to 30' MH ³
<u>wiSCAPE® – Wireless¹</u>	
WIR	Wireless Controls, wiSCAPE®
WIRSC	wiSCAPE® + occupancy sensor
WIR924	Wireless Controls, wiSCAPE® with UL924 dimming bypass module for controls override ³
WIRSC924	wiSCAPE® + occupancy sensor with UL924 dimming bypass module for controls override ³
<u>Sensor Controls</u>	
SCP-8F	Remote control programmable line voltage sensor (8-12' recommended MH)
SCP-20F	Remote control programmable line voltage sensor (12-20' recommended MH)
SCP924-8F	Programmable sensor with UL924 dimming bypass module for controls override (8-12' recommended MH) ³
SCP924-20F	Programmable sensor with UL924 dimming bypass module for controls override (12-20' recommended MH) ³

Accessories (Order Separately)	
☐	SRT2-WG Wire Guard for SRT2 version
☐	SRT-MB Mounting bracket for pre-installation
☐	SRT2-BRD Bird deterrent shroud for SRT2 version, not available with uplight or trunnion mount
☐	SRT2-TM Trunnion/Yoke accessory for SRT2 version
☐	SCP-REMOTE Remote control for SCP option; order at least on per project to program and control

Notes:

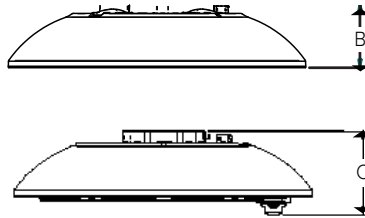
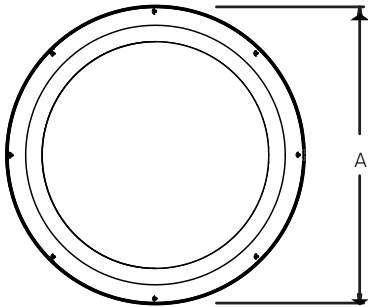
- Up to 85W light engines only
- Must specify voltage, 120V or 277V for E and EH
- Universal voltage only
- 100–140W light engines only
- Standard wire lead length 24"
- Specify when using external 0-10V dimming system

SRT2 EDGE-LIT

CEILING/SURFACE/GARAGE

DIMENSIONS

SRT2



A	B	C	Weight
18.5" (469mm)	4.0" (1mm)	5.2" (132mm)	15bs (6.8kg)

ADDITIONAL INFORMATION

MOUNTING



Surface Mount

Mounting plate with "quick mount" hanger for one person simple installation.



Pendant Mount

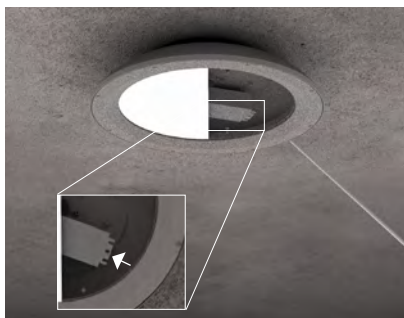
Standard 3/4" threaded entry for pendant applications.



Trunnion/Yoke Mount

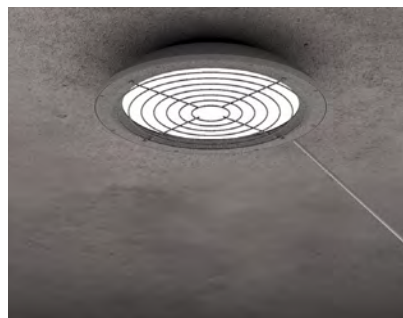
Multiple position trunnion mount adjusts 9" up and down for positioning in 1" increments.

ACCESSORIES AND SERVICES



Battery Backup

Integral battery backup option available on SRT2 version.



Wire Guard

An optional wire guard can be specified at the factory or as an accessory for field installation.



Bird Deterrent

An optional bird shroud deterrent can be specified at the factory or as an accessory for field installation.

SRT2 EDGE-LIT

CEILING/SURFACE/GARAGE

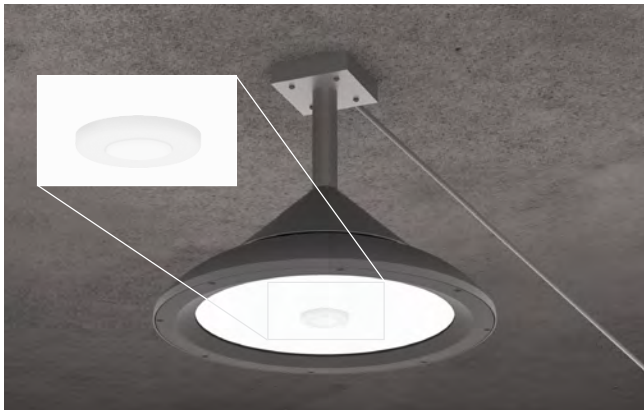
ADDITIONAL INFORMATION (CONT'D)

UPLIGHT

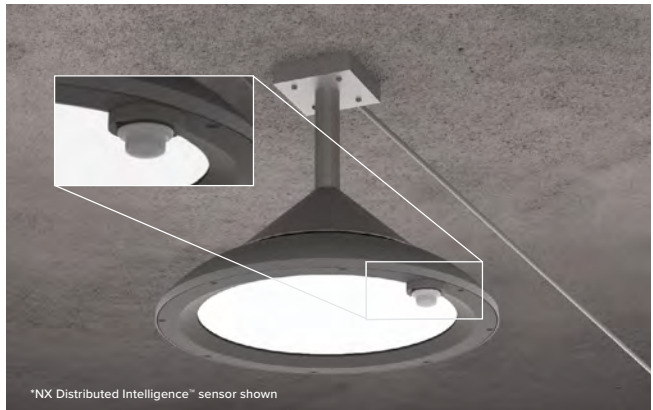
Optional uplight module provides 800 lumens of indirect illumination for improved visual quality while eliminating cave effect.



CONTROLS



Standalone Controls



Wireless Controls

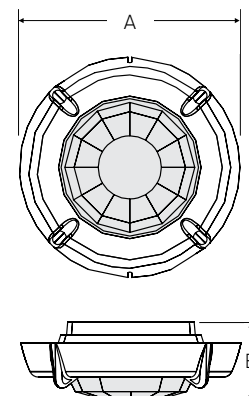
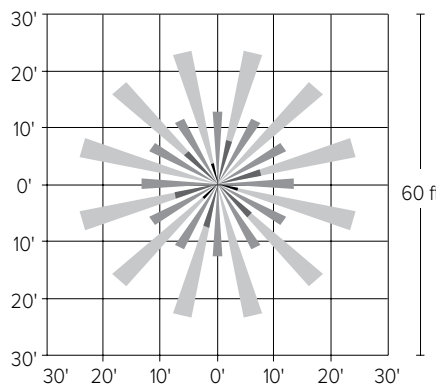
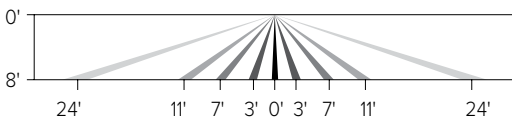
Optional passive infrared sensors are available for basic occupancy and daylight sensing. Programmable via remote or Bluetooth® phone app.

NX DISTRIBUTED INTELLIGENCE

wiSCAPE™
WIRELESS OUTDOOR LIGHTING SYSTEM

Optional NX Distributed Intelligence™ and wiSCAPE® wireless controls are available for SRT2 versions (with or without occupancy sensing).

SCP-8F



A	B
2.3" (59mm)	.8" (20mm)

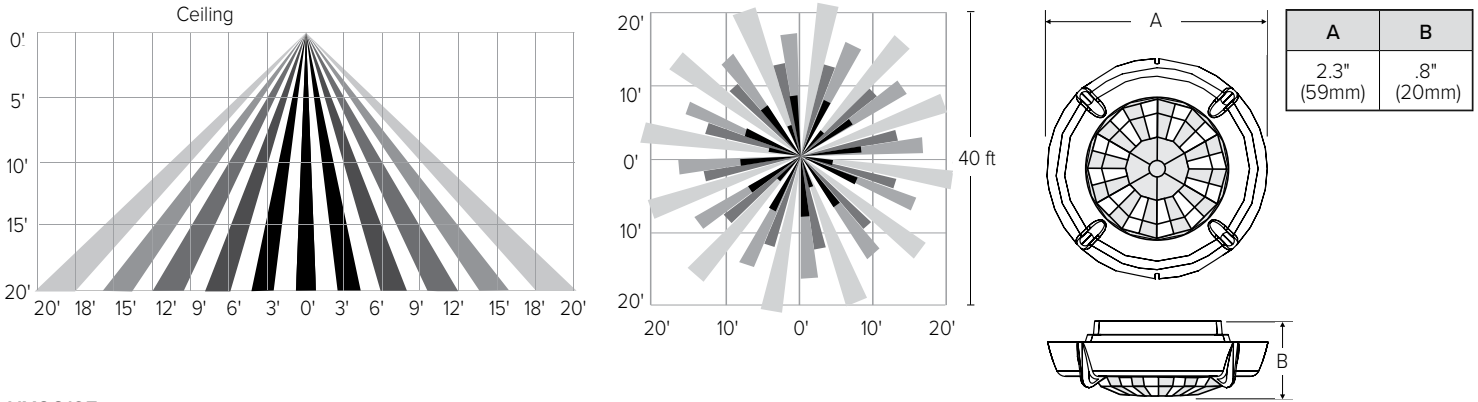
SRT2 EDGE-LIT

CEILING/SURFACE/GARAGE

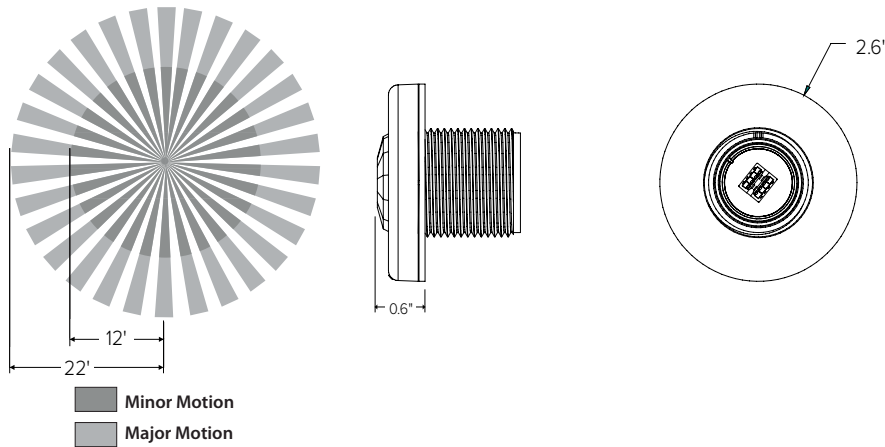
ADDITIONAL INFORMATION (CONT'D)

CONTROLS (CONT'D)

SCP-20F

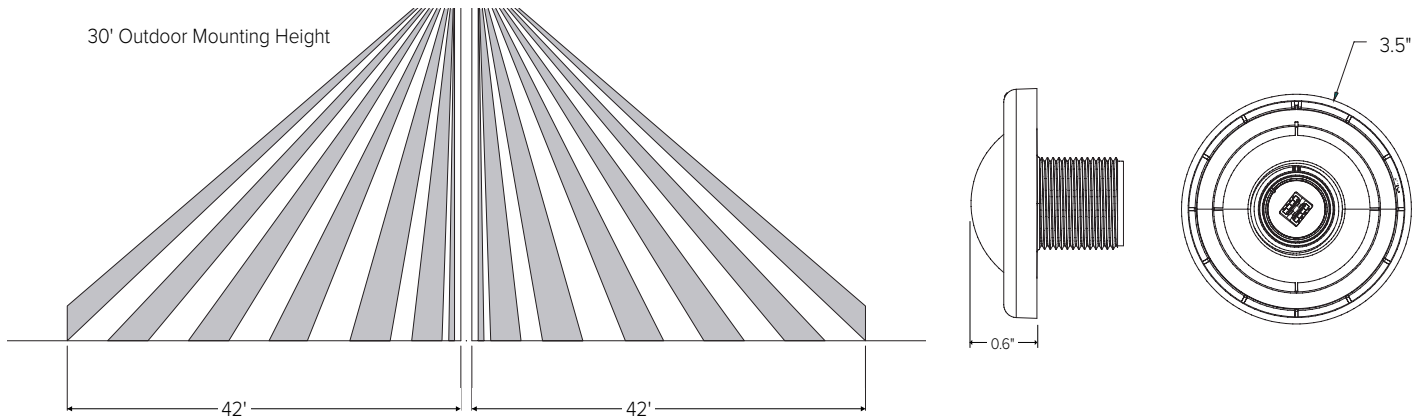


NXOS12F



NXSMP-OMNI Range

NXSP30F



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GEOPAK SERIES SIZE 1 LED

Architectural Wallpack
TRP1/RD11/QSP1

NEW

Cat.#

Job

Type



HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

APPLICATIONS

- Small sized architectural wallpacks in three stylish shapes with molded contours to accentuate building architecture. Provides excellent illumination in energy-saving LED systems.
- Back box accessory available for surface conduit application.

Construction:

- Housing is made from die-cast aluminum with a hinged back-plate for ease of installation and maintenance.
- The LED bezel and trim-plate are made of stainless steel.
- Five powder coat standard finishes, plus custom color options.
- Wet Location Listed to UL924 and UL1598 Standard.

LED:

- 12 high power LEDs delivering up to 3,000 lumens.
- Up to 118 lumens per watt
- Type II, III and IV distributions for a wide variety of applications.
- Zero uplight (UO), dark sky, neighbor friendly

Electrical:

- 120-277 operation, 50/60Hz
- 0-10V dimming driver standard
- 10kA surge protector
- Photocell and occupancy sensor options available for complete on/off and dimming control

Battery Backup:

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress.
- Includes a long-life Lithium Iron Phosphate battery with optional battery heater for cold temperature application.
- Utilizes 4 LEDs in emergency mode with 657 lumens. Each of the 4 LEDs in emergency are designed to function independently in the unlikely event of a single LED malfunction
- Spectron® self-testing/self-diagnostic electronics are included standard
- Independent dedicated driver and LED array for battery/emergency mode operation.

Installation:

- Universal plate for mounting to standard 3 1/2" and 4" square electrical boxes. All connections are made from connections at the rear of the unit.
- Optional back-box accessory available for surface conduit application. See BB-Geo accessories.

Listings:

- UL 1598 listed for use in wet locations
- Drivers IP66 and RoHS compliant
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org

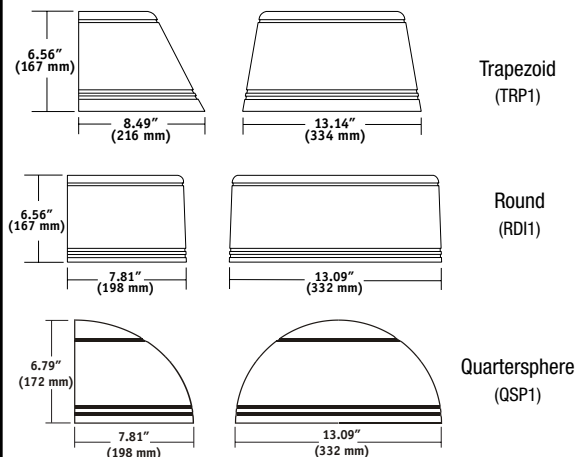
Warranty:

- For more information visit:
<http://www.hubbelloutdoor.com/resources/warranty/>

PRODUCT IMAGE(S)



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	Weight (lbs)	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
TRP1	11.5	17.0	9.9	10.0
RD11	11.5	18.0	11.0	9.25
QSP1	10.5	17.0	9.6	10.5

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only

ORDERING INFORMATION

ORDERING EXAMPLE: TRP-12L-20-4K-3-1-BL-SCP-EH

HOUSING	VERSION	WATTAGE	CCT/CRI	DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS
TRP1 Trapezoid	12L 12 LEDs	15 15 watts	3K7 3000K, 70CRI	2 Type II	U 120-277	BL Black	PCU Button Photocell	F ⁴ Fusing (only available with STD fixture configuration, 120-277V only)
RD11 Radius		20 20 watts	4K7 4000K, 70CRI	3 Type III	1 120	DB Bronze	SCP ^{2,3} Programmable Motion Sensor	E ¹ Battery Pack (0°C)
QSP1 Quartersphere		30 30 watts	5K7 5000K, 70CRI	4 Type IV	2 208 3 240 4 277	GR Gray PS Platinum WH White CC Custom	SPECIFY SCP HEIGHT 8F Up to 8ft mount height 20F Up to 20ft mount height	EH ¹ Battery Pack (-30°C) with heater

¹ Voltage specific (120 or 277V only)

² Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120-277V only

³ PCU option not applicable, included in sensor

⁴ Must specify input voltage (120, 208, 240 or 277)



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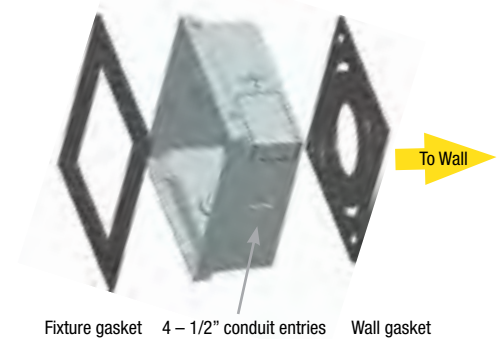
TRP1/RD11/QSP1-SPEC
JUNE 1, 2018 8:51 AM

ACCESSORIES - Order separately

Catalog Number	Description
SCP-REMOTE ²	Remote control for SCP option. Order at least one per project to program and control.
BB-GE0-XX	Back box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

² Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120V-277V only

BB-GE0-XX



BB-GE0-XX – Mounted to luminaire

PERFORMANCE DATA (AC/Standard Configurations)

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
12	350mA	13.9	2	1635	118	1	1	1	1577	113	1	1	1	1497	108	1	1	1
			3	1613	116	1	0	1	1556	112	1	0	1	1477	106	1	0	1
			4	1607	116	0	0	1	1550	111	0	0	1	1471	106	0	0	1
	500mA	19.9	2	2268	114	1	1	1	2176	109	1	1	1	2077	104	1	1	1
			3	2245	113	1	0	1	2140	108	1	0	1	2049	103	1	0	1
			4	2229	112	0	0	1	2150	108	0	0	1	2041	103	0	0	1
	700mA	28.2	2	2942	104	1	1	1	2885	102	1	1	2	2721	96	1	1	1
			3	2912	103	1	0	1	2836	101	1	0	1	2685	95	1	0	1
			4	2892	103	1	0	1	2789	99	1	0	1	2674	95	1	0	1

Electrical Data

Input Power Consumption

Drive Current (mA)	Input Voltage (V)	System Power (w)	Current (Amps)
350mA	120	13.9	0.12
	277		0.05
500mA	120	19.9	0.17
	277		0.07
700mA	120	28.2	0.24
	277		0.10

Battery backup units consume additional power during charging (maximum 32.2 watts for E, 50.7 watts for EH)

Projected Lumen Maintenance

Ambient Temp.	Operating Hours					L70 (hours)
	0	25,000	50,000	TM-21-11 ¹	100,000	
25°C/77°F	1.00	0.98	0.97	0.95	0.91	>345,000
40°C/104°F	1.00	0.96	0.95	0.92	0.87	>268,000

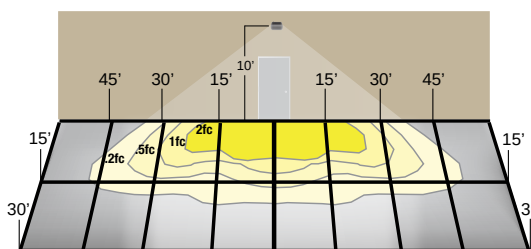
LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE	LUMEN MULTIPLIER
0° C	1.02
10° C	1.01
20° C	1.00
25° C	1.00
30° C	1.00
40° C	0.99
50° C	0.98

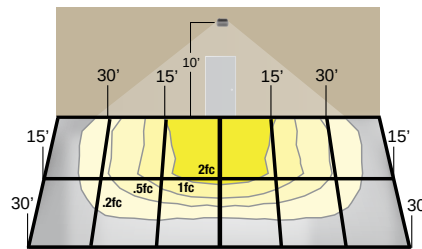
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

PHOTOMETRIC REPORTS

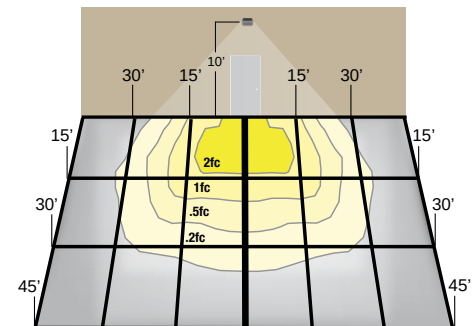
(30w, 4000K shown)



TYPE II



TYPE III



TYPE IV (Forward throw)

GeoPak - Battery Back Up

Functional Circuitry: Transient surge protection device on AC input. Upon failure of the normal utility power, an LED driver is automatically activated to power the emergency LEDs. Upon resumption of normal utility power, the LED driver is turned off, and the battery is recharged through a micro-controller based 3-stage charger. The battery is a maintenance-free Lithium Iron Phosphate (LiFePo) type. A low voltage battery disconnect (LVD) feature protects the battery from severe damage during prolonged power failures. Manual testing is available at any time using the push-to-test button. The optional heater features a heating wrap and thermostat to maintain optimal battery temperature during charge or discharge. The GeoPak includes the following features:

- Battery re-charge within 24 hours
- AC Lock-out circuit
- Self-diagnostics monitors LED status, LED driver circuit, battery capacity and charger function and displays any fault detection by means of a flashing code.

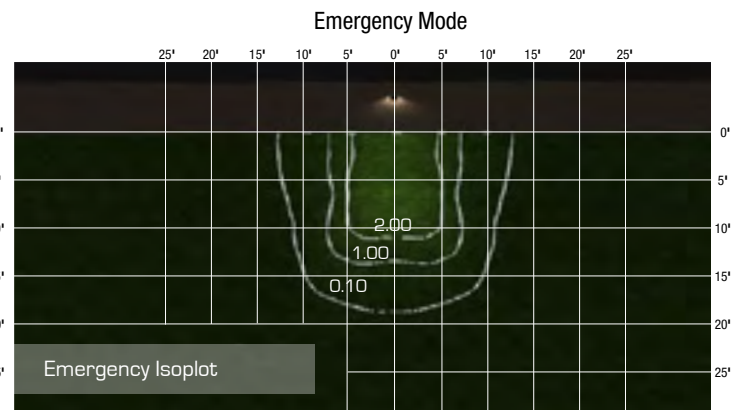
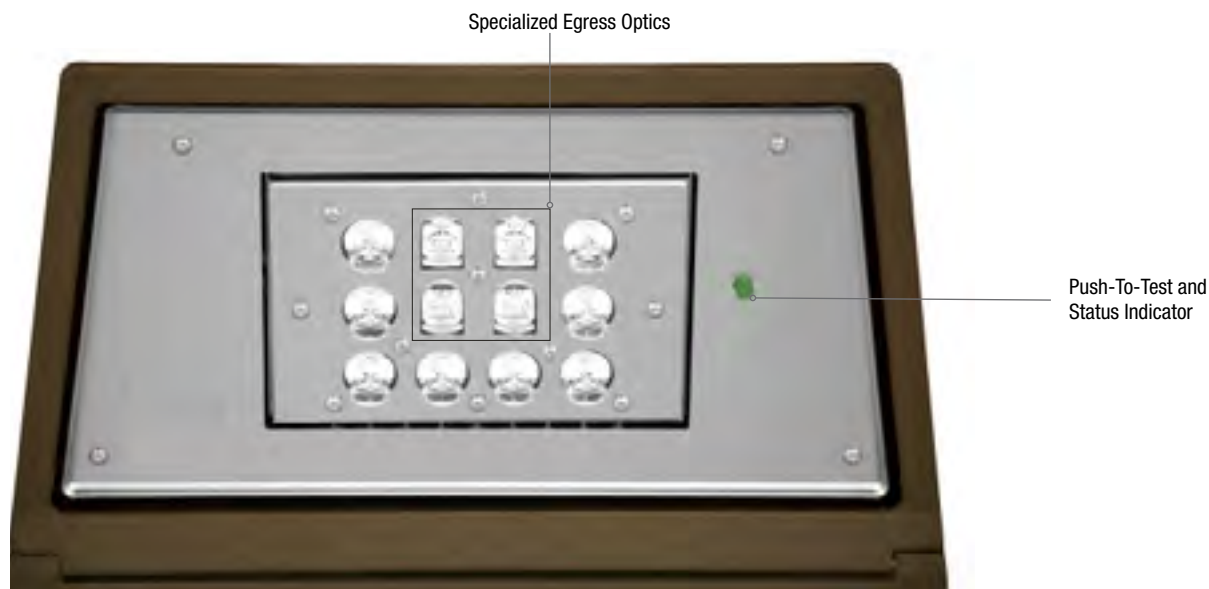
Emergency Photometric Performance (1 fc average .1 fc minimum)

28' multi-unit spacing at 10' MH with 0/30/10 reflectances on a 6' path

26' x 10' single unit coverage at 10' MH with 0/30/10 reflectances

6' x 19' forward throw coverage at 10' MH with 0/30/10 reflectances

- Self-Test feature runs a 1 minute test once a month and an alternating 30 or 60 minute test once every 6 months. Multi-color LED indicator provides visible fault detection and charging status.
- User initiated 1, or 90-minute system test feature
- 15 minute re-transfer delay
- Automatic unit transfer in brown-out conditions (below 80% of nominal AC input voltage).
- Battery backup units consume 6 watts when charging a dead battery and 2 watts during maintenance charging. EH (units with a heater) consume up to an additional 8 watts when charging if the battery temp is lower than 10°C



Provides Life Safety Code average illuminance of 1.0 fc. Assumes open space with no obstructions.

Diagrams for illustration purposes only, please consult factory for application layout.

Section O:
Architectural Design
Narrative



August 5, 2020

Caitlin Cameron
Urban Designer
City of Portland Maine
389 Congress Street
Portland, Maine 04101

Re: 200 Federal St. - Design Narrative

The proposed building to be located on 200 Federal Street in Downtown Portland consists of 265 residential market rate apartment units and first floor retail suites. The building is an 18 story structure sited on the corner of Federal and Temple Streets.

Prior to developing the building concept we spent much time walking the streets of the surrounding neighborhood, analyzing existing streetscapes, building massing, forms, materials and textures. This approach allowed us to develop a design concept that is grounded by the existing neighborhood context and also reflects our contemporary time. As seen in the aerial rendering and streetscape photos the predominant exterior materials in the neighborhood and along the Congress Street corridor are red brick and a lighter stone or cast stone material. We have utilized these materials and colors to help integrate 200 Federal Street into the existing Architectural fabric.

The building is a taller structure along the Congress Street corridor, to scale the building design from longer views we have designed a building cap material transition at the 16th floor which is a similar datum to the adjacent One City Center building. This visually lighter color building cap also helps the building meet the sky gracefully. The main body of the building is primarily brick clad with a high percentage of punched openings, this facade pattern creates nice light filled residential units but also a strong vertical and horizontal grid that provide the facade a nice order. The order is then balanced by vertical breaks in the brick with the lighter material, this scales the facades horizontally and visually breaks the building massing on the longer facades. The building has a strong base which is three stories in height, this base is pronounced by its larger width than the body of the building but also

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ryan@senatorearchitecture.com

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Portland, Maine 04101

by its materiality. The base is a cast masonry unit material with a light limestone like coloring. A similar material coloring is found in many of the adjacent larger neighboring building's, bases. The masonry unit is 24"x12" with a clean joint system, we have created a facade rhythm at the base with large expanses of glass for porosity and a strong pilaster order. The base design creates a scaled transition from the pedestrian level up to the main body of the building above.

200 Federal Street is a simple yet elegant structure that will add to the City of Portland's diverse skyline and it will contribute to the positive energy building within the surrounding neighborhood.

We look forward to discussing the project at the upcoming Planning Board workshop.

Sincerely,



Ryan Senatore, AIA LEED AP

Principal

207-747-5159

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Portland, Maine 04101

CODE RED

CONSULTANTS

154 TURNPIKE ROAD SUITE 200, SOUTHBOROUGH MA 01772

WWW.CRCFIRE.COM

Fire Protection/Life Safety Code Report

Project:

Mixed Use-High Rise
200 Federal Street
Portland, ME 04101

March 18, 2020

Prepared for:

Ryan Senatore Architecture
500 Congress Street, Second Floor
Portland, ME 04101



Zach Blanchard, P.E. (MA)



Carl Nelson, P.E. (MA)

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1. Introduction & Project Description

1.1 Introduction

Ryan Senatore Architecture has retained Code Red Consultants to provide fire protection and life safety code consulting services for the design and construction of the Federal Street Mixed Use project located in Portland, ME.

This report addresses the key fire protection and life safety features of the codes and standards referenced in Section 2 of this report. The primary intent of this document is to (1) coordinate the fire protection and life safety approach between all design disciplines, (2) demonstrate building, fire and life safety code compliance to the Authorities Having Jurisdiction, and (3) serve as a record document for the building owner. Details of compliance are left to the construction documents and the contractors. This report is intended to address code requirements as enforced by Authorities Having Jurisdiction only. It is the responsibility of the design team to ensure that any owner or insurance carrier requirements, which may exceed the provisions of the applicable codes and standards, are met.

1.2 Project Description

The project consists of the construction of a new 18-story mixed-use high-rise building (with a penthouse) consisting primarily of residential dwelling units (for rent). The building has an aggregate area of approximately 180,000 SF and a maximum footprint area of approximately 10,000 SF. The floor uses consist of the following:

- First Floor: Mixed-use consisting of parking garage, retail, and a two-story main lobby for the apartment complex;
- Second Floor: Residential units, fitness center, mail/package room, private offices, and lounge;
- Third through Seventeenth Floors: Residential Units
- Eighteenth Floor: Residential units, community room, and sky lounge
- Mechanical Penthouse

2. Applicable Codes

Building	MUBC – Maine Uniform Building Code, which is the portion of the Maine Uniform Building and Energy Code (MUBEC) that does not contain energy code requirements and is an amended version of the 2015 International Building Code (IBC).
Life Safety	2018 Edition of NFPA 101, <i>Life Safety Code</i> (LSC) as adopted and amended by the Rules of the State Fire Marshal and City of Portland Code of Ordinances Chapter 10 Article I
Fire	2015 Edition of NFPA 1, <i>Fire Code</i> as adopted by the MUBC 2018 Edition of NFPA 1, <i>Fire Code</i> as adopted by the City of Portland Code of Ordinances Chapter 10 Article II 2018 Edition of NFPA 1, <i>Fire Code</i> as adopted by the Rules of the State Fire Marshal *Where one edition is more stringent, the specific edition will be identified as the code reference.
Electrical	2017 NFPA 70, National Electric Code
Elevator	Maine Elevator & Tramway Rules & Laws, an amended version of the 2013 ASME A.17.1, Safety Code For Elevators And Escalators
Energy Code:	MUBEC – Maine Uniform Building and Energy Code, an amended version of the 2009 International Energy Conservation Code
Mechanical	2013 ASHRAE 62.1, Ventilation for Acceptable Indoor Air Quality 2015 International Mechanical Code (IMC) as adopted by the City of Portland
Plumbing	Maine State Plumbing Code which adopts and amends the 2015 Uniform Plumbing Code (UPC)
Accessibility Regulations	2009 ICC A117.1, Accessible And Usable Buildings and Facilities 2010 ADA Standards for Accessible Design Fair Housing Act Design Manual
Other	Various National Fire Protection Association (NFPA) codes and standards as referenced by the codes listed above

3. Fire Protection/Life Safety Analysis

The following sections describe the code compliance approach for the building.

3.1 Use and Occupancy Classification

3.1.1 Primary Occupancies

Table 1 indicates the primary occupancies within the building (MUBC Chapter 3).

Description	Occupancy Classification
Fitness Center, Lounge (< 50 occupants)	Group A-3
Residential (Apartments)	Group R-2
Retail (Market)	Group M
Offices	Group B
Parking Garage Storage, MEP, Building Support	Group S-2

TABLE 1: PRIMARY OCCUPANCY CLASSIFICATION

The building is classified as non-separated mixed-use occupancy (MUBC 508.3).

3.2 Special Use and Occupancy

3.2.1 High-Rise

The building is classified as a high-rise, as the height of the building is more than 75 feet above grade plane (MUBC 202). The building is required to comply with the following requirements, as well as the specific high-rise requirements provided in their corresponding sections throughout this report.

The highest occupiable floor is greater than 120 feet above the lowest level of fire department vehicle access. Therefore, fire service access elevators are required to be provided in accordance with MUBC Section 3007 (MUBC 403.6.1).

3.2.2 Parking Garage

The design and construction of the parking garage is required to be in accordance with the below requirements. Additional features required for enclosed parking garages including fire protection systems are incorporated throughout this report.

- The parking garage is required to be provided with a mechanical ventilation system in accordance with the 2015 IMC (MUBC 406.6.2).
- The clear height is required to be at least 7 feet in vehicle and pedestrian traffic areas (MUBC 406.4.1).
- Vehicle ramps are not permitted to be considered as required exits unless pedestrian facilities (e.g. raised sidewalks or guards) are provided (MUBC 406.4.4).

- Ramps that are used for vertical circulation and for parking are not permitted to exceed a slope of 1:15 (6.67 percent).
- Parking surfaces are required to be of concrete or similar noncombustible and nonabsorbent materials. Asphalt surfaces are permitted at ground level (MUBC 406.4.5).
- Vehicle ramps are not permitted to exceed a slope of 6.67% (MUBC 406.4.5).

3.2.3 Construction Type

The building is 18 stories in height and contains a total height less than 420 feet. Therefore, the building is permitted to be Type IA Modified High-Rise construction. (MUBC 403.2.1.1(1), 504, 506).

3.2.4 Fire-Resistance Ratings of Building Elements

The following table indicates the minimum fire-resistance ratings required for building elements in Type IA Modified High-Rise construction with the allowable reductions to Type IB (except for columns) applied (MUBC 403.2.1.1(1), 602.1).

Fire-Resistance Ratings of Building Elements	
Building Element	Fire-Resistance Rating (Hours) Type IA Modified
Primary structural frame - columns	3
Primary structural frame - other than columns	2
Exterior bearing walls	2
Interior bearing walls	2
Nonbearing exterior walls	See Section 3.2.8
Floor construction and secondary members	2
Roof construction and secondary members	1

TABLE 2: FIRE-RESISTANCE RATINGS – TYPE IA MODIFIED

3.2.5 Height and Area

The proposed building height and area are as follows:

- Building Height: 18 stories above grade, approximately 289.5' to roof
- Building Footprint Area: 10,000 sf
- Building Aggregate Area: 180,000 sf

For non-separated mixed-use buildings, the allowable height and area of the building are based on the most restrictive allowances for the occupancy groups under consideration (MUBC 508.3.2).

Buildings classified as Type IA Modified High-Rise Construction are permitted to be unlimited in height and area (MUBC 504 & 506).

3.2.6 Penthouse

The building includes a rooftop structure above Level 18. The structure is less than one-third of the area of the supporting roof deck and is not used for any purpose other

than the sheltering dedicated mechanical equipment. Therefore, the rooftop structure is classified as a penthouse (MUBC 1510.2).

3.2.7 Spray Applied Fire-Resistant Materials (SFRM)

The bond strength of SFRM installed throughout the building is required to have a minimum bond strength of 430 psf (MUBC 403.2.4).

3.2.8 Exterior Walls & Openings

The following table indicates the fire-resistance ratings and opening limitations required for nonbearing exterior walls based on fire separation distance (MUBC 602; 705.8).

Fire Separation Distance	Fire Resistance Rating		Allowable area of Openings ¹
	Group M	Group A-3, R-2, S-2	
0 to less than 3 feet	2 Hour	1 Hour	Not Permitted
3 feet to less than 5 feet	2 Hour	1 Hour	15%
5 feet to less than 10 feet	1 Hour	1 Hour	25%
10 feet to less than 15 feet	1 Hour	1 Hour	45%
15 feet to less than 20 feet	1 Hour	1 Hour	75%
20 feet or greater	0 Hour	0 Hour	No Limit

TABLE 3: FIRE-RESISTANCE RATINGS AND OPENING LIMITATIONS FOR EXTERIOR WALLS

Fire separation distance is required to be measured at right angles from the face of the building to either the closets interior lot line, the centerline of a street, alley, or public way, or an imaginary lot line between two buildings on the same property (MUBC 202).

3.3 Interior Walls and Partitions

3.3.1 Fire/Smoke Resistive Assemblies

Table 4 indicates the interior walls and partitions that are required to be constructed as fire/smoke resistive assemblies.

Type of Assembly	Construction	Code Reference
Dwelling Unit Separations		
Separation walls	1-hour fire partition	MUBC 420.2, 708
Horizontal separation	1-hour horizontal assembly	MUBC 420.3, 711
Corridors		
Serving Group R Occupancies	½-hour fire partition	MUBC 1020.1 NFPA 101, 30.3.6.1.2
Special Rooms/Incidental Uses		
Dry type transformer room > 35,000 V	3-hour fire barrier	NFPA 70, 450.42

¹ Based on building being fully sprinkler protected and unprotected openings.

Emergency generator room ²	2-hour fire barrier	NFPA 110, 7.2.1.1
Electrical rooms containing emergency power feed circuits	2-hour fire barrier	NFPA 70, 700.10
Non-sprinklered electrical room	2-hour fire barrier	NFPA 13, 8.15.10.3
Elevator machine room/controls room	2-hour fire barrier	MUBC 3005.4
Fire pump room	2-hour fire barrier	MUBC 913.2.1
Exit Passageways	2-hour fire barrier	MUBC 1024.3
Trash chute termination room	2-hour fire barrier	MUBC 713.13.4
Fire Command Center	1-hour fire barrier	MUBC 911.1.2
Trash chute access room/Collection Room	1-hour fire barrier	MUBC 713.13.3; NFPA 101, 30.3.2.1.1
Dry type transformer room > 112.5 kVA	1-hour fire barrier	NFPA 70, 450.21(B)
Boiler room where the largest piece of equipment is > 15 psi and 10 horsepower	Smoke-tight wall	MUBC 509
Furnace room where any equipment is > 400,000 BTU per hour input	Smoke-tight wall	MUBC 509
Fire Service Access Elevator Lobby (with protected path)	1-hour smoke barrier	MUBC 3007.6.2
Shafts		
Shafts connecting any number of stories	2-hour fire barrier	MUBC 713.4 NFPA 101, 8.6.5

TABLE 4: FIRE/SMOKE RESISTIVE ASSEMBLIES

Type of Assembly	Description
Fire Barrier (MUBC 707.5) (NFPA 101, 8.3)	Wall construction is required to extend from the floor or foundation below to the underside of the floor or roof sheathing, slab or deck above. They are required to be continuous through concealed spaces, such as those above ceiling. Openings are required to comply with MUBC 716 (see Section 3.3.4).
Fire Partition (MUBC 708.4)	Wall construction is required to extend from the top of the floor or foundation to the underside of the floor or roof sheathing above. The supporting construction is required to afford the required fire-resistance rating of the fire partition. Openings are required to comply with MUBC 716 (see Section 3.3.4).
Smoke Barrier – Fire Service Access Elevator Lobby (MUBC 709.4.2) (NFPA 101, 8.5.2)	Wall construction for fire service access elevator lobbies is required to form an effective membrane enclosure that terminates at a fire barrier wall having a fire protection rating not less than 1 hour, another smoke barrier wall, or an outside wall. Walls are required to be continuous from outside wall to outside wall, from a floor to a floor, or from a smoke barrier to a smoke barrier (or a combination thereof). Smoke barriers are required to be continuous through all

² Fuel line supplying a generator inside the building are required to be separated from areas of the building, other than the generator room, by an approved assembly having a fire-resistance rating not less than 1-hour (MUBC 403.4.8.2).

	concealed spaces, such as those found above a ceiling, including interstitial spaces.
Smoke Tight (MUBC 509.4.2) (NFPA 101, 8.4.2)	Walls are required to extend from the top of the foundation or floor below to the underside of the floor or roof sheathing, deck or slab above or to the underside of ceiling membrane that is constructed to limit the transfer of smoke.

TABLE 5: FIRE/SMOKE RESISTIVE ASSEMBLY TYPES

3.3.2 Identification

All fire walls, fire barriers, fire partitions, smoke barriers, and smoke partitions, or any other wall required to have protected openings or penetrations will be permanently identified with signs/stenciling (MUBC 703.7). Identification will:

- Be located in accessible concealed floor, floor-ceiling, or attic spaces.
- Be located within 15 feet of the end of each wall and at intervals not exceeding 30 feet measured horizontally along the wall or partition.
- Include lettering not less than 3 inches in height with a minimum 3/8-inch stroke in a contrasting color incorporating the suggested wording "FIRE AND/OR SMOKE BARRIER - PROTECT ALL OPENINGS".

3.3.3 Structural Integrity

Exit enclosures and elevator hoistways are required meet the structural integrity requirements of MUBC Section 403.2.3.

Concrete or masonry walls are deemed to satisfy the requirements for structural integrity (MUBC 403.2.3.3).

3.3.4 Doors and Fire Shutters

Doors, fire shutters, and their corresponding components are required to have fire-resistance ratings and meet the required testing standards as specified in Table 6. All doors and fire shutters required to be fire-resistance-rated must be designed, installed, and labeled in accordance with NFPA 80 (MUBC 716.5).

Wall Type	Required Wall Rating	Minimum Fire Door Rating	Performance Criteria for Doors/Shutters ³	Code Reference
Fire barriers have 2-hour rating	2-hours	1½-hours	NFPA 252 or UL 10C	MUBC 716.5
Fire partitions: Corridor walls	½-hour	1/3 hour	NFPA 252 or UL 10C UL 1784	
Fire Service Access Elevator Lobbies – Smoke Barrier	1-hour	3/4-hour	UL 1784	MUBC 3007.6.3

³ All doors are required to be self- or automatic closing and provided with an active latch bolt that will secure the door when it is closed (MUBC 716.5.9.1).

Other smoke barriers (protected path)	1-hour	1/3-hour	NFPA 252 or UL 10C	MUBC 716.5, 3007.6.3
Smoke-tight walls	No rating	No rating	No air transfer openings, max 3/4" undercut	MUBC 509.4.2
Smoke Partitions in Elevator Lobbies			Limit the transfer of smoke per UL 1784	MUBC 3006.3

TABLE 6: FIRE DOOR AND SHUTTER REQUIREMENTS

3.3.5 Elevator Lobbies

Since the building has occupiable floors located more than 120 feet above the lowest level of fire department access, at least two fire service access elevators are required to be provided and serve every floor and must open into a fire service access lobby except at the level(s) of exit discharge (MUBC 403.6.1 & 3007.6). Major requirements include:

- Direct access to an exit stairway (MUBC 3007.4.1).
- Exit stairs containing standpipes must have access to the floor without passing through the fire service access elevator lobby (MUBC 3007.9.1)
- Be enclosed with construction complying with Table 4 (MUBC 3007.4.2).
- Be a minimum of 150 square feet in area with a minimum dimension of 8 feet (MUBC 3007.4.4).

Other elevators are required to be equipped with lobbies on each floor, except the level(s) of exit discharge, that are constructed in accordance with Table 4 (MUBC 3006.2). As an alternative, the lobbies can be omitted if the shafts are pressurized.

3.3.6 Penetrations

Penetrations of fire-resistance-rated walls and horizontal assemblies that are not protected with dampers or a shaft are required to comply with this section. Ducts and air transfer openings that are protected by dampers are required to comply with Section 3.3.8 of this report.

Through and membrane penetrations of fire-resistance-rated walls and fire-resistance-rated horizontal assemblies are required to be protected by an approved penetration firestop system installed as tested in accordance with ASTM E 814 or UL 1479, with a minimum positive pressure differential of 0.01 inch of water (MUBC 714.3 & 714.4). Penetrations of fire-resistance-rated walls must have an F rating of not less than the required fire-resistance rating of the wall penetrated (MUBC 714.4.1). Penetrations of fire-resistance rated horizontal assemblies must have an F rating/T rating of not less than 1 hour but not less than the required rating of the floor penetrated (MUBC 714.4.1.2).

Voids created between the fire resistance-rated floor assembly and the exterior curtain wall shall be protected with a perimeter joint system that is designed and tested in accordance with ASTM E 2307 (MUBC 715.4). The system is required to have an F rating for a time not less than the rating of the floor assembly.

3.3.7 Third Party Firestopping Special Inspections

MUBC Section 1705.17 requires a special inspector for through-penetrations, membrane penetration firestops, fire-resistance joint systems, and perimeter fire barrier systems since the building is a high-rise.

All penetrations of fire-resistance rated walls and floors are subject to MUBC 1705.17, which requires a special inspector for through-penetrations, membrane penetration firestops, fire-resistant joint systems, and perimeter fire barrier systems.

The inspections are required to be performed in accordance with ASTM E2174 for penetration firestop systems and ASTM E2393 for joint systems, including the following:

- The inspector is to witness the installation of 10% of each type of firestop system or perform destructive testing of 2% of each type of firestop system per floor or for each area of a floor when a floor is larger than 10,000 ft².
- Complete submittals showing all listed firestop assemblies are required to be provided to the inspector before they perform their inspections. This includes any engineering judgements that may be needed for assemblies that don't meet all the details of a listed assembly.
- The specifications should indicate that special inspections are required for all penetration firestop systems and fire-resistant joint systems.

3.3.8 Ducts and Air Transfer Openings

Fire and smoke dampers are required where ducts and air transfer openings penetrate walls as specified in MUBC and NFPA 101. Where dampers are installed, they are required to be listed and bear the label of an approved testing agency (MUBC 717.3.1). Fire dampers must be tested in accordance with UL 555 and smoke dampers must be tested in accordance with UL 555S. Combination fire/smoke dampers must comply with both test standards.

Fire dampers are required to be rated for 1.5 hours, unless they are installed in a 3-hour or greater assembly, in which case they are required to be 3-hour rated (MUBC 717.3.2.1). For this project, all fire dampers are expected to be 1.5 hour since there are no 3-hour fire resistance rated walls. Smoke damper leakage ratings must be Class I or II. Elevated temperature ratings must not be less than 250°F (MUBC 717.3.2.2). Combination fire/smoke dampers must comply with both rating requirements (MUBC 716.3.2.3). Refer to MUBC 716.3.3 for required damper actuation methods.

Fire, smoke, and fire/smoke dampers are required to be provided with an approved means of access that permits inspection and maintenance of the damper and its operating parts (MUBC 717.4). Access points are required to have permanent labels

with letters that are not less than ½ inch in height that reads “FIRE/SMOKE DAMPER, SMOKE DAMPER, or FIRE DAMPER”.

3.4 Vertical Openings

3.4.1 Floor Openings

Floor openings are required to be enclosed in shafts in accordance with Section 3.3.1 of this report unless otherwise specified below (MUBC 713.4 & NFPA 101, 8.6).

3.4.2 Convenience Openings

The main lobby in the building includes a 2-story unenclosed vertical opening that connects the First and Second Floors. The opening is permitted as the following will be met (MUBC 712.1.9, NFPA 101, 8.6.8.2):

- Does not connect more than two adjacent stories.
- Is separated from corridors by a smoke partition.
- Is not concealed within the building construction.
- Is not serving as a required means of egress.
- Is separated from floor openings serving other levels.

3.5 Interior Finishes

3.5.1 Wall and Ceiling Finishes

Interior wall and ceiling finish ratings are classified in accordance with ASTM E 84 or UL 723 based on flame spread and smoke-developed indices (MUBC 803.1.2). Interior finish classifications are required to be in accordance with those specified in the following table based on the occupancy classifications (MUBC 803.11).

Occupancy Classification	Exit Enclosures	Corridors, Exit Access Stairways/Ramps	Rooms and Enclosed Spaces
A-3	B	B	B
R-2 / S-2	C	C	C
M	B	C	C

TABLE 7: INTERIOR WALL & CEILING FINISH REQUIREMENTS

3.5.2 Interior Floor Finish

Floor finishes and coverings of a traditional type, such as wood, vinyl, linoleum or terrazzo, and resilient floor covering materials that are not comprised of fibers are permitted throughout (MUBC 804.1 Exception). Other interior floor covering materials are required to comply with the requirements of the DOC FF-1 “pill test” (CPSC 16 CFR Part 1630) (MUBC 804.4.1).

3.6 Fire Protection Systems

3.6.1 Automatic Sprinkler Systems

An automatic sprinkler system designed in accordance with NFPA 13 is required throughout the building (MUBC 403.3; 903.2).

A secondary water supply is required for the building if the building is assigned Seismic Design Category C, D, E, or F (MUBC 403.3.3).

3.6.2 Standpipe Systems

A Class I standpipe system is required to be installed throughout the building in accordance with NFPA 14 as the floor level of the highest story is more than 30 feet above the lowest level of fire department vehicle access (MUBC 905.3.1(1)).

Class I standpipe hose connections are required to be provided in all of the following locations (MUBC 905.4):

- In every required stairway, hose connections are required to be located at an intermediate floor level between floors for every floor level above or below grade.
- In every exit passageway, at the entrance from the exit passageway to other areas of a building.
- On the roof of the building as the roof has a slope less than 33.3%.

3.6.3 Fire Pump Room

The fire pump room is required to be protected by 2-hour fire barriers and horizontal assemblies (MUBC 403.3.4 & 913.2.1).

The fire pump room is required to be located such that is accessible directly from the outside of the building or through a fire-rated corridor from an enclosed stairway or exterior exit. The enclosed passageway is required to have a fire-resistance rating not less than that of the fire pump room (NFPA 20, 4.13.2).

3.6.4 Fire Extinguishers

Portable fire extinguishers are required in all occupancies within the building and are required to be selected and installed in accordance with NFPA 10 (MUBC 906.1)

Fire extinguishers are required to be installed in locations designated by MUBC Section 906.

3.7 Emergency Systems

3.7.1 Fire Alarm and Detection Systems

The building is required to be provided with a fire alarm system throughout (MUBC 907.2). The fire alarm system is required to be provided with emergency voice/alarm communication capabilities (MUBC 403.4.4).

An automatic smoke detection system is required to be installed in the following locations:

- At the fire alarm control unit(s) (NFPA 72, 10.4.4)
- In each mechanical equipment, electrical, transformer, telephone equipment, or similar room which is not provided with sprinkler protection (MUBC 907.2.13.1.1(1)).

- In each elevator machine room and in elevator lobbies (MUBC 907.2.13.1.1(2)).
- On each floor level at the entrance to smokeproof enclosures/pressurized stairs (MUBC 909.20.6).

Single- or multiple-station smoke alarms are required to be installed within the dwelling units in accordance with MUBC Section 907.2.11.2.

The building is required to be provided with carbon monoxide detection in accordance with the requirements of MUBC Section 908.7 and 915.2. The carbon monoxide detection is required to be installed in accordance with NFPA 720 (2009) (Rules of the State Fire Marshal and City of Portland Code of Ordinances Chapter 10 Article I (I)).

Duct smoke detectors complying with MUBC Section 907.3.1 are required to be installed in the following locations (MUBC 907.2.13.1.2):

- In the main return air and exhaust air plenum of each air-conditioning system having a capacity greater than 2,000 cfm. Such detectors are required to be located in a serviceable area downstream of the last duct inlet.
- At each connection to a vertical duct or riser serving two or more stories from a return air duct or plenum of an air-conditioning system. In Group R-2 occupancies, a smoke detector is allowed to be used in each return air riser carrying not more than 5,000 cfm and serving not more than 10 air-inlet openings.

3.7.2 Fire Command Center

A fire command center complying with MUBC 911 is required in a location approved by the fire department (MUBC 403.4.5). The fire command center is required to be separated from the remainder of the building with 1-hour fire barriers (MUBC 911.1.2). The room is required to be a minimum of 200 square feet with a minimum dimension of 10 feet (MUBC 911.1.3). The fire command center is required to comply with NFPA 72 and contain the following features (MUBC 911.1.6):

- The emergency voice/alarm communication system control unit.
- The fire department communications system.
- Fire detection and alarm system annunciator.
- Annunciator unit visually indicating the location of the elevators and whether they are operational.
- Status indicators and controls for air distribution systems.
- Fire-fighter graphic control panel for smoke control systems installed in the building.
- Controls for unlocking stairway doors simultaneously.
- Sprinkler valve and waterflow detector display panels.
- Emergency and standby power status indicators.
- A telephone for fire department use with controlled access to the public telephone system.
- Fire pump status indicators.
- Schematic building plans indicating the typical floor plan, building core, means of egress, fire protection systems, fire-fighting equipment and fire department

access, and the location of fire walls, fire barriers, fire partitions, smoke barriers, and smoke partitions.

- An approved Building Identification Card.
- Work table.
- Generator supervision devices, manual start and transfer features.
- Elevator fire recall switch in accordance with the elevator code.
- Elevator emergency or standby power selector switch(es).
- Continuous monitoring of the fire service access elevator by a standard emergency service interface system meeting the requirements of NFPA 72 (MUBC 3007.6).
- Manual and override controls for smokeproof enclosure mechanical system(s) (MUBC 909.16).
- Storage unrelated to operation of the fire command center is not permitted.

3.7.3 Smoke Control System

Exit stairways serving high-rise floors are required to be designed as smokeproof enclosures designed in accordance with MUBC Sections 909.20 and 1023.11 (MUBC 403.5.4).

The smokeproof enclosures are required to be pressurized to a minimum of 0.10 inches of water and a maximum of 0.35 inches of water in the shaft relative to the building measured with all stairway doors closed under maximum anticipated conditions of stack effect and wind effect (MUBC 909.20.5).

The smokeproof enclosure ventilation systems are required to be independent of other building ventilation systems (MUBC 909.20.6.1). The equipment, control, wiring, power wiring, and ductwork is required to be designed and installed in accordance with MUBC Section 909.20.6.1. Where equipment, control wiring, power wiring, and ductwork are located inside of the building, they are required to be separated from adjacent building areas and other mechanical equipment by 2-hour fire barriers.

3.7.4 Post-Fire Smoke Removal System

To facilitate smoke removal in post-fire salvage and overhaul operations, the building is required to be provided with a natural or mechanical post-fire smoke removal system (MUBC 403.4.7).

3.7.5 Emergency Responder Radio Coverage

Emergency responder radio coverage is required to be provided in the building in accordance with MUBC Section 916.1 and IFC Section 510 (MUBC 403.4.5).

3.8 Standby/Emergency Power

Throughout the building, a standby/emergency power system is required to serve the following building features (MUBC 403.4.8.4; 2702.2):

Emergency

- Exit signage

- Means of egress illumination
- Fire alarm and detection systems
- Emergency voice/alarm communication systems
- Electrically powered fire pumps
- Elevator car lighting

Standby

- Smoke control system
- Emergency responder radio coverage
- Elevators required for accessible egress
- Power and lighting for the fire command center

3.9 Fire Department Access

3.9.1 Fire Apparatus Access Roads

A fire apparatus access road is required to be provided such that any portion of an exterior wall of the first story of the building is not more than 450 feet from the access road as measured by an approved route around the exterior of the building (NFPA 1, 18.2.3.2.2.1).

The fire apparatus access road is required to meet the following specifications:

- **Dimensions.** The access road is required to have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13'6" (NFPA 1, 18.2.3.4.1.1 & 18.2.3.4.1.2).
- **Surface.** The surface of the access road is required to be designed and maintained to support the imposed loads of fire apparatus and provide all-weather driving capabilities (NFPA 1, 18.2.3.4.2).
- **Turning Radius.** The required turning radius of the access road is to be specified by the AHJ (NFPA 1, 18.2.3.4.3).
- **Dead Ends.** Dead-end access roads in excess of 150 feet in length are required to be provided with an approved area for turning around fire apparatus (NFPA 1, 18.2.3.4.4).
- **Grade.** The grade of the access road is required to be within the limits established by the AHJ based on the fire department's apparatus (NFPA 1, 18.2.3.4.6.1).
- **Angles of Approach and Departure.** The angles of approach and departure for access roads shall not exceed 1 ft drop in 20 ft or the limits established by the AHJ based on the fire department's apparatus (NFPA 1, 18.2.3.4.6.2).
- **Markings.** Approved signs or other approved notices or markings including the word are to be provided where required by the AHJ (NFPA 1, 18.2.3.5).

3.10 Means of Egress

3.10.1 Occupant Load

The number of occupants is computed at the rate of one occupant per unit of area as prescribed in the following table (MUBC 1004.1.2; NFPA 101, 7.3.1.2). Program loads are not permitted to be used (MUBC 1004.1.2).

Function of Space	Occupant Load Factor (ft ² /occupant)
Assembly - Tables & Chairs	15 net
Sales Area (on street floor)	30 gross
Exercise Rooms (with equipment)	50 gross
Residential	200 gross
Parking Garage	200 gross
Commercial Kitchens	200 gross
Storage & MEP	300 gross

TABLE 8: OCCUPANT LOAD FACTORS

3.10.2 Egress Capacity

The required egress capacity for any means of egress component is based on the capacity factors given in the following table (MUBC 1005.1; NFPA 101, 7.3.3.1):

Stairways (inches of width per person)	All Other Components (inches of width per person)
0.3	0.2

TABLE 9: EGRESS WIDTH FACTORS

3.10.3 Number of Exits

The number of exits required from every story cannot be less than that specified in the following table (MUBC 1006.3.1).

Occupant Load	Number of Exits Required
1 - 500	2
501 - 1,000	3
> 1,000	4

TABLE 10: MINIMUM NUMBER OF EXITS REQUIRED

A single exit is permitted to serve the penthouse. One stair is required to extend to the roof if elevator equipment that must be accessed for maintenance is present on the roof (MUBC 1011.12).

3.10.4 Exit Access

Two exits or exit access doorways are required to be provided from any space where the occupant load or common path of travel exceeds the value specified in Table 11 (MUBC 1006.2.1).

Occupancy	Occupant Load	Common Path of Travel
A-3, M	49	75
R-2	20	125

B	49	100
S-2	29	100

TABLE 11: SPACES WITH ONE EXIT OR EXIT ACCESS DOORWAY

Where two exits or exit access doorways are required from any portion of the exit access, the exits or exit access doorways are required to be placed a distance apart equal to not less than one-third of the length of the maximum overall diagonal dimension of the building or area served (MUBC 1007.1.1(2)).

Two exit access doorways are required in boiler, incinerator, and furnace rooms where the area is over 500 square feet and any fuel-fired equipment exceeds 400,000 British thermal unit input capacity (MUBC 1006.2.2.1).

For these rooms, the exit doors are required to be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the room (MUBC 1006.2.2.1).

Interior exit stairways in high-rise buildings are required to be separated by a distance not less than 30 feet or not less than one-fourth of the length of the maximum overall diagonal dimension of the building or area to be served, whichever is less (MUBC 403.5.1).

3.10.5 Exit Enclosures

Exit enclosures are not permitted to be used for any purpose other than means of egress (MUBC 1023.1).

Penetrations into and openings through an exit enclosure are prohibited except for required exit doors and equipment serving the stair (MUBC 1023.4).

Exit passageways must comply with MUBC Section 1024 and must not be used for any purpose other than as a means of egress. Exit passageways are utilized to achieve exterior discharge of an exit stair. Exit passageways are constructed as fire barriers, providing a fire resistance rating of not less than that required by the stair to which it is connected (MUBC 1024.3). Openings in an exit passageway are limited to those necessary for exit access to the exit passageway from normally occupied spaces and for egress from the exit passageway (MUBC 1024.5). Penetrations into or through an exit passageway are prohibited except as specifically identified in MUBC Section 1024.6.

The exit passageway is required to be a smokeproof enclosure in accordance with Section 3.7.3 as there are openings into the exit passageway (MUBC 1023.11.1 Ex. 1).

3.10.6 Stairs

Stairs are required to have sufficient capacity to serve the calculated occupant load, with a minimum width of not less than 44 inches (MUBC 1011.2).

Stair risers heights are required to be a maximum of 7 inches and minimum of 4 inches. Tread depths are required to be 11 inches minimum (MUBC 1011.5.2).

Stair treads and risers are required to be uniform in size and shape (MUBC 1011.5.4). Open risers are not permitted (ADA 504.3).

3.10.7 Doors

Doors are required to be a minimum of 32 inches in clear width and are not permitted to have a swinging door leaf greater than 48 inches in nominal width (MUBC 1010.1.1).

Egress doors are required to be of the pivoted or side-swinging type (MUBC 1010.1.2), unless within a single dwelling unit. Doors are required to swing in the direction of egress travel where serving an occupant load of 50 or more persons (MUBC 1010.1.2.1).

The distance between two doors in series is required to be 48 inches minimum plus the width of a door swinging into the space. Doors in series are required to swing either in the same direction or away from the space between the doors. The distance between horizontal sliding doors is not permitted to be less than 48 inches (MUBC 1010.1.8).

Stairway doors other than the exit discharge door are permitted to be locked from the stairway side, provided they are capable of being unlocked simultaneously, without unlatching, upon a signal from the fire command center where the fire command center is continuously staffed during any occupancy, or upon power failure. Where the fire command center is not continuously staffed during occupancy, the stairways doors are required to unlock upon activation of the building fire alarm system or upon power failure (MUBC 403.5.3).

Doors serving rooms or spaces with an occupant load of 50 or more in a Group A occupancy are not permitted to be provided with a lock or latch unless it is panic or fire exit hardware (MUBC 1010.1.10.1).

3.10.8 Travel Distances

Exit access travel distances must not exceed the maximum values specified in Table 12 (MUBC 1017; NFPA 101, 7.6).

Occupancy	Maximum Exit Access Travel Distance
A-3	250 feet
B	300 feet
R-2	325 feet
M	250 feet
S-2	400 feet

TABLE 12: EXIT ACCESS TRAVEL DISTANCES

3.10.9 Corridors

Corridors serving group R-2 occupancies are required to have a ½-hour rating. Corridors serving other occupancies are permitted to be nonrated unless they serve as required exits from Group R spaces (MUBC 1020.1).

Corridor width is required to comply with Table 13 (MUBC 1020.2):

Occupancy	Maximum Exit Access Travel Distance
Access to and utilization of MEP equipment	24 inches
With a required occupancy capacity < 50 people	36 inches
Within dwelling units	36 inches
Any areas not listed above	44 inches

TABLE 13: MINIMUM CORRIDOR WIDTH

Where more than one exit or exit access doorway is required, the exit access is required to be arranged such that dead ends in the corridors do not exceed the maximum allowable distances specified in Table 14 (MUBC 1020.4).

Occupancy	Maximum Dead End Distance
A	20 feet
R-2, M, and B	50 feet
S-2	50 feet

TABLE 14: MAXIMUM DEAD END DISTANCES

3.10.10 Exit Discharge

Exits are required to discharge directly to the exterior, except where permitted below (MUBC 1028.1).

A maximum of 50 percent of the number and capacity of exit enclosures are permitted to egress through either (1) areas on the level of exit discharge or (2) a vestibule (MUBC 1028.1). The combined use of these two exceptions is not permitted to exceed 50 percent to the number and capacity of the required exits.

Where exit enclosures egress through areas on the level of exit discharge, the following are required to be met (MUBC 1028.1(1); NFPA 101, 7.7.2):

- Occupants are provided with a free and unobstructed path of travel to an exterior egress door and such exits are readily visible and identifiable from the point of termination of the exit enclosure;
- The entire area of the level of exit discharge is separated from areas below by construction having a fire rating equivalent to the exit enclosure served (not applicable as no areas below); and
- All portions of the egress path are sprinkler protected.

3.10.11 Exit Signage

Exit and exit access doors are required to be marked by approved exit signs readily visible from any direction of egress travel (MUBC 1013.1). The path of egress travel to exits and within exits are required to be marked by readily visible exit signs to clearly indicate the direction of egress travel where the exit or path of travel is not immediately visible. Exit signs within corridors and exit passageways are required to be placed such that no point is more than 100 feet or the listed viewing distance for the

sign, whichever is less, from the nearest visible exit sign. Exit signs are not required in the following locations:

- In rooms or areas that require only one exit or means of exit access.
- Main exterior exit doors that are obviously and clearly identifiable as exits where approved by the building official.

3.10.12 Luminous Egress Markings

Approved luminous egress path marking are required to be provided in exit enclosures, including vertical exit enclosures and exit passageways, in accordance with MBC 1025.2.1 through 1025.2.6 (MUBC 403.5.5). Locations include steps, landings, handrails, perimeter demarcation lines, obstacles, and doors within the exit path.

3.10.13 Egress Illumination

The means of egress, including the exit discharge, are required to be illuminated at all times the building served by the means of egress is occupied (MUBC 1008.1). The illumination level is not permitted to be less than 1 footcandle at the walking surface (MUBC 1008.2)

In the event of power supply failure, an emergency electrical system is required to automatically illuminate all of the following areas (MUBC 1008.3):

- Aisles in rooms and spaces that require two or more means of egress.
- Corridors, exit enclosures, and exit passageways.
- Exterior egress components at other than the level of exit discharge until exit discharge is accomplished.
- Interior exit discharge elements.
- Exterior landings for exit discharge doorways.
- Electrical equipment rooms.
- Fire Pump rooms.
- Generator rooms.
- Public restrooms greater than 300 ft².

The emergency power system is required to provide power for a duration of not less than 90 minutes and is required to consist of storage batteries, unit equipment, or an on-site generator (MUBC 1008.3.4). The initial illumination is required to be an average of 1 footcandle and a minimum at any point of 0.1 footcandle measured along the path of egress at the floor level. Illumination levels are permitted to decline to 0.6 footcandle average and a minimum of 0.06 footcandle at the end of the emergency lighting time duration (MUBC 1008.3.5).

3.10.14 Accessible Means of Egress

Accessible means of egress are required to be provided from all accessible spaces within the building. Where more than one means of egress is required from any accessible space, the space is required to be served by not less than two accessible means of egress (MUBC 1009.1).

Not less than one of the accessible means of egress is required to an elevator (MUBC 1009.4). The elevator is required to be provided with standby power and comply with the emergency operation and signaling device requirements of the MUBC.

A two-way communication system is required to be provided at the elevator landing on each accessible floor that is one or more stories above the level of exit discharge (MUBC 1009.8).

Exit stairways will serve as the other accessible means of egress from the stories located above or below the level of exit discharge. The stairs are not required to have 48" between handrails, nor are they required to be accessed from an area of refuge in order to be considered as an accessible means of egress since the building will be fully sprinkler protected (MUBC 1009.3(2&4)).

3.11 Accessibility

3.11.1 General

The building is subject to compliance with the Fair Housing Act, the 2010 ADA Standards, and ICC A117.1 (MUBC 1101.2).

At least 2% of the dwelling units are required to be Type A units. The Type A units are required to be dispersed among the various classes of units (MUBC 1107.6.2.2.1). All other units are required to be Type B units, unless qualifying for one of the reductions in MUBC Section 1107 (MUBC 1107.6.2.2.2).

Specific requirements regarding the units are located in ICC A117.1 Sections 1003 and 1004.

3.12 Plumbing Fixtures

3.12.1 Required Number

When calculating the required number of plumbing fixtures, it is appropriate to assume that 50% of the building population is male and 50% is female, calculated by the total occupant load (UPC 422.1). The appropriate number of fixtures need to be provided based on the following factors and occupancies present (UPC 422.1). Where multiple occupants are present, the fractional numbers shall be summed and then rounded to the next whole number.

Use	Toilets		Urinals	Lavatories		Drinking Fountain	Service Sink
	F	M		F	M		
Assembly	1: 1-25 2: 26-50 3: 51-100 4: 101-200	1: 1-100 2: 101-200	1: 1-100 2: 101-200	1: 1-100 2: 101-200	1: 1-200	1: 1-250 2: 251-500	1 service sink or laundry tray
Mercantile ⁴	1: 1-100	1: 1-100	0: 1-200	1: 1-200	1: 1-200	1: 1-250	
Storage	1: 1-100	1: 1-100	-	1: 1-200	1: 1-200	1: 1-250	
Residential	1 water closet, lavatory, and bathtub/shower fixture per apartment. 1 kitchen sink per apartment 1 laundry tray or 1 automatic clothes washer connection per unit or 1 automatic clothes washer connection for each 12 units						

TABLE 15: PLUMBING FIXTURE FACTORS

Where separate facilities are required, and each toilet facility is required to have only one water closet, two family or assisted-use toilet facilities are permitted to replace the required separate toilet facilities (UPC 422.2.1).

⁴ Where a total occupant load is 50 or less for a mercantile occupancy, one toilet facility, designed for use by no more than one person at a time, shall be permitted for use by both sexes (UPC 422.2 ex. 3)

Section P: Utilities



Utilities

The proposed project will include installation of multiple utility services to the new building. Please refer to the Utility Plan – 1 (Sheet C-20), Utility Plan – 2 (Sheet C-21) & Grading Plan (Sheet C-30) for additional information.

Water:

It is proposed to tap an 8" ductile iron sprinkler service line off the new 12" ductile iron main within Federal Street. Additionally, a 6" ductile iron domestic line is proposed to be tapped off the main with a separate 1" domestic service for the ground level retail.

Sewer:

Two 12" PVC laterals are proposed to drain via gravity to the combined main within Federal Street.

Stormwater:

The proposed measures to handle runoff include a series of foundation drains, roof leaders and catch basins. These networks will connect to a separated 6" & 12" PVC storm drain line that connect to the existing 24" combined main within Federal Street..

UGE/T/C:

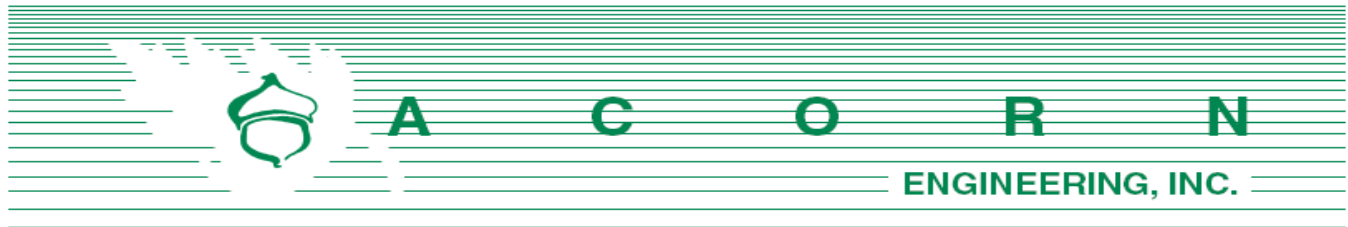
The abutting buildings on site are currently serviced by underground electric. An additional service is proposed to be routed underground from the existing underground service in Federal Street.

Gas:

The existing gas service line to an abutting building on site is expected to be rerouted. It is proposed to install a new tap for the proposed building off the existing 4" main in Federal Street.

Ability to serve letters were sent out to the respective utility companies on October 18, 2019 in accordance with the City of Portland Code of Ordinances Chapter 14 Land Use, Section 14-527(g)(7). Responses that have been received from the utility companies can be found attached to this section.





Charter Communications
Attn: Mr. Mark Pelletier
118 Johnson Road
Portland, Maine 04102

November 8, 2019

Subject: 200 Federal Street Redevelopment
Re: Ability to Serve

Mr. Pelletier:

On behalf of Redfern Downtown, LLC, we are pleased to submit the following request for Charter Communications' ability to serve at a proposed mixed-use development located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 260 residential units comprised of roughly 133 residential studio units, 125 one-bedroom units and 2 two-bedroom units, with associated common areas, office and fitness facility. The street level will include a 2,000± square foot retail space. The site currently serves as a surface parking lot with various landscaping and impervious open space features.

We anticipate new electrical network transformers and other additional infrastructure to be installed as part of the project.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Temple Street.
2. Any easements for services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Charter's proposed infrastructure improvements within the project vicinity.
5. Charter's ability to serve the project.

I have attached an existing ALTA/NSPS Land Title Survey created by Owen Haskell, Inc to facilitate your review, as well as a proposed preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

A handwritten signature in black ink, appearing to read 'Faith Thomas'.

Faith Thomas, E.I.
Project Engineer
Acorn Engineering, Inc.



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207-775-2655 • PO Box 3372 • Portland • Maine • 04104

Faith Thomas

From: Read, Scott H <Scott.Read@charter.com>
Sent: Friday, November 8, 2019 3:57 PM
To: Faith Thomas; William Savage
Cc: Pelletier, Mark
Subject: RE: Ability to Serve - Confidential

Hi Faith-

This proposed project will indeed be within Charter/Spectrum's service area but before we can serve it the owner/developer would need to do paperwork with our Community Solutions team. Who can we put them in touch with?

Thanks,
Scott

From: Pelletier, Mark
Sent: Friday, November 8, 2019 3:39 PM
To: Read, Scott H <Scott.Read@charter.com>
Subject: FW: Ability to Serve - Confidential

FYI



Mark Pelletier
Construction Coordinator III, Northern New England
118 Johnson Rd Portland ME 04102
207-253-2324
Mark.pelletier@charter.com

From: Faith Thomas [<mailto:fthomas@acorn-engineering.com>]
Sent: Friday, November 8, 2019 2:22 PM
To: Pelletier, Mark <Mark.Pelletier@charter.com>
Cc: William Savage <wsavage@acorn-engineering.com>
Subject: Ability to Serve - Confidential

Afternoon Mark,

We're reaching out for an Ability to Serve notice for a parcel located at 200 Federal Street in Portland. The attached document includes a project narrative as well as an existing conditions plan & conceptual utility plan.

None of the proposed work has been announced publicly and is confidential at this time.

We look forward to hearing back from you.

Thanks & have a great weekend,

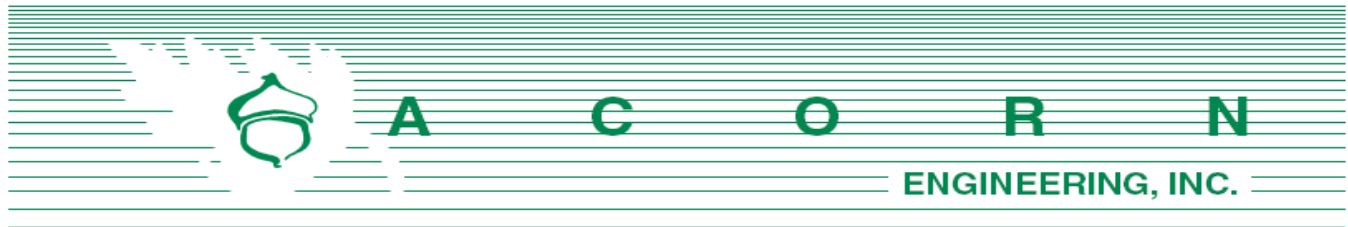
Faith Thomas, EI
Project Engineer

Licensed in Maine

Acorn Engineering, Inc
PO Box 3372
Portland, Maine 04104
B. 207.775.2655 C. 413.770.9524
[Website](#) | [Instagram](#) | [LinkedIn](#)

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Central Maine Power Company
Attn: Mr. Jamie Cough
162 Canco Road
Portland, Maine
04103

November 8, 2019

Subject: 40 Free Street Development
Re: Ability to Serve

Mr. Cough:

On behalf of Redfern Downtown, LLC, we are pleased to submit the following request for Charter Communications' ability to serve at a proposed mixed-use development located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 260 residential units comprised of roughly 133 residential studio units, 125 one-bedroom units and 2 two-bedroom units, with associated common areas, office and fitness facility. The street level will include a 2,000± square foot retail space. The site currently serves as a surface parking lot with various landscaping and impervious open space features.

It is proposed to install of transformer vault(s), secondary vaults and duct banks to connect to CMP's primary and secondary grids on the existing in-town network.

The developer plans to serve the proposed building with a 3-phase electric service. On behalf of the client we are requesting the following information:

1. Any additional information, such as additional utility mapping confirming single and three-phase power locations within Federal Street, Temple Street, Congress Street and Exchange Street.
2. Any easements for underground services currently crossing the proposed development.
3. Alternative connection locations from the development to the existing system.
4. CMP's proposed infrastructure improvements within the project vicinity.
5. CMP's ability to serve the project.
6. Any input on the proposed location of the transformer and offsets, including offsets from adjacent buildings and windows, as well as transformer and pad sizes. If required, other options such as in-ground mounting within the sidewalk location may be explored.
7. Whether CMP allows for secondary distribution line to be run within the basement of the facility, up support columns, and/or within ceiling conduit.
8. Access requirements to the CMP meters.
9. Metering options to reduce the necessary wall space.

I have attached a boundary survey and a preliminary utility plan to facilitate your review. Electrical loading computations and final metering will be performed by the electrical engineer, at a later date. Please let me know if you have any further questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Faith Thomas".

Faith Thomas, E.I.
Project Engineer
Acorn Engineering, Inc.



Faith Thomas

From: Cough, Jamie <Jamie.Cough@cmpco.com>
Sent: Friday, November 15, 2019 7:52 AM
To: Faith Thomas
Subject: CMP Ability to Serve Request and Three Phase Service Process 210 Federal St Portland
Attachments: Easement_Information_Worksheet.doc; Standard Easement Sample.pdf; Draft April 2019 EDET.XLSX
Categories: Red category

11/15/2019

Faith Thomas, El
Project Engineer
Acorn Engineering, Inc.
PO Box 3372
Portland, Maine 04104

**RE: CMP Ability to Serve Request and Three Phase Service Process 210 Federal St Portland
Request for Ability to Serve Letter**

SAP Notification Permanent is TBD (please set this up asap)

Project Description:

The project is located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 260 residential units comprised of roughly 133 residential studio units, 125 one-bedroom units and 2 two-bedroom units, with associated common areas, office and fitness facility. The street level will include a 2,000± square foot retail space.

CMP has the ability to serve the proposed project in accordance with our CMP Handbook (web link below). We can provide you the desired pad or pole mounted transformers per your request and city approval, in accordance with our CMP Handbook of Standard Requirements. If you have any questions on the process, or need help in completion of the documents, **please contact me at 207-629-1489.**

Here is our typical process for getting your three phase or CT rated single phase service installed. If you have any questions, please let me know. The underlined links will redirect you to the appropriate site for additional information. If this is a single phase service with all self-contained metering, the process is simplified, but still begins with a call to CMP.

Service Milestones for Three Phase Services and CT Rated Single Phase Services. Please refer to CMP Installation Checklists for other installations.

- Call 1-800-565-3181 to establish a new account (if needed) and an SAP work order. Please provide both of these to me.
- Submit Load information. Please complete the attached EDET (excel file) using load information. . Please complete this and email back to me.
- Submit the easement information worksheet. Please complete this form and either email or fax back to me.
- Submit any electronic drawings (PDF (preferred) or DWG files) of the site layout and proposed electrical connections if you have them.
- Preliminary meetings with CMP Advisor and Engineer to determine details of job (I will need to schedule with your electrician/contractor-please let me know who this is)
- Field planner design appointment to cost out job and develop CMP Invoice. The invoice is typically generated 5-6 weeks after the design appointment. This expires after 90 days from the invoice date.
- CMP submits invoice to the customer for payment (typically via email). Payment received from customer.
- Easements (based on easement information worksheet) sent out, signed and originals returned to CMP.
- Job scheduled for completion after the electrical inspection has been received.

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

Please complete the attached forms (the specific instructions are on each form) and email them back to me at your earliest convenience.

For your convenience, here is a link to the CMP Website which contains our Handbook with details on most service requirements: CMP Handbook of Standard Requirements

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

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

Metering:

All metering (including locations) must be preapproved by CMP.

Chapter 324 Interconnections:

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

Reallocation/Line Extensions:

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

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

Electricity Supplier Information:

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

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

Attachments:

Excel Load Sheet (EDET)
Easement Worksheet and Sample Standard Easement

Regards,

Jamie

Jamie Cough
Energy Services Advisor
Central Maine Power Company
162 Canco Road
Portland, ME 04103
207-629-1489 office



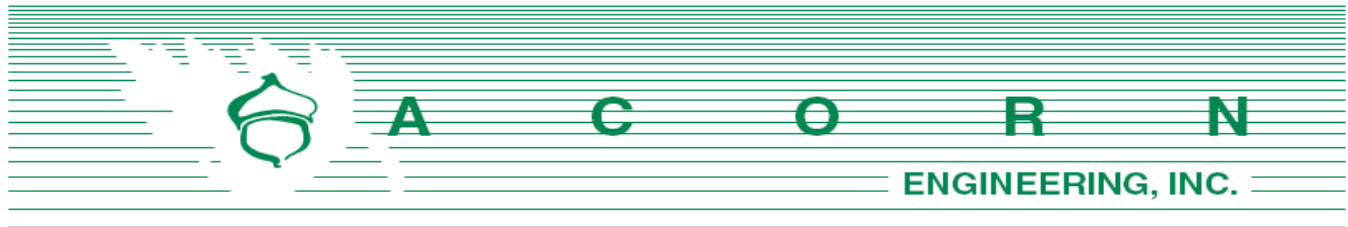
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Consolidated Communications
Attn: Mr. Patrick Morrison
5 Davis Farm Road
Portland, Maine 04103

November 8, 2019

Subject: 200 Federal Street Redevelopment
Re: Ability to Serve

Mr. Morrison:

On behalf of Redfern Downtown, LLC, we are pleased to submit the following request for Consolidated Communications' ability to serve at a proposed mixed-use development located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 260 residential units comprised of roughly 133 residential studio units, 125 one-bedroom units and 2 two-bedroom units, with associated common areas, office and fitness facility. The street level will include a 2,000± square foot retail space. The site currently serves as a surface parking lot with various landscaping and impervious open space features.

We anticipate new electrical network transformers and other additional infrastructure to be installed as part of the project.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Temple Street.
2. Any easements for services currently crossing the proposed development.
3. Alternative connection locations from the property to the existing communication system.
4. Consolidated's proposed infrastructure improvements within the project vicinity.
5. Consolidated's ability to serve the project.

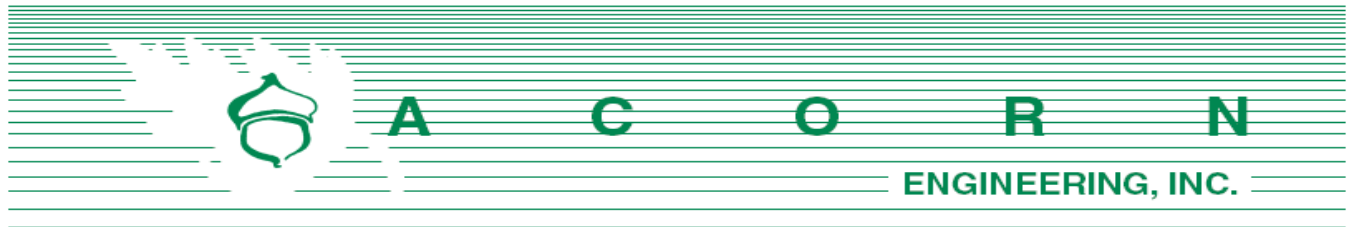
I have attached an existing ALTA/NSPS Land Title Survey created by Owen Haskell, Inc to facilitate your review, as well as a proposed preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

Faith Thomas, E.I.
Project Engineer
Acorn Engineering, Inc.



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Department of Public Works
 Attn: Brad Roland
 212 Canco Road
 Portland, Maine 04103

November 8, 2019

Subject: 200 Federal Street Redevelopment
 Re: Ability to Serve

Brad:

On behalf of Redfern Downtown, LLC, we are pleased to submit the following request for Portland Department of Public Work's ability to serve at a proposed mixed-use development located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 260 residential units comprised of roughly 133 residential studio units, 125 one-bedroom units and 2 two-bedroom units, with associated common areas, office and fitness facility. The street level will include a 2,000± square foot retail space. The site currently serves as a surface parking lot with various landscaping and impervious open space features.

There is currently no known sewer infrastructure on site. It is proposed to tap a 12" sanitary service line off the 24" main within Federal Street to the proposed building. The project team is working with Bala Consulting Engineers on the Mechanical, Electrical, Plumbing and Fire Protection for the proposed development.

Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules and architectural plans to date, the structure will be comprised of 133 studio units, 125 one-bedroom units and 2 two-bedroom units; in addition, a 2,000± square foot retail space, fitness room and office. As a result, the project anticipates the following design flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Parking Lot	N/A	N/A	0	0
Total Gallons per Day (Existing)				0
Proposed Flow				
Residential Units	Studio	133	120	15,960



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Residential Units	1-Bedroom	125	120	15,000
Residential Units	2-Bedroom	2	210	420
Retail	4-Employees	1	325+4*12	373
Office	2 Employees	1	12*2	24
Total Gallons per Day (Proposed)				31,777
Net Change				+31,777 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

The proposed project is anticipated to increase the net flow by approximately 31,777 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules. Additionally, the number of bedrooms per unit may change later in the design process. We will provide any changes to the anticipated sewage demand.

On behalf of the client, we are requesting the following information:

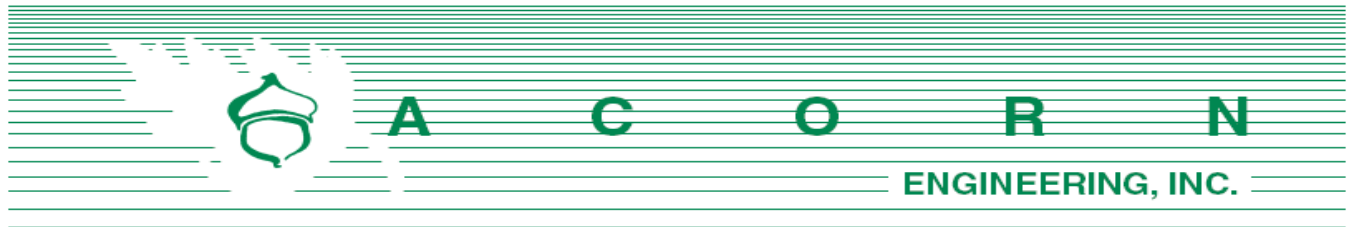
1. Any additional information, such as utility mapping within Federal Street, Temple Street & Exchange Street and confirmation of the location and size of the services to the existing property and the size and material of the main within Federal Street, Temple Street & Exchange Street.
2. DPW's proposed infrastructure improvements within the project vicinity.
3. DPW's ability to serve the project.
4. Any project related offsite sewer main improvements.

I have attached an existing ALTA/NSPS Land Title Survey created by Owen Haskell, Inc to facilitate your review, as well as a proposed preliminary utility plan developed by our office. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Faith Thomas, E.I.
Project Engineer
Acorn Engineering, Inc.



Portland Water District
 Attn: MEANS Department
 225 Douglass Street
 Portland, Maine 04104

October 18, 2019

Subject: 200 Federal Street Redevelopment
 Re: Ability to Serve

To Whom It May Concern:

On behalf of Redfern Properties, LLC, we are pleased to submit the following request for Portland Water District's ability to serve at a proposed mixed-use development located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 124 residential studio units, 125 one-bedroom units and 2 two-bedroom units, with associated common areas, office and fitness facility. The street level will include a 2,065± square foot retail space. The site currently serves as a surface parking lot with various landscaping and impervious open space features.

There is currently no known water infrastructure on site. It is proposed to tap an 8" fire water service line off the water main within either Federal Street or Temple Street to the proposed building. A separate 6" domestic service will serve the apartments with a 1" child connection for domestic service to the ground level retail. The domestic water system will include backflow prevention and a triplex booster pump system at the base of the building to provide adequate system pressure throughout the building. The fire protection system will include backflow prevention and an electric fire pump with generator back-up power. The project team is working with Bala Consulting Engineers on the Mechanical, Electrical, Plumbing and Fire Protection for the proposed development.

Based upon the Section 4 of the Maine Subsurface Wastewater Disposal Rules and architectural plans to date, the structure will be comprised of 124 studio units, 125 one-bedroom units and 2 two-bedroom units; in addition, a 2,065± square foot retail space, fitness room and office. As a result, the project anticipates the following design flows:

Estimate of Anticipated Daily Flows				
Development	Unit Size	Number of Units	Gallons per Day per Unit	Total Gallons per Day
Existing Flow				
Parking Lot	N/A	N/A	0	0
Total Gallons per Day (Existing)				0



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Proposed Flow				
Residential Units	Studio	124	120	14,880
Residential Units	1-Bedroom	125	120	15,000
Residential Units	2-Bedroom	2	210	420
Retail	4-Employees	1	325+4*12	373
Office	2 Employees	1	12*2	24
Total Gallons per Day (Proposed)				30,697
Net Change				+30,697 GPD
*Values based on STATE OF MAINE: SUBSURFACE WASTEWATER DISPOSAL RULES, most recent edition				

The proposed project is anticipated to increase the net flow by approximately 30,697 gallons per day (GPD). It should be noted that these values were developed using conservative estimates from the State of Maine Subsurface Wastewater Disposal Rules. Additionally, the number of bedrooms per unit may change later in the design process. We will provide any changes to the anticipated water demand.

On behalf of the client, we are requesting the following information:

1. Any additional information, such as utility mapping within Federal Street, Temple Street & Exchange Street and confirmation of the location and size of the services to the existing property and the size and material of the water main within Federal Street, Temple Street & Exchange Street.
2. PWD's proposed infrastructure improvements within the project vicinity.
3. Flow data for adjacent hydrants.
4. PWD's ability to serve the project.
5. Any project related offsite water main improvements.

I have attached an existing ALTA/NSPS Land Title Survey created by Owen Haskell, Inc to facilitate your review. A proposed preliminary utility plan is currently being developed by our office and will be distributed once the existing conditions survey is complete. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,



Faith Thomas, E.I.
Project Engineer
Acorn Engineering, Inc.



December 18, 2020

Faith Thomas, EI
Acorn Engineering, Inc
PO Box 3372
Portland, Maine 04104

Re: 200 Federal Street, PO
Ability to Serve with PWD Water

Dear Ms. Thomas:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on October 18, 2019. Based on the information provided per plans dated December 18, 2020, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed and is valid for eighteen (18) months after the date of issue. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 1-inch service with a 3/4-inch meter, a new 6-inch service with a 4-inch meter, and a new 8-inch fire service may be installed from a renewed 12-diameter ductile iron water main in Federal Street. The services should enter through the properties frontage on Federal Street at least 10-feet from any side property lines.
- A new 12-inch diameter ductile iron water main shall be installed within Federal Street, from Exchange Street to Temple Street. The new ductile iron water main shall replace the existing cast iron water main. Project team to work with Portland Water District on establishment of a temporary water system to support existing customers on Federal Street during construction.
- The Portland Water District does not have record of any other existing infrastructure in public roads and recommends a survey and test pitting be performed by the development team prior to construction. Any conflicts that arise during construction are at the risk of the developer and may result in job shutdown until new plans are submitted by the developer and reviewed and approved by PWD.
- An approved backflow prevention device must be installed on the service line directly after the meter and before the sprinkler riser prior to service activation. Please refer to the PWD website for more information on cross-connection control policies.



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 not currently have existing water service.

Water System Characteristics

According to District records, there is an 8-inch diameter cast iron water main in Federal Street and a public fire hydrant located adjacent to the site. The most recent static pressure reading was 85 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. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

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

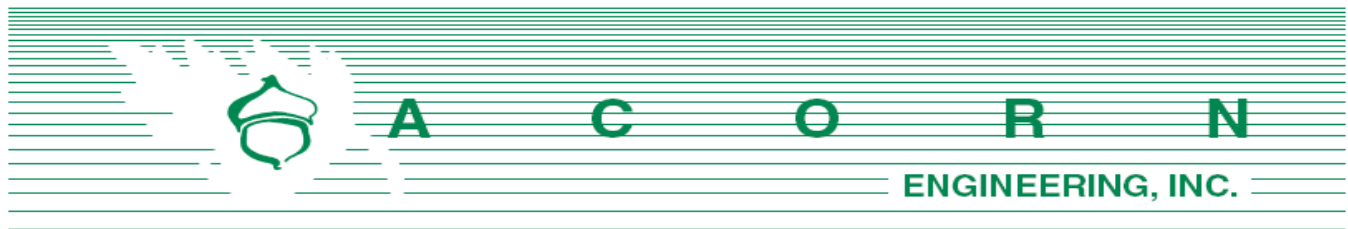
Should you disagree with this determination, you may request a review by the District's Internal Review Team. Your request for review must be in writing and state the reason for your disagreement with the determination. The request must be sent to MEANS@PWD.org or mailed to 225 Douglass Street, Portland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

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

Sincerely,
Portland Water District



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



Unitil Service Corp.
Attn: Bridget Harmon
376 Riverside Industrial Parkway
Portland, Maine 04103

October 18, 2019

Subject: 200 Federal Street Redevelopment
Re: Ability to Serve

Dear Ms. Harmon:

On behalf of Redfern Properties, LLC, we are pleased to submit the following request for Unitil's ability to serve at a proposed mixed-use development located at 200 Federal Street within the B3 Downtown Business in Portland, Maine. The lot will be redeveloped into an eighteen-story mixed-use building with 124 residential studio units, 125 one-bedroom units and 2 two-bedroom units. The street level will include a 2,065± square foot retail space. The site currently serves as a surface parking lot with various landscaping and impervious open space features.

We are not aware of any existing gas services to the property. It is proposed to route a service from either Federal Street or Temple Street to the proposed building. The project may include a water source heat pump with gas boilers, gas hot water heaters and a separate service to the ground level retail. The project team is working with Bala Consulting Engineers on the Mechanical, Electrical, Plumbing and Fire Protection for the proposed development.

On behalf of the client, we are requesting the following information:

1. Any additional gas lines within Federal Street, Temple Street & Exchange Street.
2. A confirmation of an existing gas main within Federal Street, as well as the size and pressure of any gas mains in the vicinity.
3. Unitil's proposed infrastructure improvements within the project vicinity.
4. Unitil's ability to serve the project.
5. Any project related offsite main improvements.

I have attached an existing ALTA/NSPS Land Title Survey created by Owen Haskell, Inc to facilitate your review. A proposed preliminary utility plan is currently being developed by our office and will be distributed once the existing conditions survey is complete. Please do not hesitate to contact me or the office for any questions or clarifications.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Faith Thomas'.

Faith Thomas, E.I.
Project Engineer - Acorn Engineering, Inc.



October 21, 2019

Acorn Engineering, Inc.
Attn: Faith Thomas E.I.
PO Box 3372 Portland Maine 04101

Re: 200 Federal Street Development

Dear Ms. Thomas:

Thank you for your interest in using natural gas for the above referenced project.

This is to confirm that natural gas can be made available from our distribution system to serve your proposed project.

Any improvements to the existing distribution system necessary to provide this service, as well as the design of the gas system in the project itself will be established as the overall design and scope of your project progresses. Please provide gas load requirements in order for the evaluation to be completed.

If you have any further questions or require additional information, please contact me at 207-541-2536 or email at harmon@unitil.com.

Sincerely,

Bridget L. Harmon

Business Development
Unitil Corporation
harmon@unitil.com
(O) 207-541-2536

ME GAS CUSTOMER ENERGY SOLUTIONS
376 Riverside Industrial Parkway
Portland, ME 04103

T 207-541-2508 www.unitil.com

Section Q: Construction Management Plan



Construction Management Plan

Project Address: 200 Federal Street

Project Description:

The proposed project includes the redevelopment of a portion of an existing lot into an 18-story, predominantly residential building with ground level retail, enclosed & surface parking.

Project Team Summary:

Owner/Applicant:	Redfern Downtown LLC
Owner's Representative:	Cordjia Capital Projects Group
General Contractor:	TBD
Civil Engineer:	Acorn Engineering, Inc.
Architect:	Ryan Senatore Architecture
Structural Engineer:	Structural Integrity

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

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

The GC shall review all permits and conditions associated with the project. Refer to the Civil/Site Plan Set, Sheet C-03 Construction Management Plan for visual representation of the measures to be taken during construction.

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

A. Construction Management Principles

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

B. Development Review of Construction Management Plan

Logistics and safety program shall be submitted at or prior to the preconstruction meeting by the GC with all pertinent information required by the Maine Department of Transportation's Traffic Control Plan Standard Specification 652.3.3.



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

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

1. Street Opening and Street Occupancy Permits:

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

2. Blasting:

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

3. Building Code:

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

D. Construction Administration and Communication

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

Blaine Buck, Owner's Representative
(207) 236-9970

GC and Subcontractor information will be posted along the Federal Street & Temple Street frontages once contracted.

E. Construction Schedule

The GC shall submit a construction timeline at or prior to the preconstruction meeting. Construction may occur during the daytime hours as defined in Section 17-18 of the Construction Activities for Building permit and City Code Section 25-129, Noise, dust and debris. Between September 1 and May 31, the following year, no person shall engage in construction activities generating noise exceeding 50 decibels, between the hours of 7 pm and 7 am of the following day within 500 feet of any buildings. From June 1 to August 31, construction activity may continue until 8 pm. No construction activity shall begin before 8 am on a Saturday, Sunday, or legal holiday. Extended hours or night work may be requested for special circumstances and street utility work if needed. These requests will be subject to approval by the Public Works Authority.



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

The estimated timeframe of the proposed project is outlined below:

<u>Project Start Date:</u>	Summer 2021
<u>Project End Date:</u>	Spring 2023

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

F. Security

1. The Construction Management Plan, Sheet C-03, depicts proposed fencing and other barriers, with the intent of separating pedestrian and vehicle circulation from the construction site. Construction entrances per detail shall be installed.
2. Structures undergoing construction, alteration, or demolition operations, including those in underground locations, shall comply with NFPA 1 Chapter 16. *Safeguarding Construction, Alteration, and Demolition Operations*.
3. Fire Safety Program: Prior to construction, an overall construction and demolition fire safety program shall be developed. Essential items to be emphasized include the following:
 - o Good Housekeeping
 - o On-site security
 - o Installation of new fire protection systems as construction progresses
 - o Preservation of existing systems during demolition
 - o Organization and training of an on-site fire brigade
 - o Development of a pre-fire plan with the local fire department
 - o Rapid communication
 - o Consideration of special hazards resulting from previous occupancies
 - o Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations.
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. Temporary security lighting shall be shown on the Construction Management Plan, and all fixtures shall be full cutoffs.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets

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



prior notice and approval of the Department of Public Works.

2. Sewer and Stormwater

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

3. Traffic Control Plans

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

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

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

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

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

- Traffic control bicycle and pedestrian facilities or routes through work zones shall be maintained until the bicycle and pedestrian facilities or routes are ready



for safe operation. Traffic control will not be removed to allow auto travel at the expense of bicycle and pedestrians.

- Barrier systems utilized to separate the construction activity from the public street and /or sidewalk shall not inhibit sight distances, particularly for visibility of pedestrians and bicyclists.
- ADA compliance in all capacities shall be maintained.

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

H. Site Management and Controls

1. Regular trash and debris shall be managed appropriately and its removal shall comply with all local, state, and federal regulations.
2. Street cleaning and sweeping shall be followed as outlined in the erosion and sedimentation control notes and report. Damage to the street shall be avoided and shall be the responsibility of the contractor.
3. Dust shall be controlled and shall comply with Section 25-129 and the erosion and sedimentation control notes, plan, and details.
4. Noise shall be controlled and shall comply with Section 17-18 and Section 25-129.
5. Rodent Control shall be provided, if applicable, by a professional exterminator and shall be consistent with Chapter 22 of the City Code.
6. Snow and Ice Removal shall be provided. Pursuant to Section 25-173, the Contractor shall ensure a safe means of travel within the work zone by the following steps:
 - a. Snow/ice removal or commence automatically from 1" or greater of snow or ice
 - b. Remove snow as needed within the work zone, including parking spaces.
Driveways and site lines shall not be blocked by piles of snow.
 - c. Clear all walks and ramps within the work zone
 - d. Sand or salt as needed
 - e. Clear all basin or drainage to help snow melt
 - f. The above steps shall be carried out Sunday-Saturday including holidays.

I. Erosion & Sedimentation Control

1. The Contractor shall install all erosion and sedimentation controls as depicted on the approved Construction Management Plan, C-03, and the approved erosion and sedimentation control report, prior to the pre-construction meeting for inspection by the City. The Contractor shall regularly inspect the control measures, no less than weekly and after storm events (0.5" or more in 24 hours). Additionally, temporary or permanent stormwater management systems shall be inspected and maintained to ensure working order. The Contractor shall document all inspection activities and corrective actions and be prepared to provide these documents for inspection by the



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

2. Due to the existing sparse landscaping on site, no protection during construction will be necessary.
3. Stored materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

1. The Contractor shall submit a plan with locations depicted for the location of material staging areas, the location of on-site temporary construction trailers, the location of on-site truck delivery holding areas, the location of on-site truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. This plan shall be submitted at or prior to the pre-construction meeting. Any open storage areas shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The majority of materials delivered to the site will be scheduled such that they are able to be off-loaded immediately. On days when the construction activities require multiple truck deliveries, these deliveries will be carefully scheduled so that there is always adequate on-site area for the holding of trucks until they can be unloaded. Once at the site all vehicles will be brought within the fence line and will make every attempt to avoid queuing on public streets. If, for any reason, on-site holding of trucks is not feasible, an off-site location must be designated and shown on the submitted plan referenced above in J.1.
3. All deliveries for materials shall comply with the City's noise requirements.

K. Parking During Construction

1. Adequate parking for construction workers shall be provided along Federal Street & Temple Street or arrangements for off-street parking at an off-site location shall be provided.
2. Truck Routes and Volumes: The following quantities are estimated as part of the reconstruction:
 - Gravel & Stone – 7,000 CF. Earthwork subcontractor(s) pit to project site.
 - Hot Mix Asphalt – 2 tons. Paving subcontractor(s) pit to project site.

L. Dewatering Plans

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



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

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

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

M. Special Measures as Necessary

No special measures are necessary for the proposed reconstruction.



Section S: Traffic & Parking Analysis



200 Federal Street



Transportation Demand Management (TDM) Plan

September 3, 2020

Summary

Redfern Properties provides this Transportation Demand Management (TDM) Plan for 200 Federal Street, located at the corner of Federal and Temple Streets in the B3 zone of Downtown Portland. The proposal is for an 18-story mixed-use building, primarily for 266 residential apartments, with one first floor retail use, and incorporation of existing U.S. Post Office visitor parking.

This is a key opportunity for urban infill redevelopment, new housing for downtown workers, and alternate transportation or reverse commuting for residents. The 200 Federal Street TDM Plan intends to reduce parking demand and drive-alone vehicle trips to and from the site and benefit the local transportation system through marketing the housing to downtown employees, providing leases exclusive of parking and on-site and near-site amenities, and offering strong support of transportation alternatives such as walking, bicycling and public transportation.

The plan sets the following TDM targets for 3 years after 200 Federal Street is fully occupied:

- 5% reduction in peak hour resident vehicle trips and parking demand for the site
- 65% resident multimodal rate

These targets will need to be reassessed after the first full year of occupancy of all tenant spaces.

COVID-19 NOTE: Site occupancy is forecast for Spring or Fall 2023 and with an anticipated vaccine for the COVID-19 virus available within approximately the next 18 months, transportation alternatives that are currently less viable - such as transit and carpooling - are anticipated to make significant recoveries by that time. COVID-related parking demand increases to enable drive alone options are also expected to decline. In addition, TDM efforts will likely be supported by a long-term increase in telework and walkable access to the largest number of jobs in the state.

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200 Federal Street Site

- 1.27 acre 18-story mixed-use urban infill site in the government district of Downtown Portland
- Residential: 266 dwelling units, 10% at Workforce Housing rate; includes common areas, co-working space, and fitness room: 185,739 sf, approximately 345 residents
- Retail tenant, 1st Floor: ~2,000 ft²
- Post Office visitor parking, interior ground level: 21 spaces
- 2 new 15-minute on-street parking spaces

TDM Targets

- **Trip & parking reduction targets:** a 5% reduction in resident vehicle trips and parking demand within 3 years after full occupancy - resulting from TDM program; i.e., a reduction of 7 weekday morning peak trips, 9 weekday evening peak trips, and 5 parking spaces
- **Multi-modal target:** 5% of resident trips will be via transit, carpooling, by bicycle, on foot or telecommuting within 3 years after full occupancy
- Will reassess targets at end of year one of full occupancy at 200 Federal

TDM Coordinator

Initial Coordinator: Jonathan Culley
Redfern Properties
P.O. Box 8816
Portland, ME 04104
jonathan@redfernproperties.com
207-776-9715

Eventual Coordinator: Property Manager
(company to be determined)



A. Property Description & Transportation Context

Site Characteristics & Occupant Demographics

200 Federal Street is a 1.27-acre parcel located at the corner of Federal and Temple Streets in the government district of Downtown Portland's B3 zone. The property also falls within the Pedestrian Encouragement Zone, Downtown Entertainment Overlay Zone, and Congress Street Historic District. These are land uses that benefit from and support this impressive in-fill redevelopment of what has, for some time, been only a small surface parking lot.

Infill development of any kind contributes to single-occupancy automobile trip reduction. That much more in the case of in-town housing, which is the primary use proposed for 200 Federal. When people move from one residence to another it provides a key opportunity and critical juncture at which to educate them about their transportation choices and the benefits of alternate transportation. Individuals are more receptive to this information as their daily living and commute patterns have changed with relocation.

Two hundred sixty-six (266) residential units are proposed for 200 Federal, consisting of 118 studios, 146 one-bedroom, and 2 two-bedroom rental apartments. Twenty-seven of the units will be deed-restricted as workforce rate housing. Redfern Properties will retain ownership of the building and a local property manager will manage the building long-term.

...One of the more interesting studies found in reviewing the literature was a 2003 German social science experiment conducted by three researchers (Bamberg, Rolle and Weber) where an individualized marketing intervention was used at a time of what they called a "changed decision" context, meaning immediately after relocation. The research found that if, when in a new situation, people received personally relevant and persuasive information, they were more likely to use it for making new behavioral decisions.

Portland Oregon SmartTrips Welcome Program, Tools of Change Landmark Case Study, 2012





Significant on-site and near-site amenities provide residents with a full-service living environment. People in residential settings often perceive they are dependent upon driving alone because of the number of errands and activities they must carry out in different locations. 200 Federal will reduce this dependence through the provision of services and facilities at and close to the site. Site features that encourage alternate transportation and discourage drive alone vehicle trips include: an indoor bicycle storage area, co-working space, an electronic package concierge for deliveries, and a fitness room.

In addition to the on-location amenities listed above, Redfern Properties has a Joint Development Agreement with PO Square Building, LLC to incorporate through-access to the Post Office Square building inhabiting the same block. This offers 200 Federal tenants both the U.S. Post Office and Norway Savings Bank as de facto building services. In addition, Redfern is seeking a grocery retailer or similar tenant for the small 2,000 square foot retail space on the 1st Floor. Post office visits to ship packages and grocery shopping are both trips often taken by personal vehicle.

Per the site development agreement, 200 Federal will maintain the existing Post Office visitor parking on the interior ground level of the building. With new access to these spaces via the adjacent Norway Savings parking lot, Redfern is able to create two new 15-minute parking spaces at the closed curb cut on Federal Street. This will provide pick-up and drop-off opportunities for residents, as well as neighboring businesses.



In strong support of site TDM efforts, residential leasing will be exclusive of parking. Tenants will be connected with nearby parking resources off-site. For example, PO Square Building, LLC also owns the Chestnut Street garage, within a 5-minute walk of 200 Federal; recent parking surveys show it can easily accommodate the vehicle storage needs of building residents. Parking that is unsubsidized and off-site is of tremendous benefit and a linchpin strategy to discourage drive alone trips and encourage the use of alternate transportation.

Tables 9 and 10 below, from the 2017 *City of Portland Parking Study for the Eastern Waterfront & Downtown* census data analysis, show that workers who live in the Downtown and Eastern Waterfront study area (which includes 200 Federal Street) and commute to all jobs – including anywhere in the region:

- Own far fewer vehicles: .7 per household - vs. 1.34 in the city and 1.79 in the region;
- Drive alone considerably less: 40.6% in the study area - vs. 67.4% in the city and 78.3% in the region;
- Use alternate modes of transportation and/or telecommute significantly more: 59.4% in the study area vs. 32.8% in the city and 21.9% in the region.

...The data shows significantly lower shares of drive alone commuting for workers who live in the study area or on the Peninsula as compared to the City and MSA [Portland-South Portland-Biddeford Metropolitan Statistical Area].

The share of workers who walk to work is very high in the study area at 43 percent in 2015, implying that those who live in the study area tend to work within a walkable distance from home...

... Carpooling decreased everywhere [between 2000 and 2015] except with residents of the study area where the carpool mode to work rose by nearly 7 percent...

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

Redfern Properties intends to market the property to downtown employees. According to the parking study, 12% of people live and also work in the study area. In *Portland's Plan 2030* (2017), analysis showed the number of people both living and working in the city decreased between 2002 and 2014. Residential sites like 200 Federal provide real opportunity for local population growth.

Table 9: Commute Mode Share Trends by Home Origin

	Commuter Home Origin	Drive Alone	Carpool	Transit	Bicycle	Walked	Work from Home & Other
2015	Portland-South Portland-Biddeford MSA	78.3%	9.3%	1.1%	0.6%	3.9%	7.0%
	City of Portland	67.4%	8.6%	3.1%	1.6%	12.2%	7.3%
	On the Peninsula	49.2%	6.9%	4.7%	2.8%	28.6%	7.9%
	Within the Study Area	40.6%	10.2%	3.5%	0%	42.5%	3.2%

Table 10: Auto Ownership 2000-2015

	Home Location	Vehicles	Occupied Households	Veh/HH
2015	Total U.S.	205,767,452	116,926,305	1.76
	Portland-South Portland-Biddeford MSA	383,798	214,667	1.79
	City of Portland	40,495	30,119	1.34
	On the Peninsula	11,611	11,917	0.97
	Within the Study Area	1,206	1,729	0.70

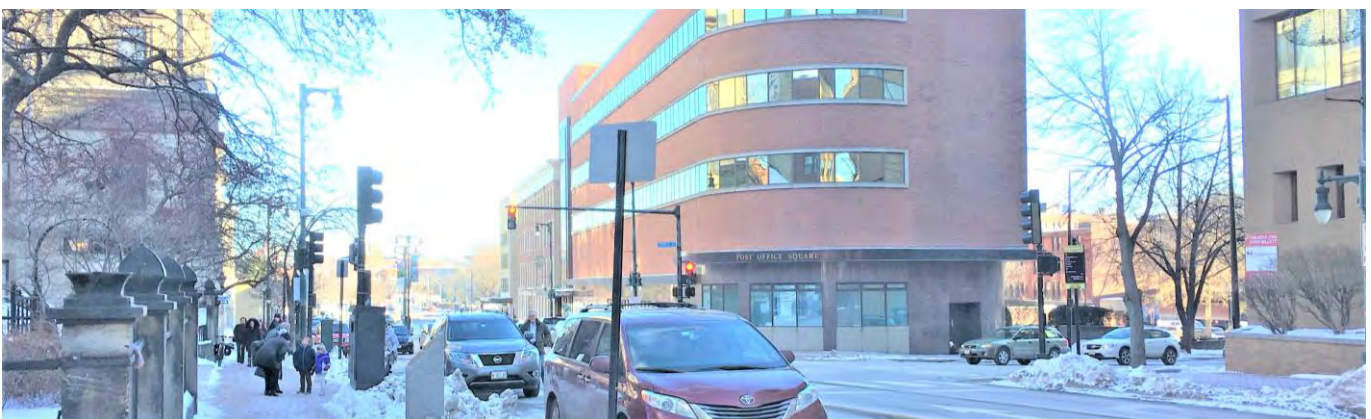




The developer anticipates 200 Federal will most likely attract Millennial tenants (adults under 40), single mid-level professionals and seniors. Real estate trends anticipate the apartments to be primarily one-person households (an average of 1.3 per unit). As stated in *Portland's Plan*, "Millennials (20-29) and Gen Xers (30-39) comprise the largest share of Portland's population, while Baby Boomers (50-69) are the fastest growing age group."

Per U.S. Census data, Millennials have been shown to prefer urban environments; they also tend to be more comfortable using modes other than the single-occupancy automobile for transportation. These multimodal habits were heavily influenced by the Great Recession and driving by Millennials has increased slowly as the economy has improved. However, from a behavior change perspective, this familiarity with different ways of getting around will greatly facilitate these tenants' participation in the 200 Federal Street TDM program.

Regarding vehicle travel and senior demographics, the percentage of the population that drives plateaus for the general public through the ages of 30-55 - and then starts declining after the age of 55 for women and after age 60 for men. Similarly, vehicle miles and person miles traveled per capita both fall precipitously starting at the age of 55. Car ownership has had a slight rebound since the Great Recession. However, between 2015 and 2016, the one increase in car-free living (above the margin of error) was among householders age 65 or older who rent. (Source: American Community Survey of the U.S. Census).



Larger Transportation Setting

The 200 Federal Street project brings to fruition a number of the mixed-use, downtown neighborhood, housing, urban form, and transportation demand management goals of several recent and historically important Portland studies and plans. Included among them are:

- the original *Downtown Vision* plan (1991)
- *A Time of Change: Portland Transportation Plan* (1993)
- *Housing, Sustaining Portland's Future* (2002)
- *Peninsula Transit Study* (2008)
- *Sustainable Portland* (2009)
- *City of Portland Parking Study for the Eastern Waterfront & Downtown* (2017)
- the City's Comprehensive Plan, *Portland's Plan 2030* (2017)

For example, the redevelopment of this site in the center of Portland addresses the land use diversity, housing, and strengthening-the-downtown objectives outlined in *Portland's Plan* (Comprehensive Plan, 2017) – described further as Complete Neighborhoods and Reinforce the Center.

In addition, as noted above, 200 Federal Street and its TDM initiatives align well with observations from the *City of Portland Parking Study for the Eastern Waterfront & Downtown*. Other indications included, "If future residential development in the study area were to attract a higher percentage of residents who also work in the study area, and do not use their vehicle to commute to work, this would raise the internal capture rate for office parking demand. An internally captured office trip does not need an additional office parking space because the resident employee leaves their vehicle at home. In this way, a single parking space would serve either a residential purpose or an office purpose depending on the time of day. It would help lower parking demand to promote or incentivize the occupancy of new residential development with employees (of any kind) who also work in the study area."

For downtown residents working off the Peninsula, who may commute by single occupancy vehicle, there is also a reverse commute phenomenon. This change in the directionality of trips creates a more balanced inbound-outbound flow of vehicular traffic during the morning and evening peak travel hours.



LOCAL GOALS

WE WILL:

Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.

Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.

Pursue policies to enable people who work in Portland to have the option to live in Portland.

Collaborate with surrounding communities on regional housing solutions.

Encourage quality, sustainable design in new housing development.

Portland's Plan 2030 (2017 Comprehensive Plan)



200 Federal Street TDM Plan

Bicycle & Pedestrian Access

From a pedestrian and bicycling perspective, 200 Federal is very friendly, located within the strong sidewalk network and lower-speed street grid of the Portland peninsula. From the perspective of residents with any mobility concerns, sidewalks in the area are well-maintained year-round by the Portland Downtown district, including the removal of snow and ice during the winter months.

The building is also just six blocks from the Eastern Promenade multi-use path and seven blocks from the Bayside Trail, both pivotal links in Portland's alternate transportation system. In addition, the site is only three blocks from the Spring Street bicycle lane and a 4-minute bike ride to the Forest Avenue bike lane network and the Park Avenue protected bicycle lane.

Residential tenants working anywhere on the Peninsula will be within comfortable walking distance of their home; similarly, for 1st Floor retail employees who live on the East End, West End or downtown. Those residents whose employers are located within a five-mile commute distance can also easily bike to work, especially as bicycle networks in Portland, South Portland and Falmouth continue to improve. For example, 200 Federal tenants will be in close proximity to planned pedestrian and bicycle network improvements on Franklin Street, Preble and Elm Streets and the Federal Street Neighborhood Byway.

Amenities within easy walking distance of 200 Federal Street abound for residential tenants, retail employees and visitors. These include food and entertainment venues, grocery stores such as Trader Joe's and Whole Foods, and home product suppliers such as Reny's. These and other downtown offerings also provide an attractive dual-purpose trip for retail employees and site visitors who do end up driving downtown. For example, walking to run errands at neighboring businesses or meeting up with family and friends for after-hours events downtown. In addition, these internally captured trips represent no net new trip generation or parking demand beyond the original trip to the site.



Public Transportation Access

In terms of transit service, 200 Federal Street is ideally located just off the Congress Street bus corridor and only three short blocks (a 3 minute walk) from the hub of all of Greater Portland's public transportation options at the Elm Street Pulse, Monument Square and City Hall. 200 Federal Street itself is served by METRO Route #8 stop (now under review as part of METRO's Peninsula Loop Reboot task force – although delayed because of COVID). One block away is a Congress Street transit stop serving METRO's Routes 1, 7, 8, 9B and South Portland Bus' Routes 21, 24A and 24B.

At the METRO Pulse, services include ticket sales, a staffed indoor waiting room, outdoor seating and the:

- METRO Breez with service to Yarmouth, Freeport and Brunswick
- METRO Husky Line with service to Westbrook and Gorham
- METRO local Routes 2, 4, 5, 7, 8, 9A, 9B serving the significant transportation corridors of Outer Congress Street and Forest, Brighton, Washington, Stevens and Allen Avenues
- RTP Lakes Region Explorer with Route 302 service to Westbrook, Windham, Raymond, Casco, Naples and Bridgton

At City Hall one can catch METRO Routes 1, 7, 8, 9A and 9B and the intercity Shuttlebus, with service to Scarborough, Old Orchard Beach, Saco and Biddeford. At Monument Square, most of the above local METRO routes are accessible, along with all South Portland Bus routes, and the ZOOM Turnpike Express with service to Saco and Biddeford.

There is shelter from the elements for riders at the stops at Two Monument Square, in front of the Press Hotel, at the Pulse, and at the Monument Square stop at Center Street. METRO, South Portland Bus and Casco Bay Ferry Lines all provide real-time arrival information for riders, through the Southern Maine Transit Tracker website and smartphone apps such as Google Maps, Transit and Moovit. All local and express buses are also equipped with bicycle racks with space for 2-3 bikes. In addition, most METRO buses offer Wi-Fi access and some provide in-seat USB ports.



Shared Mobility Access

With the end of UhaulCarshare service in Portland in February 2020, Redfern is exploring other carshare options for residents at 200 Federal Street. If an option is found feasible, the company will offer a promotion code discount for tenants' carshare vehicle use for the first year of residency.

Over the past several years, the City was working on an agreement with JUMP Bikes (by Uber) – recently acquired during COVID-19 by Lime – to set up a dockless electric bikeshare system in Portland. If and when the system is launched, the developer will provide monthly bikeshare memberships for tenants.



B. 200 Federal Street's TDM Coordination

Redfern Properties has a long history of smart growth development projects and encouraging residents' physical and financial wellness through initiatives such as offering rent reductions for tenants who are car-free and providing on-site bicycle rooms and gyms. It sees this TDM program as part of its larger sustainability and smart growth mission.

Redfern is committed to a building Sustainability Initiative that will include its TDM efforts to reduce drive alone resident automobile trips, improve multimodal safety, and ease traffic congestion and area parking demand near 200 Federal Street. Jonathan Culley of Redfern Properties will serve as the interim TDM Coordinator until the development determines the site's property management company. Culley's contact information is:

Jonathan Culley
Redfern Properties
P.O. Box 8816, Portland, ME 04104
Email: jonathan@redfernproperties.com
Phone: 207-776-9715

The 200 Federal TDM Coordinator is responsible for:

- Coordinating tenant TDM policies and incentives
- Connecting tenants with nearby parking resources
- Encouraging greater use of preferred modes – walking, bicycling, carpooling, taking bus or rail transit - through transportation kiosk and site-wide promotion
- Overseeing/conducting surveying of tenants
- Filing annual reports and updating the plan with the City
- Exploration of additional TDM strategies, as needed



Culley and the future property manager are charged with coordinating the 200 Federal TDM plan implementation and monitoring and making any needed changes.

Redfern will provide the TDM Coordinator with a stipend to support the work of leading the site's ongoing TDM efforts. Acknowledging that roles and responsibilities change over time in any position, Redfern Properties and the site property manager will use the first few months of TDM implementation to enumerate the TDM Coordinator's responsibilities in detail for any other staff to uphold the responsibility of the position.

Day-to-day operations and monitoring of the TDM plan will be conducted in-house by the property manager long-term and Redfern Properties will retain the services of a TDM consultant to review initiatives, problem-solve and develop new strategies if and when necessary.



C. Trip Generation & Parking Demand Projections & Targets

Redfern Properties has hired Cushman Transportation Consulting, LLC (CTC) and Traffic Solutions to assist with its transportation demand management process. CTC specializes in TDM efforts locally and connects with TDM research and programs across North America – including aspects of setting and managing TDM targets. This all informs the following trip reduction, parking reduction and multimodal goals.

A complication for setting ambitious targets for this particular site is the existing high multimodal rate of individuals who currently live downtown. That is, when a multimodal rate is already extraordinary, mode change is much more incremental and moderate than if the rate has significant room for growth.

Projected Trip Generation & Parking Demand

On behalf of 200 Federal Street, Traffic Solutions created Institute for Transportation Engineers (ITE) trip generation and parking demand projections and conducted additional local traffic and parking studies to assess the potential impact of the site's redevelopment. This has included utilizing the most recent data in the 10th edition ITE *Trip Generation Manual* and the 5th edition ITE *Parking Generation Manual*, with distinctions for the multimodal context of the site.

Accordingly, the proposed 200 Federal Street project can be expected to generate approximately 56 trips in the AM peak hour and 53 trips during the PM peak hour. Per the parking demand projections analysis, the average peak hourly parking demand for the site is expected to be 125 spaces.

Trip Reduction Target

Given the multimodal accessibility of the site, the high existing rate of alternate transportation use by those living downtown, and the transportation demographics of expected tenants at 200 Federal Street, the building's TDM efforts should enable a further 5% reduction in resident drive alone vehicle trips by the end of 3-5 years. That is, 3 weekday morning peak trips and 3 weekday evening peak trips. The TDM team plans to revisit this reduction target after the first year of full occupancy at 200 Federal.

Parking Reduction Target

With the strong strategy of off-site and unsubsidized parking and the implementation of TDM incentives, a further achievable parking demand reduction is 5% by the end of 3 years; i.e., 6 spaces. The parking demand target will also be revisited after 200 Federal reaches its first year of full occupancy.

Multimodal Target

200 Federal is setting an initial target of 65% of residents making multimodal trips to and from the site, by 3 years after full occupancy. This includes transit, carpooling or vanpooling, bicycle, pedestrian and telecommute trips or some combination of these modes. The target is different from the trip and parking reduction targets above because, with the diversity of residents at 200 Federal and the timing of work schedules or retiree tenant activities, a number of these trips are likely to be outside of the morning and evening peak periods.

This is a complex target to set because of both the above mentioned current high multimodal rate and also the range of potential tenants and tenant occupations. For example, according to census data, when retired from day-to-day work, an individual's vehicle miles traveled decreases overall. 200 Federal plans to closely monitor existing trends to attain a reasonable mode-shift goal over time.

It is most useful for 200 Federal's TDM efforts to address the specific needs of transit users, carpoolers, bicyclists, walkers and telecommuters and set an overarching multimodal trip target for the site – versus targets for each mode. From other TDM experiments across the globe, it is clear that individuals' use of various alternate modes shift over time as different residents come and go and/or their needs change.

Projections & Targets

The TDM Plan sets the following targets:

- **Trip & parking reduction target:** a 5% reduction in resident vehicle trips and parking demand within 3 years after full occupancy - resulting from TDM program; i.e., 3 weekday morning peak trips, 3 weekday evening peak trips, 6 spaces
- **Multi-modal target:** 65% of resident trips will be via transit, carpooling, by bicycle, on foot or telecommuting within 3 years after full occupancy
- Will reassess targets at end of year one of 200 Federal Street occupancy



For example, a tenant who uses transit might move to another location or a different tenant who walks might switch primarily to bicycling. In another instance, a tenant who was able to drive may lose the ability to do so and switch to using transit or carpooling for errands.



D. Trip and Parking Reduction Strategies

In the table beginning on the following page, Redfern Properties proposes a number of best-practice and sensible parking and trip reduction strategies for 200 Federal's TDM Plan. These are based on the development team's understanding of the site's transportation context, likely residents and the usefulness of various TDM efforts. For example, unsubsidized off-site parking will produce the strongest results for decreasing single-occupancy vehicle trips to and from the site. In addition, the team acknowledges the various needs of different multimodal commuters. For instance, tenants who use transit, walk or bicycle are more able to do so if they have on-site, secure storage for larger commuting gear like bicycle trailers and shopping handcars.

Another critical component for the success of 200 Federal's TDM Plan is a carefully thought-out marketing plan that engages tenants from when they first move in regarding preferred modes of transportation and provides easily accessible information and subsidies. As shared by Portland Oregon's SmartTrips Welcome program, a residential move is a unique and powerful opportunity for mode experimentation and change. This marketing also builds the site's TDM culture and the sense of multimodal travel as the social norm. 200 Federal has begun designing a promotion strategy that complements other area Portland TDM work to encourage walking, bicycling, carpooling and the use of public transit.

...When a person changes residence, everything changes: the way to the store, the way to work, even the steps to the fridge.

This time of change offers a unique opportunity to create new neural pathways or reinforce old ones that haven't been used for a while and make these stronger than habitual pathways.

Andrew Pelsma, SmartTrips Program Specialist, Portland, Oregon

...To us, this represents a significant number of people with an immediate gap in knowledge about their local travel options.

Linda Ginenthal, SmartTrips Program Manager



Finally, the region was recently reexamining the need for an area Transportation Management Association (TMA) to benefit sites like 200 Federal. TMAs are generally public-private entities that assist sites with TDM implementation, outreach and monitoring; advocate for improved transit and act as brokers for services such as shuttles. Redfern Properties plans to support the development of a TMA, if found to be feasible, and have 200 Federal Street participate as a member.

The highest priority items for 200 Federal Street's TDM program success are:

- *Unsubsidized parking off-site*
- *On-site and near site amenities, multimodal infrastructure and transportation choices*
- *Social marketing work to engage with new residents and establish commuting another way as part of the building's Sustainability Initiatives and common norms*

Infrastructure	
Remote Parking/Reduced Parking/Shared Parking	<i>Reduced parking:</i> residential leasing will be exclusive of parking and unsubsidized <i>Remote, shared-use parking:</i> Tenants will be connected with local parking resources within 1500 feet of site, including Chestnut Street and Temple Street Garages. Residential overnight parking for those who commute off-Peninsula works well with high day-use commuter parking locations such as these. In addition, parking off-site makes car ownership less convenient for residents and further encourages the use of alternate modes.
Affordable Housing	Site to meet City standard for 10% workforce housing. Affordable housing units generate fewer vehicle trips and less parking demand than market-rate housing.
Transit & Other TDM Access	Real Time Transit & TDM monitor display in main lobby with looping slides regarding: live-time transit service information for routes near the site (available through Southern Maine Transit Tracker); multimodal map with nearby transit routes, bicycle routes and trails, and walk and bike distances/times; listing of bicycle facilities on site; carshare locations and membership information; information on GO MAINE ride-matching, rewards and Emergency Ride Home benefit for all alternate modes of transportation; all TDM benefits available for residents; contact information for TDM Coordinator.
Pedestrian & Bicycle Access	<i>Sidewalks:</i> Reconstruction of all street sidewalk segments abutting development
	<i>ADA-accessible pedestrian amenities:</i> barrier-free ramp improvements
	<i>Crosswalks:</i> Striping improvements to existing or proposed crosswalks
	<i>Lighting:</i> Street and building lighting to improve sidewalk illumination
	<i>On-street and Post Office courtyard bicycle parking:</i> 8 exterior bicycle parking spaces
	<i>Indoor, secure bicycle and stroller parking:</i> 106 secure and weatherproof spaces in large accessible basement for regular size bikes, electric bikes, cargo bikes, bicycle trailers, bike attachments for children, and strollers. Also available to facilitate child carseat storage (for those commuting with children on foot and by carpool).
	<i>Electric bicycle charging:</i> Provide charging station/outlets for resident electric bikes in bicycle room
	<i>Bicycle repair station:</i> Provide bike repair stand in bicycle room
	Committed to meeting a higher demand for on-street bicycle parking if needed



Shared Mobility	<i>Carshare</i> : if new carshare option found, will offer tenant discount during first year of residency
	<i>Handcarts</i> : Provide one collapsible shopping/utility cart with property management branding for every 25 dwelling units, available for checkout on hourly basis (e.g., pen and paper sign up system, online, etc.)
	<i>Cargo electric bikeshare</i> : experiment with one electric-assist cargo bicycle, available for checkout on hourly basis (e.g., pen and paper sign up system, online, etc.)
Electric Vehicle Charging Station	Provide electric car charging station for at least 1 motor vehicle in Post Office parking area
On-Site Amenities	<i>Co-working space</i> : work area and meeting space for tenants' use to encourage telecommuting
	<i>Broadband access</i> : hardwired infrastructure for broadband available for tenant hook-up and WiFi provided in common areas
	<i>Fitness room</i> : Provide on-site gym to reduce vehicle trips and improve resident physical fitness for active transportation
	<i>Grocery & other Amenities</i> : Encourage retail tenant to offer amenities that encourage walking trips for simpler needs (e.g., grocery items such as are available at a Rosemont Market, or small housewares and hardware items, etc.)
	<i>Postal services</i> : U.S. Post Office location accessible on-site
	<i>Banking services</i> : Norway Savings Bank branch accessible on-site
Delivery Supportive Amenities	Facilitate deliveries by providing an electronic package concierge and parcel receipt area
General Contribution to Area Transportation Improvements	Per Chapter 14 of the City of Portland Code, the property is contributing to transportation impact fees that will improve traffic operations and transportation in and around downtown Portland.
Incentives	
Parking Pricing/Cash Out/Incentives	Residential leasing will be exclusive of parking and thus enable a lower rental fee
Transit Subsidies	<i>Transit passes</i> : Explore new Dirigo TouchPass system to simplify management of transit subsidy for individual resident and Mercy employee trips (expected in 2020 from METRO, City of South Portland Bus Service and Biddeford Saco Old Orchard Beach Transit - but delayed with the COVID-19 crisis)
Pedestrian/Bicycling Subsidies	<i>Bicycle safety courses</i> : Reimburse residents for bicycle safety courses
	<i>Bicycle Benefits</i> : Purchase memberships (\$5) for residents who bicycle
	<i>Bicycle maintenance</i> : One free annual bicycle maintenance bench time visit to Portland Gear Hub Bike School for residents who bicycle
Shared Mobility Subsidies	<i>Carshare</i> : Discount for resident UhaulCarshare vehicle use for first year of residency
	<i>Bikeshare</i> : Monthly bikeshare memberships for residents when/if bikeshare starts in Portland
Targeted Promotions	<i>Early rental promotion to nearby employers</i> : Nearby employers will be invited to share 200 Federal housing information with their employees and participate in an early tour and promotion of the facilities.
	<i>Experiment with discounts and coupons to nearby businesses</i> : work with local businesses to offer residents discounts and coupons to downtown establishments within walking distance
TDM Coordinator	Provide stipend/remuneration to TDM Coordinator to support the work of the position.



Information	
Education for Travel Choice	<i>TDM orientation packets:</i> new residents and retail employees will be provided with orientation packets regarding the site's TDM program and access to 200 Federal by various travel modes. Includes: (1) Map of area with major streets, nearby landmarks and time to walk/bike to them, the closest bus stops and walking times, recommended cycling and walking routes, carshare locations, etc. (2) Information about transit service frequency, fares, first and last runs, and schedules; phone numbers and web addresses for transit service providers and taxi companies. (3) Reaching the site from major transportation terminals (bus and train stations, airport, ferry terminal, etc.) (4) Access arrangements for people with disabilities; (5) Availability of bicycle facilities, including secure bike parking and on-site bikeshare; (6) Bicycle Benefits membership and bicycle safety courses; (7) Encouraging residents to become members of GO MAINE and access rewards system, carpool matching and Emergency Ride Home Benefit; (8) carshare and eventual city bikeshare information; (9) automobile parking availability and price; (10) Information regarding building TDM program and contacting the TDM Coordinator.
	<i>New Resident TDM Acknowledgement:</i> At the time of occupancy, all new rental tenants will be provided with the site's TDM program benefits and goals. They will be asked to sign an acknowledgement of the TDM program and a commitment to participate in the annual resident commute survey.
	<i>Commute coaching:</i> One-on-one transportation consultations available for residents upon lease of dwelling unit to explore individual transportation options. Thereafter, offered at least once annually.
	<i>New resident engagement:</i> TDM Coordinator will engage with each new resident to share about the TDM program as part of the building's Sustainability Initiative
	<i>Ongoing TDM program education:</i> 1 or more times per year, TDM Coordinator will email all residents (new and existing, including subletters) - and the retail tenant - the same information as is in the TDM orientation packets.
	<i>Transportation fairs/tabling:</i> 1-2 times per year, TDM Coordinator will host morning or afternoon tabling event in lobby to engage residents in conversation about transportation choices. Will offer food and beverages.
	<i>Experiment with offering walking tour of multimodal options:</i> offer a hands-on walking tour of transportation options near the property. For example, visiting the METRO Pulse, discussing taking the bus and practicing putting a bicycle on the bus.
	<i>Experiment with offering on-site bicycle safety class:</i> as residents show interest, host a bicycle safety/information class or bicycle repair event for residents
	<i>TDM surveying:</i> Required resident transportation surveys and reporting to City will also serve as education tool
Promotion of Alternate Modes	<i>Co-promotion with City and downtown agencies:</i> Work with Portland Downtown and City of Portland's Drive Less, Do More marketing campaign to promote alternatives
	<i>Social media and social proof:</i> Use property management social media to build social proof of others doing the desired TDM actions (with posts from residents taking action – e.g., posting a photo of taking the bus to work or the morning carpool) - vs. just likes or retweets of info about using preferred alternate modes
	<i>Resident and retail employee recognition:</i> 1-2 times per year: recognize individual residents and retail employees who reduce the traffic impact of the site through property management social media, door posters, newsletter, email or other announcements.





E. Plan for Monitoring, Data Collection and Reporting

Recognizing that the implementation of a TDM Plan is a dynamic process, the 200 Federal Street TDM Coordinator will work with the City to monitor the effectiveness of the site's TDM Plan components - and to assess whether the site is achieving the trip and parking reduction and multimodal targets listed above. 200 Federal will work with tenants to evaluate off-site parking use and incentives for preferred modes and make improvements. Another important piece will be to determine the flexibility of tenants to utilize various travel modes.

Tenant Surveys

The TDM Coordinator will conduct annual tenant surveys that provide quantitative data (e.g., trip, parking and mode split) and qualitative data (e.g., perception of alternate transportation, area parking and the site's TDM programming). The site will carry out these surveys once annually for the first three years of full occupancy and then every two years thereafter, with at least 50% tenant participation.

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

- Number of people in household
- Resident mode of travel to and from work and/or for other trips away from the site – plus frequency of use of those modes
- If parking personal vehicle(s), where parked
- Whether the tenant drives during morning or afternoon peak periods



- Use of/participation in:
 - o On-site bicycle parking, hand cart and cargo bicycle
 - o Off-site carshare and future Portland bikeshare
 - o Any site TDM incentives or other benefits or programming
 - o GO MAINE program participation
- TDM marketing effectiveness
- Preferences, barriers or concerns with modes of travel and likelihood of changing travel behavior given specific incentives or disincentives
- Rating knowledge of walking, bicycling and using the bus in the community
- Space to add suggestions and comments

Note: the use of these survey tools will also assist 200 Federal with its TDM education efforts. That is, the questions themselves help people think differently about their transportation behavior. The surveys will also provide a reminder of the TDM lobby monitor and the TDM Coordinator as resources for more information about options.

Annual Report

The TDM Coordinator will then produce an annual TDM Report to meet the City's monitoring requirements. The report will include:

- a. the above survey data and percent of units occupied;
- b. how the data directly relates to the plan's reduction targets;
- c. details of that year's TDM operations – including management, strategies, marketing, number of contact points with residents, and any new infrastructure development;
- d. lessons learned and any changes in the TDM plan during the year;
- e. plans for the following year.





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October 6, 2020

Parking Assessment

Proposed

“200 Federal Street”

INTRODUCTION

Redfern Downtown, LLC is proposing to construct an 192,675 square-foot 18-story mixed-use building at 200 Federal Street that will include 266 residential apartment units, common areas, small office space for building manager, a resident only fitness area and a 1,950sf retail space, (excluding bulk storage) on the ground floor. The proposed site is comprised of a single parcel bordered by Congress, Exchange, Federal and Temple Streets.

Twenty-seven (27) of the 266 apartment units will meet the City’s criteria for affordable workforce units and the remaining 239 units will be market rate apartment units. The 266 total apartment units will include: 118 studio units, 146 one-bedroom units and (2) two-bedroom units.

The proposed site provides a total of 21 on-site parking spaces with a total of 11 surface spaces and 10 spaces under the proposed building. These spaces will be used by the U.S. Postal Service through an existing lease agreement. Parking (both short and long-term) for building tenants will be accommodated at the existing Chestnut Street parking garage located on Chestnut Street near Oxford and Lancaster Streets. Additionally, two existing 15-minute on-street parking spaces located on the Federal Street frontage of the site are proposed to accommodate the short-term parking needs of building residents.

The City’s Zoning Ordinance presently requires one parking space for each proposed residential unit on the peninsular (Sec. 14-332.1 (k) except:

“The required parking for multi-unit residential buildings may be partially met through provisions of shared use vehicles...One shared use vehicle shall be deemed to satisfy eight (8) required car spaces...”

“No parking shall be required for the first three units in the R-6 Residential Zone...”

“The planning board may establish a parking requirement that is less than the normally required number of spaces upon a finding of unique conditions that result in a lesser parking demand, such as housing for persons who cannot drive, housing that participates in a travel demand management program, availability of transit... etc.”

Further, Section 14-332.2. (c) states:

“Site plans over 50,000 square feet and projects in the B-6, B-7, and USM Overlay Zones: Where construction is proposed of new structures having a total floor area in excess of fifty thousand (50,000) square feet, the planning board shall establish the parking requirement for such structures. The parking requirement shall be determined based upon a parking analysis submitted by the applicant and upon the recommendation of the city transportation engineer.

This document provides a determination of the “average” peak parking demand requirements of the proposed residential apartments based upon national parking trends presented in the most current 5th edition of the Institute of Transportation Engineers “**PARKING GENERATION**” publication. A parking survey was conducted at an existing residential apartment building located in Portland to affirm the applicability of the national trends in predicting the parking requirements of the proposed residential apartment project.

PARKING DEMAND

National parking demand data presented in the 5th Edition of the Institute of Transportation Engineers (ITE) “**PARKING GENERATION**” publication is typically the instrument used in estimating the actual parking demand of a development site. The 5th edition, which was published in January 2019, represents the most current copy of the noted ITE document. The ITE manual provides “average” peak parking demand rates for more than 100 land-use categories including: residential, lodging, recreational, institutional, medical, retail, office, services, etc.

The “average” peak parking demand requirements of the proposed 200 Federal Street residential apartments is estimated based upon the following projected residential apartment unit mix:

Market Rate Units

- (106) Studio Units
- (131) One-Bedroom Units
- (2) Two-Bedroom Units

Affordable Workforce Units

- (12) Studio Units
- (15) One-Bedroom Units

Total Apartment Units

- (118) Studio Units
- (146) One-Bedroom Units
- (2) Two-Bedroom Units

The peak parking demand requirements of the proposed market rate apartment units is based upon Land-Use #221- Multi-Family Housing (Mid-Rise). This land-use category is generally reserved for buildings between three and 10 floors; however, the ITE parking data for a high-rise building (buildings greater than 10 floors) is very limited. In fact, the parking demand rate presented in the noted ITE document for a high-rise residential building is based upon a single study. ITE representatives contacted by Acorn Engineering noted the limitations of the data for the high-rise category and, with that direction, this report applies the parking demand rate for a mid-rise apartment building. Accordingly, a peak parking rate of 0.48 spaces per bedroom was applied in calculating the peaking demand requirements of the proposed market rate units.

The peak parking demand requirements of the proposed affordable workforce apartment units is determined based upon Land-Use #223 - Affordable Housing – Income Limits. The parking rate used in determining the peak parking demand of the 27 workforce apartment units is 0.30 spaces per bedroom.

Table 1, below, provides a projection of the “average” peak parking demand requirements for the proposed 200 Federal Street residential apartment building for a typical weekday condition.

Table 1
“Peak” Parking Demand Determination Summary
For
“200 Federal Street Residential Apartments”
(Weekday Condition)

<u>Proposed Use</u>	<u>Total Bedrooms</u>	<u>Land-Use Code</u>	<u>Parking Space Rate</u>	<u>Parking Space Requirements</u>
Market Rate Residential Apartments				
106 Studio Units	106 bedrooms	LUC 221	0.48 spaces/bedroom	51 spaces
131 One-Bedroom Units	131 bedrooms	LUC 221	0.48 spaces/bedroom	63 spaces
2 Two-Bedroom Units	4 bedrooms	LUC 221	0.48 spaces/bedroom	2 spaces
Workforce Apartment Units				
12 Studio Units	12 bedrooms	LUC 223	0.30 spaces/bedroom	4 spaces
15 One-Bedroom Units	15 bedrooms	LUC 223	0.30 spaces/bedroom	5 spaces
TOTAL	-	-	-	125 spaces

The “average” peak parking demand requirement of the proposed 200 Federal Street apartment building is estimated at **125 spaces** for a typical weekday condition.

The proposed retail space (1,950sf) currently projected to be leased by a local neighborhood grocery, which, as a complementary use to the proposed residential apartments, will not require off-site parking. Section 14-332(h) of the City’s Land Use Code further defines the parking requirements for retail space as follows: “*retail stores One (1) parking space for each two hundred (200) square feet of first floor area in excess of two thousand (2,000) square feet not used for bulk storage,.....* Locally collected traffic data gathered at a similar grocery site; located on the Portland Peninsular, shows the majority of persons observed patronizing the grocery store were pedestrians. The study results, as presented below in Table 2, shows fewer than 8% of the total combined peak hour trips generated by the Pine Street/Bracket Street market are, in fact, automobile trips. Other than an occasional truck delivery vehicle, the proposed neighborhood grocery store will not attract vehicle traffic; thus, parking accommodations are not required and/or necessary.

Table 2
Trip Generation Summary
Market
(Bracket Street @ Pine Street)

<u>Survey Time</u>	<u>Entering Trips</u>		<u>Exiting Trips</u>		<u>Total Trips</u>	
	<u>Pedestrian Trip</u>	<u>Vehicle Trip</u>	<u>Pedestrian Trip</u>	<u>Vehicle Trip</u>	<u>Pedestrian Trip</u>	<u>Vehicle Trip</u>
7:30 to 7:45 AM	0	0	0	0	0	0
7:45 to 8:00 AM	0	0	0	0	0	0
8:00 to 8:15 AM	15	0	11	0	26	0
8:15 to 8:30 AM	4	1	8	1	12	2
8:30 to 8:45 AM	6	2	1	3	7	5

8:45 to 9:00 AM	11	2	9	3	20	5
AM Peak Hour Total	36	5	29	7	65	12
3:30 to 3:45 PM	5	0	7	0	12	0
3:45 to 4:00 PM	7	1	7	2	14	3
4:00 to 4:15 PM	5	0	9	0	14	0
4:15 to 4:30 PM	6	1	7	0	13	1
4:30 to 4:45 PM	12	1	10	1	22	2
4:45 to 5:00 PM	21	0	18	0	39	0
5:00 to 5:15 PM	15	1	18	1	33	2
5:15 to 5:30 PM	15	0	14	0	29	0
PM Peak Hour Total	63	2	60	2	123	4

COMPARATIVE CITY OF PORTLAND PARKING DATA

Parking utilization data was gathered at the existing 667 Congress Street 139-unit apartment building on July 10, 2019 to establish local parking demand trends for a similar size multi-story apartment building. Parking counts were collected at 6:00 a.m., 10:00 a.m., 5:00 p.m. and 8:00 p.m. with the results of the survey highlighted in Table 2 as follows:

Table 3
Parking Utilization Study Summary
(667 Congress Street Apartment Buildings)

Apartment Location	Number of Apartment Units	Number of Bedrooms	Time Period/Parking Counts			
			6:00AM	10:00AM	5:00PM	8:00PM
667 Congress Street	139 apartment units	147 beds	66 vehicles	39 vehicles	37 vehicles	57 vehicles
Parking Space Rate/Bedroom	-	-	0.44 spaces/bedroom	0.26 spaces/bedroom	0.25 spaces/bedroom	0.39 spaces/bedroom

The existing 667 Congress Street apartment building has a total of 139 apartment units that includes (34) efficiency units, (97) one-bedroom units and (8) two-bedroom units, which results in a total of 147 bedrooms. A total of 83 parking spaces are provided on-site with 3 spaces reserved for Joe's Smoke Shop leaving a balance of 80 spaces reserved for building tenants.

The results of the survey show a total of 66 of the 80 parking spaces were occupied at 6:00 a.m. and a descending number of spaces were occupied during the remaining three noted time periods, with a total of 39 spaces occupied at 10:00 a.m., 37 spaces at 5:00 p.m. and 57 spaces at 8:00 p.m. Peak parking demand ratios were determined for each of the four study times. The highest parking ratio of **0.44** spaces/bedroom occurs at 6:00 a.m. with lower values calculated for the remaining hourly time periods.

The peak parking demand value of 0.44 spaces per bedroom measured at the 667 Congress Street apartment building compares very closely with the national parking demand value of 0.48 spaces per bedroom for a market rate residential apartment unit. Accordingly, the peak parking demand requirement of the proposed 200 Federal Street residential apartment building is based upon the higher national parking demand rate of **0.48** spaces per bedroom unit and, combined with the limited number of parking spaces required by the proposed 27 workforce apartment units, results in a total parking space requirement of **125** spaces.

PARKING SUPPLY

The Applicant, will meet the average peak parking demand requirements of the proposed Federal Street mixed-use project through parking lease agreements with nearby parking garages and/or surface lots. Signed agreements will be forthcoming under separate cover.

SUMMARY

1. The proposed 200 Federal Street 18-story residential apartment building will provide a total of 239 market rate and 27 affordable workforce residential apartment units for a combined total of 266 apartment units. The proposed mix of residential units includes: 118 studio units, 146 one-bedroom units and 2 two-bedroom units.
2. National peak parking demand rates presented in the most current copy of the Institute of Transportation Engineers "**PARKING GENERATION**" publication suggests a market rate apartment unit in a multi-story building generates a peak parking demand of 0.48 spaces per bedroom. The same publication provides a parking demand rate of 0.30 spaces for an affordable workforce apartment unit. The proposed residential apartment building is forecasted to generate a peak parking demand of **125** parking spaces.
3. A parking survey was conducted at the existing 667 Congress multi-story residential apartment building to establish a local parking demand metric unique to the peninsular section of the City of Portland. The existing 667 Congress Street apartment building, with a total of 139 apartment units, provides a total of 80 parking spaces for tenants of the building. The mix of apartment units yields a total of 147 bedrooms. The parking survey was conducted on July 10, 2019 during four time periods: 6:00 a.m., 10:00 a.m., 5:00 p.m. and 8:00 p.m. A total of 66 of the 80 parking spaces were found occupied at 6:00 a.m. and lower occupancy values were recorded for the remaining three study times. The local peak parking demand rate measured at the 667 Congress Street apartment building is 0.44 spaces per unit (66 occupied spaces ÷ 147 bedrooms = 0.44 spaces per bedroom.)
4. Traffic Solutions has applied the higher national peak parking demand rate of 0.48 spaces/bedroom in determining the peak parking demand requirements of the proposed apartment project, which results in a total parking requirement of **125** spaces.
5. The Applicant, will meet the average peak parking demand requirements of the proposed Federal Street mixed-use project through parking lease agreements with nearby parking garages and/or surface lots.



The image shows an official seal of the City of Portland, Oregon. The seal is circular with the text "CITY OF PORTLAND" around the top and "OREGON" around the bottom. In the center, there is a smaller circular emblem with the text "JAMES" and "1907". A handwritten signature in black ink is written over the seal.



Traffic Solutions
William J. Bray, P.E.
17 Mountview Drive
Gorham, ME 04038
(207) 400-6890
trafficsolutions@maine.rr.com

December 7, 2020

Thomas A. Errico, P.E.
Senior Associate-Traffic Engineering Director
T.Y. Lin International, Inc.
12 Northbrook Drive
Falmouth, Maine 04105

RE: #200 Federal Street – Traffic Demand

Dear Tom:

For your review and further direction, we are submitting peak hour trip projections for the proposed 200 Federal Street apartment building project. The peak hour trip generation projections are based upon the latest building design that includes a total of 266 residential apartments and a 1,950 square foot retail space. The proposed building is 18-stories high with a total building area of 192,675 square.

The trip estimates generated by the proposed residential apartment units are based upon trip rates presented in the 10th edition of the Institute of Transportation Engineers **TRIP GENERATION** publication. Specifically, we are applying trip rates presented for Land-Use #222: Multifamily Housing (High-Rise) for a “Dense Multi-Use Urban” condition. The following peak hour trip rates were utilized:

Weekday AM Peak Hour (Street)	= 0.21 trips/dwelling unit
Weekday PM Peak Hour (Street)	= 0.19 trips/dwelling unit
Weekday AM Peak Hour (Generator)	= 0.21 trips/dwelling unit
Weekday PM Peak Hour (Generator)	= 0.20 trips/dwelling unit
Saturday Peak Hour (Generator)	= 0.17 trips/dwelling unit
Sunday Peak Hour (Generator)	= 0.19 trips/dwelling unit

Table 1, below, presents the trip forecasts for each of the designated peak hour time periods.

Table 1
Peak Hour Trip Forecasts
200 Federal Street Apartment Building

<u>Peak Hour Time Period</u>	<u>Trip Rate</u>	<u>Total Trips</u>	<u>Entering Trips</u>	<u>Exiting Trips</u>
AM Peak Hour (Street)	0.21 trips/dwelling	56	7	49
PM Peak Hour (Street)	0.19 trips/dwelling	51	36	15
AM Peak Hour (Generator)	0.21 trips/dwelling	56	6	50
PM Peak Hour (Generator)	0.20 trips/dwelling	53	35	18
Saturday Peak Hour (Generator)	0.17 trips/dwelling	45	20	25
Sunday Peak Hour (Generator)	0.19 trips/dwelling	51	27	24

The proposed 1,950 square foot retail space, located on the first floor of the proposed building, is expected to be a "low trip generating business appealing to those already living or working downtown." As such, we are conservatively assuming perhaps five additional peak hour trips will be generated by the proposed retail space. Combining the peak hour trip projections prepared for the residential apartments with the additional trips generated by the retail space, the proposed project is expected to generate 61 or fewer peak hour trips during any of the defined peak hour time periods.

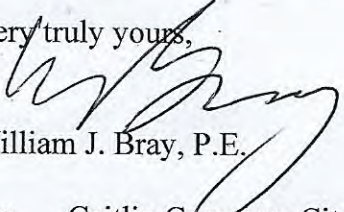
The Maine Department of Transportation's Chapter 305: Rules and Regulations Pertaining to Traffic Movement Permits requires: "any project including single and mixed-uses which generates 100 or more passenger car equivalent trips during peak hour of traffic generation, must file a Traffic Permit application." Accordingly, the proposed residential development project does not require a MaineDOT Traffic Movement Permit.

Your traffic comments included in the Staff Comment document requests information related to the parking supply source meeting the projected parking demand requirements of the proposed project. Please find attached a copy of a License Agreement for 125 parking spaces at the Chestnut Street parking garage.

I am hopeful that the information provided in this letter addresses your initial comments and that you will be able to provide direction on the traffic study requirements of the proposed project. We will be preparing the separate queuing analysis for the Congress Street/Temple Street intersection and will submit the results early in the month of December.

Thank you, Tom, we look forward to your response and direction.

Very truly yours,


William J. Bray, P.E.

Cc: Caitlin Cameron, City of Portland Urban Designer

LICENSE AGREEMENT

This License Agreement, effective as of June _____, 2020 (the “Effective Date”), is made and entered into by and between **CHESTNUT STRET GARAGE, LLC**, a Maine limited liability company with an address of [_____] (the “Licensor”) and **Redfern Downtown LLC**, a Maine Limited Liability Company with an address of PO Box 8816, Portland Maine 04104 (the “Licensee”).

WHEREAS, Licensor is the owner of the three condominium units comprising the Chestnut Street Parking Condominium, established by the Declaration of Chestnut Street Parking Condominium dated June 29, 1988 and recorded in the Cumberland County Registry of Deeds in Book 8355, Page 105, as amended (the “Parking Facility”);

WHEREAS, Licensee is the owner of certain property adjacent to the Parking Facility, which it intends to develop into a residential property;

WHEREAS, the Parking Facility is managed by United Parking Partners (the “Management Company”); and

WHEREAS, Licensor is willing to grant to Licensee a license to use 125 parking spaces in the Parking Facility, on the terms set forth herein.

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

1. Use of the Parking Facility. Licensor grants Licensee the limited license to the use of one hundred twenty five (125) parking spaces for the parking of motor vehicles in the Parking Facility (the “Licensed Parking Spaces”). Licensee acknowledges that the Licensed Parking Spaces are guaranteed but not reserved or designated and are to be used in common with other users of the Parking Facility. Notwithstanding the foregoing, Licensor shall be permitted to designate the specific location of all or a portion of the Licensed Parking Spaces by giving thirty (30) days prior written notice of Licensee. Additionally, Licensor grants Licensee the limited license to use three (3) Americans With Disabilities Act (“ADA”) compliant spaces in the Parking Facility, consisting of two (2) standard ADA spaces and one (1) van size space (the “Licensed ADA Spaces”). The Licensed ADA Spaces shall be designated spaces, which location shall be determined by Licensor prior to the Commencement Date. The Licensed Parking Spaces and the Licensed ADA Spaces may not be re-licensed by Licensee to third-parties without Licensor’s prior written consent. Licensee’s interest in this License may not be assigned or sublet without Licensor’s prior written consent.

2. Construction of Licensed ADA Spaces. Prior to the Commencement Date, Licensor shall install the Licensed ADA Spaces on the second floor of the Parking Facility, including re-striping an entire section of the Parking Facility, striping the Licensed ADA Spaces, and installing property signage (the “ADA Installation Work”). The ADA Installation Work, including any and all design, permitting, and other modifications or work necessitated by the

installation of the Licensed ADA Spaces shall be made at Licensee's sole cost and expense, which expenses shall be reimbursed to Licensor within thirty (30) days of Licensor's submission of invoices and other reasonable evidence of such expense to Licensee.

3. Compliance with Law. Licensee shall at all times ensure that its use of the Licensed Parking Spaces and Licensed ADA Spaces is in compliance with all federal, state and local laws and regulations.

4. Key Access Cards. Licensor shall provide up to one hundred twenty five (125) key access cards in total to Licensee. Licensee shall be responsible for the issuance of the key cards to its residents and Licensee shall provide Licensor and the Management Company with a completed and executed Parking Garage Registration Form providing such information as Licensor shall reasonably request. Licensee shall further notify Licensor of any changes in the identities of individuals provided access cards and of any changes to any vehicles provided access to the Parking Facility within seven (7) days of said changes. If Licensor is requested to issue a replacement key access card for any reason, then Licensee agrees to pay Licensor the sum of fifteen dollars (\$15.00) for each replacement key access card issued.

5. Security for Key Access Cards. Prior to the Commencement Date, Licensee shall pay to Licensor the sum of One Thousand Two Hundred Fifty Dollars (\$1,250.00) as a security deposit for one hundred twenty five (125) key access cards. The security deposit shall be refunded within fifteen (15) days from the date Licensee returns all one hundred twenty five (125) key access cards to Licensor. Licensee agrees that Licensor may withhold from the refund the sum of [REDACTED] for each key access card not returned within five (5) days from expiration or termination of this Agreement.

6. License Fee. Licensee shall pay the Base License Fee on a monthly basis, in advance on or before the first day of each month. The "Base License Fee" shall be calculated as follows:

For the Licensed Parking Spaces: The Base License Fee for the Licensed Parking Spaces shall be a monthly fee per Licensed Parking Space, as follows:

Term Year	Monthly Base License Fee Per Space	Number of Licensed Parking Spaces	Total Monthly Base License Fee	Total Annual Base License Fee
Year 1	[REDACTED]	125	[REDACTED]	[REDACTED]
Year 2	[REDACTED]	125	[REDACTED]	[REDACTED]
Year 3	[REDACTED]	125	[REDACTED]	[REDACTED]
Year 4	[REDACTED]	125	[REDACTED]	[REDACTED]
Year 5	[REDACTED]	125	[REDACTED]	[REDACTED]
Year 6-10	The Base License Fee will reset at the beginning of the sixth year of the Term and be subject to increase at the then published rates for the Parking Facility, at Licensor's sole discretion, but in no event shall the Base License Fee be less than [REDACTED] or more than [REDACTED] per month per parking			

	space. In Term Years 7 through 10, the Base Licenses Fee shall increase each year by [REDACTED] per space per month over the Base License Fee of the Prior Year.
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For the Licensed ADA Spaces: The Base License Fee for the Licensed ADA Spaces shall be a monthly fee per ADA Space plus those spaces lost to create the ADA Spaces (the “Lost Spaces”). The number of Lost Spaces will be determined upon completion of the construction of the ADA Licensed Spaces. The monthly Base License Fee per space shall be as follows:

Term Year	Monthly Base License Fee Per Space Licensed ADA Space and Lost Space
Year 1	[REDACTED]
Year 2	[REDACTED]
Year 3	[REDACTED]
Year 4	[REDACTED]
Year 5	[REDACTED]
Year 6-10	The Base License Fee for the ADA Spaces will reset at the beginning of the sixth year of the Term and be subject to increase at the then published rates for the Parking Facility, at Licensor’s sole discretion but in no even shall the Base License Fee be less than [REDACTED] or more than [REDACTED] per month per parking space. In Term Years 7 through 10, the Base Licenses Fee shall increase each year by [REDACTED] per space per month over the Base License Fee of the Prior Year.

Any monthly Base License Fee not received by Licensor by the fifth (5th) day of the month, shall be considered late and a late fee of 5% shall be added to the monthly Base License Fee which sums shall be promptly payable by Licensee.

7. Term. The term of this Agreement shall be for ten (10) years, commencing _____ (the “Commencement Date”) and terminating on _____. This license for shall be non-terminable by Licensee throughout the term of the Agreement.

8. No Bailment. No bailment is created by this Agreement. Licensor shall not be responsible for any damage to, or loss to any of vehicles parked using the Parking Facility under this Agreement, or any component parts thereof or personal property in such vehicles, other than damage or loss directly and solely caused by Licensor. VEHICLES SHALL BE LOCKED AND LICENSOR SHALL NOT BE RESPONSIBLE FOR ANY THEFT OF THE VEHICLE OR ITS CONTENTS OR ANY LOSS OR DAMAGE RESULTING FROM LEAVING KEYS IN THE VEHICLE. This policy may not be rescinded or modified by any Licensor employee, and Licensee acknowledges that the Licensor's employees are not authorized to accept responsibility for storing or safeguarding any vehicles or personal property located therein. Licensee shall be responsible for any damage to the Parking Facility as a result of this Agreement.

9. Release. It is understood and agreed between the parties hereto that Licensor will not be responsible for any damage or loss to vehicles or personal property belonging to Licensee or its employees other than as a result of the gross negligence or intentional misconduct of Licensor or its agents or employees. Licensee hereby indemnifies and holds harmless Licensor from any and all liability claims by Licensee or its employees, agents and invitees that is not in compliance with this Paragraph. Licensee, for itself and its employees, agree that the use of the Garage by Licensee and its employees shall be at its and their own risk.

10. Renovations, Alterations, Improvements, Repairs and Demolition. Licensor shall keep and maintain the Parking Facility in good and clean order and repair, including but not limited to the interior, exterior, foundations, floors, walls, ceilings and lighting thereof. Licensor may make, from time to time, such renovations, alterations, improvements, or repairs to the Parking Facility as Licensor deems advisable. Licensor shall use its commercially reasonable efforts to minimize any disruption of access to the Licensed Parking Spaces and Licensed ADA Spaces during any such renovations, alterations, improvements, or repairs. Licensor reserves the rights, and Licensee expressly acknowledges Licensor's right, to close all or a portion of the Parking Facility, from time to time, and for so long as, in Licensor's reasonable discretion, is necessary for the repair, maintenance, cleaning, renovation, alteration, improvement, construction, restoration or replacement of the Parking Facility. There shall be reduction in the Base License Fee in the event of any unavailability of parking spaces due to such activities.

11. Notices. Any notices which are required hereunder or which either Licensor or Licensee may desire to serve upon the other party shall be in writing and shall be deemed served when delivered personally, or when deposited in the United States Mail, postage prepaid, return receipt requested, addressed as follows:

If to Licensor:

Chestnut Street Garage, LLC

Attn: Drew Sigfridson

With a copy to:

Exchange Street Partners

Attn: Kristen Robichaud

If to Licensee:

ATTN: _____

12. Default. Licensee shall be in default hereunder if it shall fail to perform any of the obligations stated herein within fifteen (15) days after receipt of notice of such failure. Upon such default, Licensors shall have the right at its option, and in addition to any other remedies, to terminate this Agreement by giving Licensee a written default notice and upon the giving of such notice, this Agreement and the term hereof at the option of Licensors shall cease. If this Agreement is terminated due to default of Licensee, Licensee shall remain liable to Licensors for all payments hereunder accrued and unpaid up to the date of such termination. In addition, Licensee shall be responsible for the Base License Fee for the Licensed Parking Spaces and the Licensed ADA Spaces for the balance of the term of this Agreement.

13. Casualty/Eminent Domain/Termination. In the event that the Parking Facility is damaged or destroyed by fire or other casualty, in whole or in part, then Licensors, at its option, may terminate this Agreement upon ten (10) days written notice to Licensee. Licensee shall have no right to terminate this License in the event of such damage or destruction unless as a result thereof, Licensors is unable to provide Licensee with the Licensed Parking Spaces and Licensed ADA Spaces.

14. Subordination. This Agreement is and shall be subject in subordinate in all respects to all mortgages which may now and hereafter affect the property.

15. Estoppel. Licensee agrees, at any time, and from time to time, upon not less than ten (10) days prior request by Licensors, to execute, acknowledge and deliver to Licensors a statement in writing certifying the following information with respect to this Agreement (a) the term of the respective Agreement; (b) the monthly Base License Fee then payable hereunder and thereunder and the date to which such amounts have been paid; (c) that this Agreement is unmodified and in full force and effect (or, if there have been modifications, stating the modifications, and that the respective agreement as modified is in full force and effect), (d) that this Agreement represents the entire agreement between the parties as to parking in the Parking Facility; (e) there are no existing defenses or offsets which Licensee has against the enforcement of this Agreement by Licensors except as set out by Licensee; (f) that there is no default under this Agreement (or specifying what provision is in default); and (g) such other information as Licensors shall reasonably request. It is the intent of the parties that any such statement delivered pursuant to this Section may be relied upon by any prospective purchaser of, any prospective holder of a mortgage upon the Parking Facility.

16. Interruption/Maintenance. Licensors shall not be liable under any circumstances for interference with Licensee's business including, without limitation, loss profits, however occurring, through or in connection with or incidental to any acts or omissions of Licensors. Licensors reserves the right to periodically and temporarily close any portion of the Parking Facility upon prior notice to Licensee for maintenance and/or construction, except that no notice shall be required in the event of an emergency.

17. Amendment. This Agreement may be modified or amended by the mutual consent of the parties hereto; provided, however, that no such modification or amendment to this

Agreement shall be binding unless in writing and signed by both parties.

18. Rules and Regulations. Licensee agrees to abide by all posted or published rules and regulations now or hereinafter in effect pertaining to use of the Parking Facility and agrees to save hold harmless and indemnify Licensor for any expense or damage as a result of any violation thereof, including towing expense of those vehicles parked by customer which obstruct vehicles of other parkers including vehicles of facility owner and/or its employees.

19. Assignment. Licensor may assign its interest under the License Agreement at any time during the term of the Agreement.

20. Attorney's Fees. In the event of any dispute arising out of or in connection with this Agreement, the non-prevailing party agrees to reimburse the prevailing party for its reasonable attorney's fees and costs.

21. Conflict. During the term of this Agreement, the terms hereof shall control any contrary terms in the Reciprocal Agreement. To the extent that the terms of the Reciprocal Agreement are not in conflict with the Reciprocal Agreement, those terms shall continue in full force and effect.

22. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Maine.

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

LICENSOR:

**CHESTNUT STREET GARAGE,
LLC**

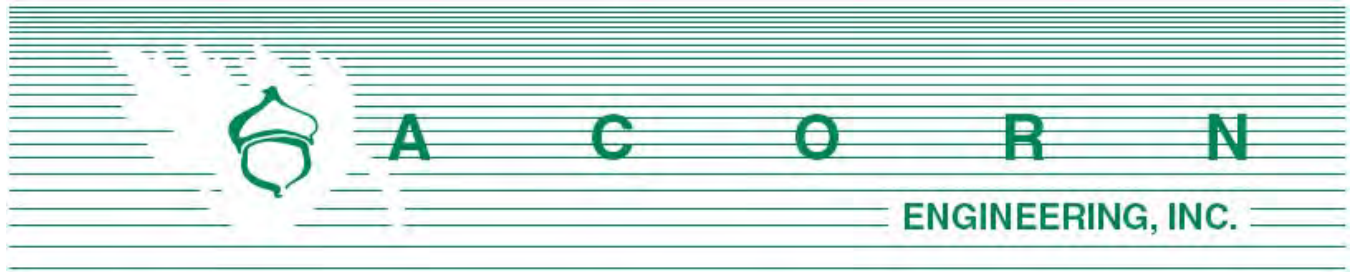
**By: Exchange Street Partners, LLC,
its Manager**

By: Drew Sigfridson
Its: Manager

LICENSEE:

Redfern Downtown LLC

By: _____
Name:
Its:



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

November 19, 2020

Subject: 200 Federal Street (PL-1235-2020) Neighborhood Meeting

I, Will Savage, hereby certify that a remote neighborhood meeting was held on November 18, 2020 via Zoom at 5:30 pm.

I also certify that on November 2, 2020, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which includes property owners within 500 feet of the proposed development.
2. Residents on the “interested parties” list.

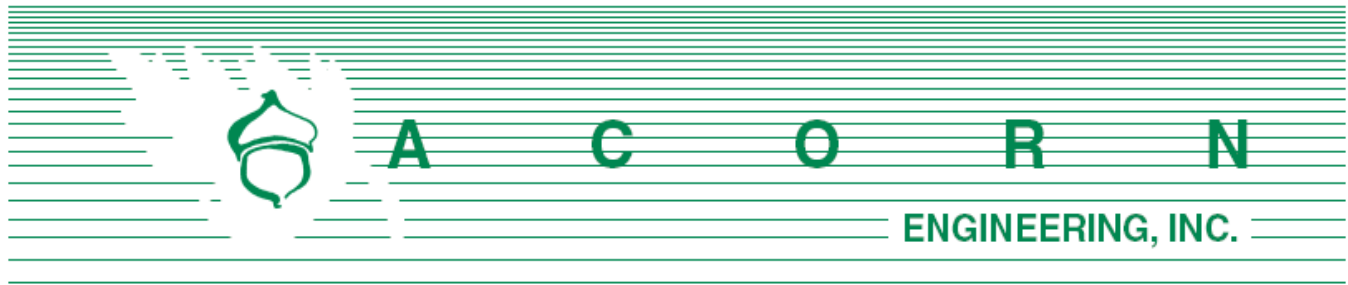
Sincerely,

A handwritten signature in black ink, appearing to read 'Will Savage', is written over a light blue horizontal line.

Will Savage, P.E.
Principal-Project Manager
Acorn Engineering, Inc.

Included with this certification are as follows:

1. Copy of the invitation sent
2. Attendee sign-in sheet
3. Meeting Minutes



Dear Neighbor:

October 21, 2020

On behalf of Redfern Downtown LLC, we are pleased to invite you to a virtual neighborhood meeting to discuss a proposed Level III Site Plan/Subdivision Application related to the property located at 201 Federal Street W (Chart 32, Block G, Lot 1). The project proposes to redevelop a portion of the existing lot into an 18-story residential building with ground level retail & 266 rental apartments, including 27 onsite Workforce Housing Units as required by the City's Inclusionary Zoning Ordinance.

Meeting: Held **remotely & recorded via Zoom** according to state and local requirements regarding social distancing and will be available for public viewing and participation. **To attend, please email admin@acorn-engineering.com to request a link or phone number to join the meeting.** You may also call the office line (listed below) to request this information.

Date/Time: Wednesday, November 18, 2020 at 5:30 p.m.

The City code requires that property owners within 500 feet of the proposed development and residents on an "interested parties list" be invited to participate in a neighborhood meeting. Both the sign-in sheet and recorded meeting minutes will be submitted to the Planning Board. If you have any questions, please do not hesitate to call the office at (207) 775-2655. We look forward to seeing you at the meeting.

Sincerely,

William H. Savage, P.E. - Acorn Engineering, Inc.

Sign-In Sheet

11/18/2020

200 Federal Street Portland, ME 04101

Level III Site Plan Neighborhood Meeting

Members of the Public in Attendance:

NAME

EMAIL

1. Sarah Hansen

shansen@portlandlandmarks.org

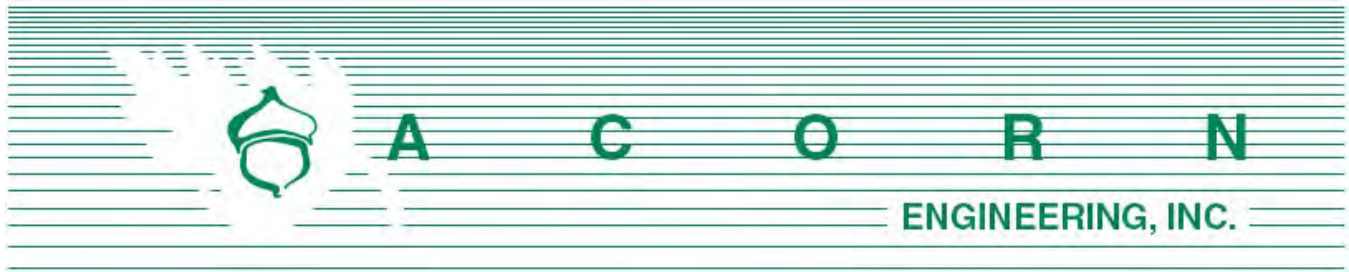
Developer and Consultant Team in Attendance:

NAME

EMAIL

1. Jonathan Culley – Redfern Properties
2. Catherine Culley – Redfern Properties
3. Ryan Senatore – Ryan Senatore Architecture
4. Will Savage – Acorn Engineering, Inc.
5. Faith Thomas – Acorn Engineering, Inc.

jonathan@redfernproperties.com
catherine@redfernproperties.com
ryan@senatorearchitecture.com
wsavage@acorn-engineering.com
fthomas@acorn-engineering.com



200 Federal Street Redevelopment Level III Site Plan/Subdivision

Neighborhood Meeting Minutes

November 18, 2020 / 5:30 pm

Remote meeting via Zoom

Project Team Attendees:

Jonathan Culley: Developer (Redfern Properties)

Catherine Culley: Developer (Redfern Properties)

Ryan Senatore: Architect (Ryan Senatore Architecture)

Will Savage: Civil Engineer (Acorn Engineering)

Faith Thomas: Civil Engineer (Acorn Engineering)

Meeting started at approximately 5:30 pm

With one attendee (Sarah Hansen), the floor was opened to questions and comments to start the meeting.

- **Sarah Hansen:** I'm interested to see if there are any changes in the project, and if there are any concerns you've heard from others? I'd like to see more modern architecture. I do not think Portland needs to stick to the high use of brick.

Jonathan Culley:

- We have looked at multi-family buildings on the east coast as part of the design. The building is located in the Old Port, and we want to incorporate features from the Old Port into the design. That is what makes the building special and appealing.
- Multi-family building shapes and dimensions are challenging, Overview of Zoning.
 - o Stepback at three stories.
- Goals for the architecture.
 - o Distinct base, body, and cap
 - o Durable materials you find in the Old Port. We do not want this building to feel out of place
- There are still more architectural aspects to design as part of this project

Ryan Senatore:

- Overview of design (thus far)
 - o Metal panel siding to pair with brick
 - o Lighting and shadows
 - o Glass bays
 - o Asymmetry
- Hopefully, we will have an update soon
- **Jonathan Culley:** We are trying to provide something different to implement a modern design while maintaining the Old Port feel.
- **Sarah Hansen:** I think the bays are very interesting, and the asymmetry plays nicely. There are a lot of different styles of buildings in the Old Port and this compliments the idea of development over time.
- **Ryan Senatore:** This is an interesting design where the building is located up close but also has a long view from places such as 295, South Portland and the harbor. What we are trying to set up with the asymmetry is the taller brick mass of the building that faces downtown, and it steps down toward city hall. From the long view the dark masonry will have a nice effect and the lighter material will help scale the building toward the east.
- **Jonathan Culley:** This is an update of where the project is currently at, thank you for coming.

Please note that the following questions and answers were not recorded verbatim and aim to represent and summarize the actual questions, answers, and discussion that took place at the meeting.

Meeting concluded at approximately 6:00 pm.

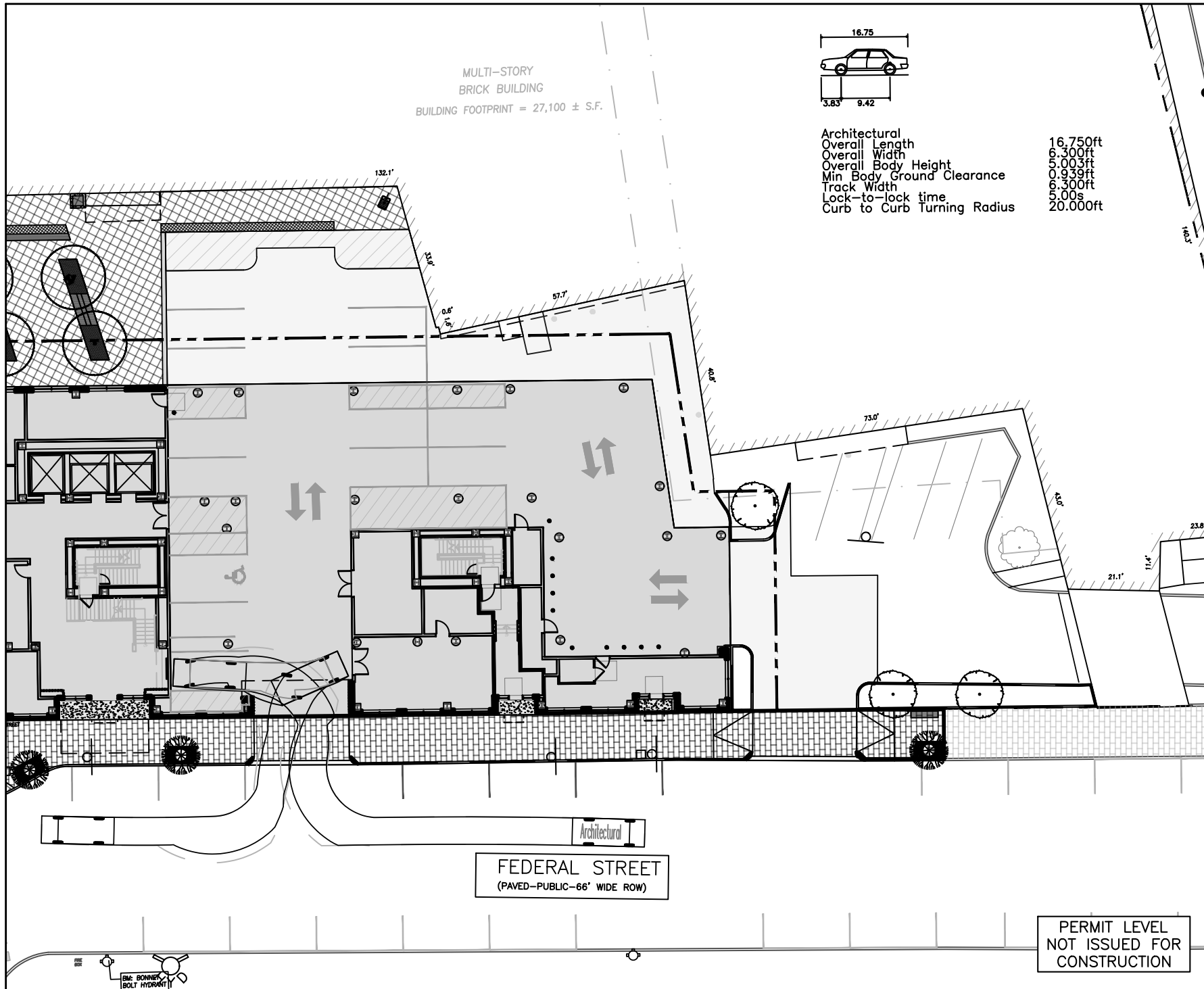
The abovementioned material was as interpreted and recorded from Zoom. Please note and relay any discrepancies or disputed information in the recorded minutes to the below address so that they can be reviewed, revised, and resubmitted, as necessary.

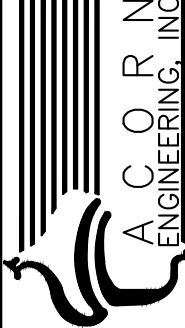
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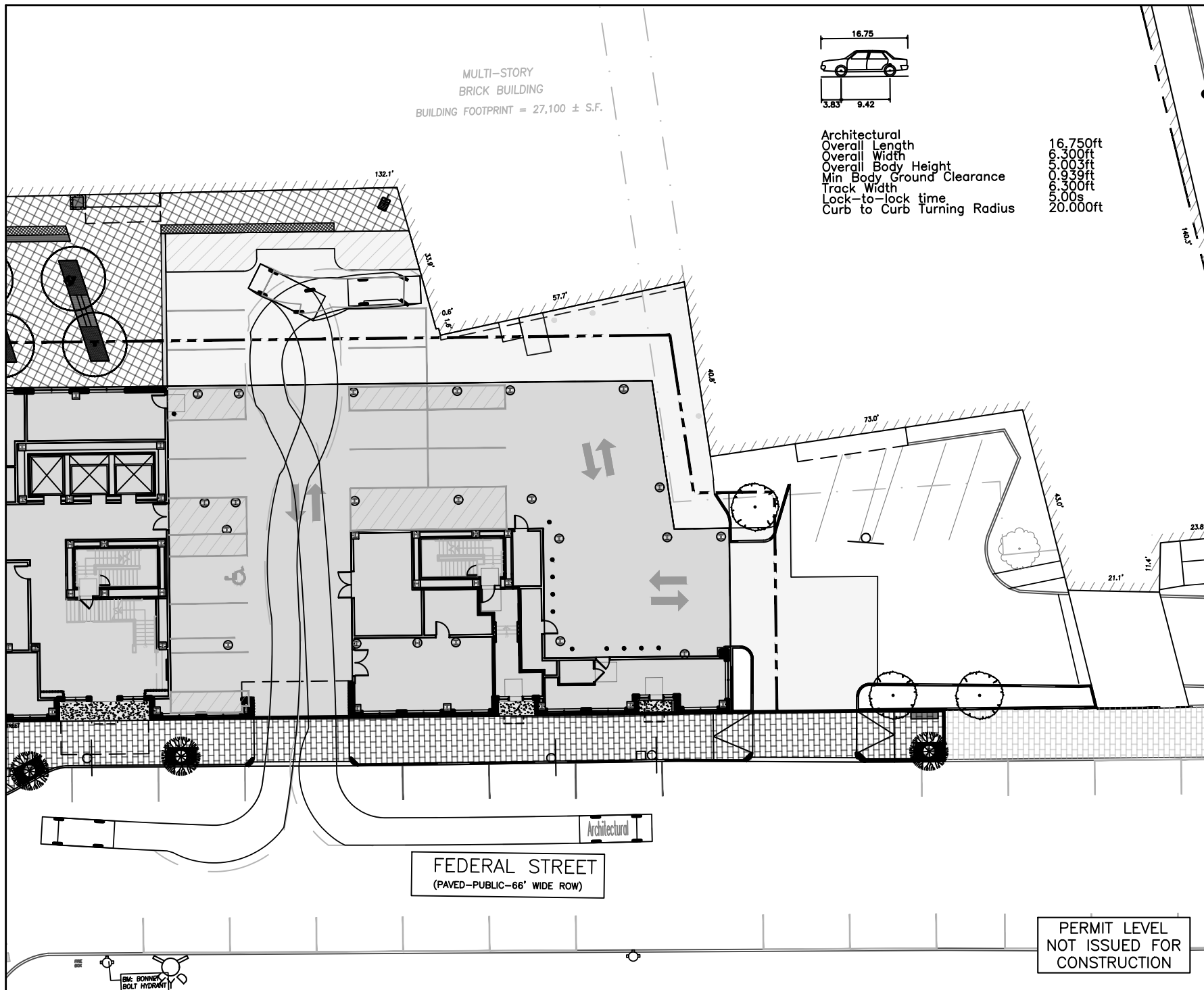


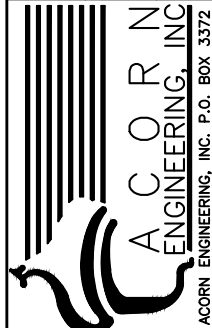
Faith Thomas, E.I.
 Project Engineer
 Acorn Engineering, Inc.
fthomas@acorn-engineering.com

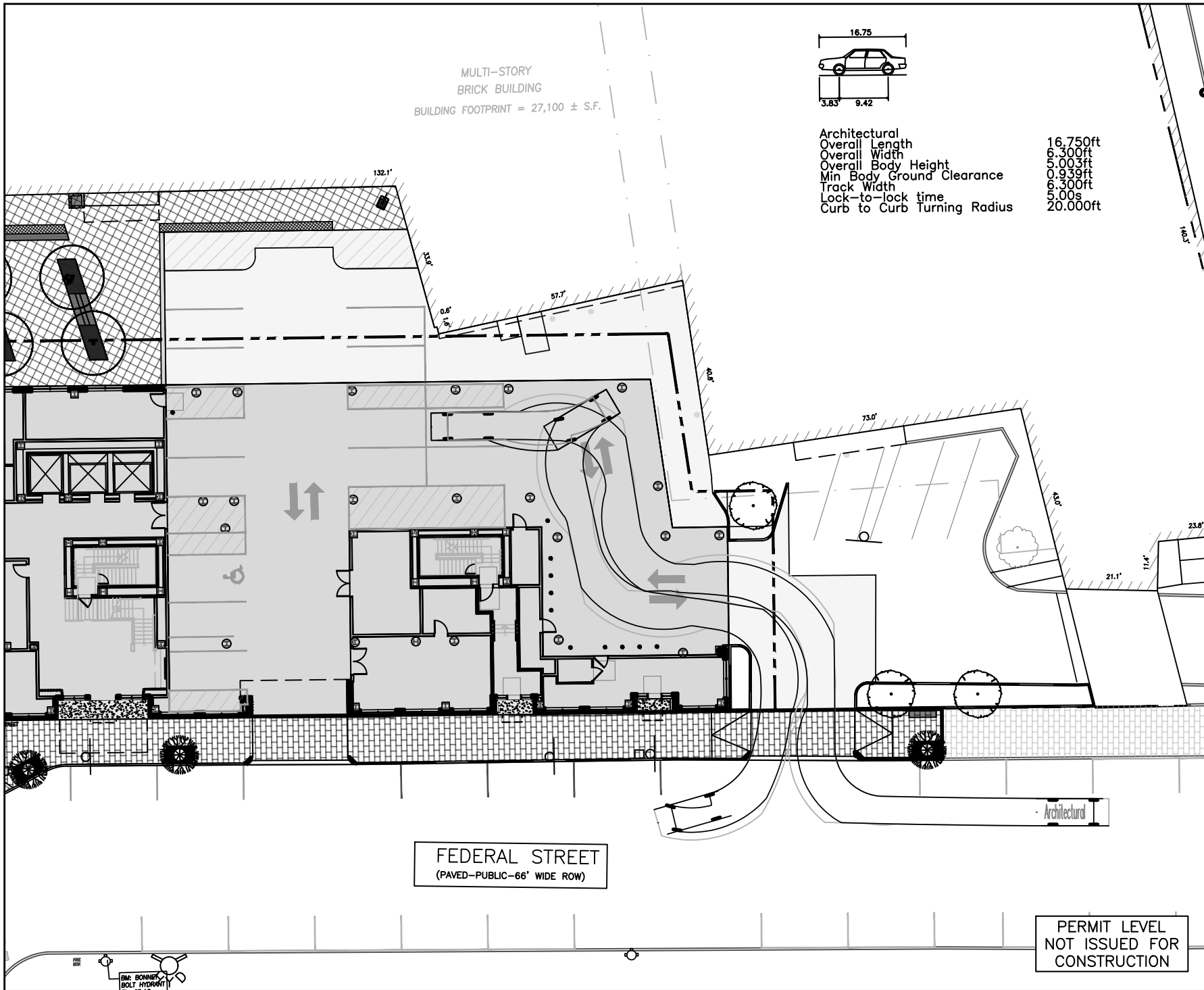


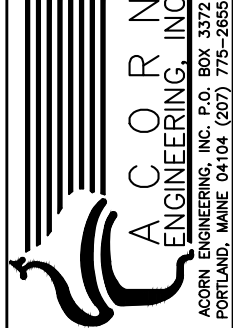


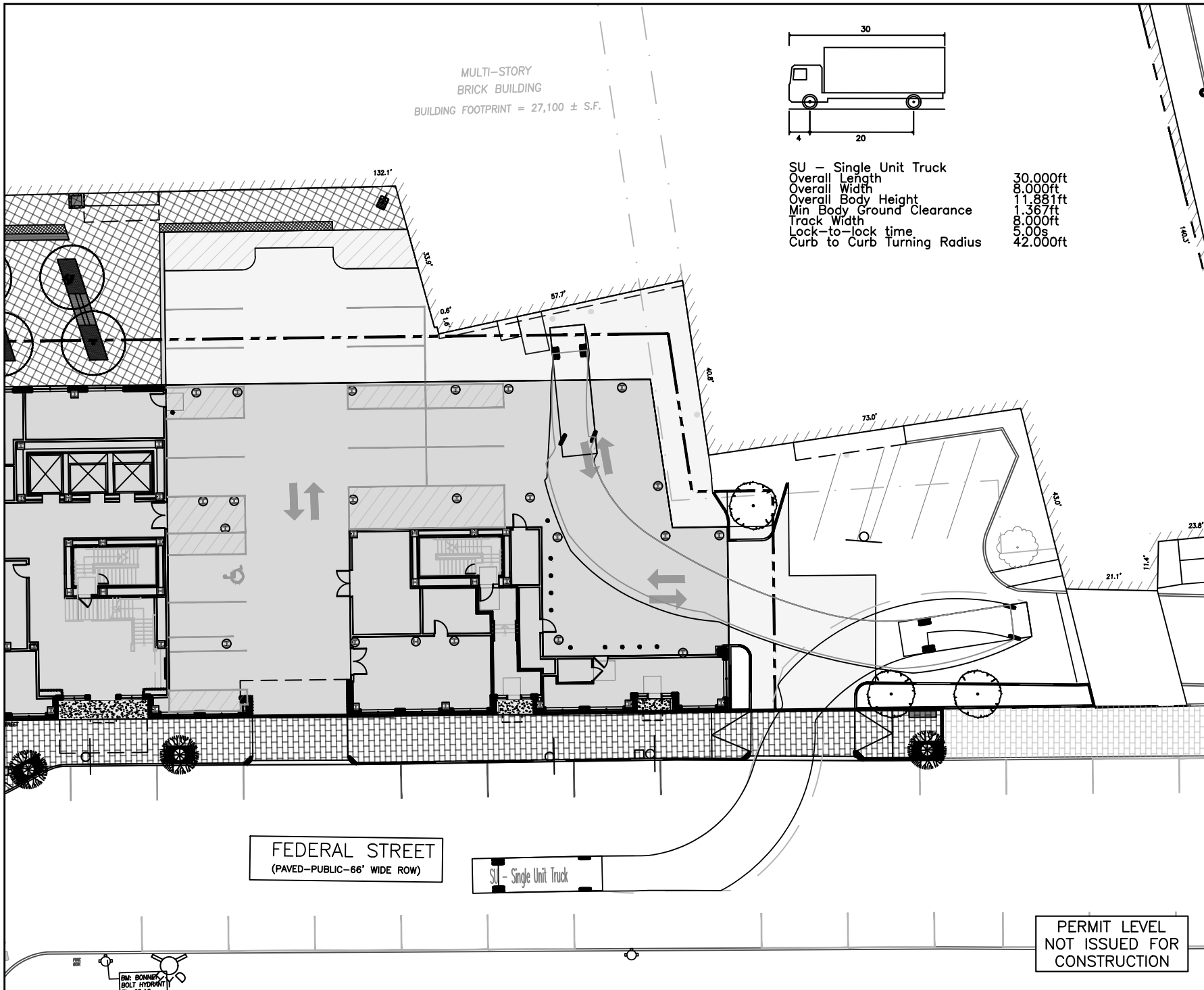
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RESPONSE	PFH
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PROJECT NAME:	FEDERAL STREET DEVELOPMENT
CLIENT:	REDFERN DOWNTOWN, LLC
	
FILE:	1129 CIVIL
DATE:	3/9/2021
JN:	1129
SCALE:	1"=30'
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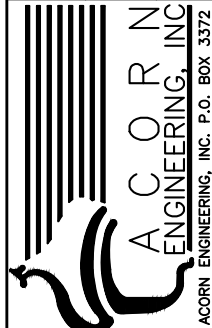


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CLIENT:	REDFERN DOWNTOWN, LLC
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PROJECT NAME:	FEDERAL STREET DEVELOPMENT
CLIENT:	REDFERN DOWNTOWN, LLC
 ACORN ENGINEERING, INC. ACORN ENGINEERING, INC. P.O. BOX 3372 PORTLAND, MAINE 04104 (207) 775-2855	
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JN:	1129
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CITY COMMENT	DATE
RESPONSE	PFH
	3/9/21
	REV
	DATE
DRAWING NAME:	VEHICLE TRACKING TEMPLATE
PROJECT NAME:	FEDERAL STREET DEVELOPMENT
CLIENT:	REDFERN DOWNTOWN, LLC
	
FILE:	1129 CIVIL
DATE:	3/9/2021
JN:	1129
SCALE:	1"=30'
DESIGN BY:	PFH
DRAWN BY:	ZMS
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DRAWING NO.	
VT-4	



Caitlin Cameron <ccameron@portlandmaine.gov>

PI-001235-20201 message

j p <pierress@yahoo.com>
To: ccameron@portlandmaine.gov

Tue, Nov 3, 2020 at 8:31 AM

Good morning

My name is Joseph Palacci, I own 102-104-106 Exchange street, I also own Richbuilding on Exchange street . I am not familiar with the procedure , but I strongly object this project. I t will put a tremendous burden on the block for parking, and put a stress on an already dense area.

I would like to know the procedure for stoping this project !

Thank you

Joseph Palacci

207-450-9000

Sent from Yahoo Mail for iPad



Jennifer Munson <jmy@portlandmaine.gov>

HPB Public Comment 200 Federal Street Tower Project: Historic Background Information

George Rheault <george.rheault@gmail.com>

Wed, Mar 3, 2021 at 11:35 AM

To: Deb Andrews <dga@portlandmaine.gov>, Robert Wiener <rwiener@portlandmaine.gov>, Christine Grimando <cdg@portlandmaine.gov>, jmy <jmy@portlandmaine.gov>

I know Portland's Historic Preservation Board is very allergic to discussions of actual history but I thought it important to introduce some historical information into the conversation surrounding the [200 Federal Street](#) project. See attachments and links below.

Key points to keep in mind from the history provided here:

1) The entire 18-story tower project turns on the ability of its future tenants to park their automobiles in the existing 450-stall Chestnut Street garage that scars the eastern end of West Bayside. Therefore, TWO substantial areas of our downtown will be impacted by this development - not just the politically protected historic district that our elites are obsessively focused upon.

2) The historic fabric of the proposed tower site and the site of the existing Chestnut Street garage have both been effectively obliterated by the clumsy but fervent anti-urbanist, auto-centric redevelopment efforts pushed by our city government (officially beginning in the early 1940s and culminating in the 1980s with assistance from other government partners and private capital). This project should be considered in continuity with this mentality, adjusted somewhat for our contemporary conditions.

3) In an area that has been relentlessly reconfigured by waves of redevelopment in the post-WWII era (including with the introduction of a drab bank drive-thru), the concept of "historic compatibility" when introducing a modern 18-story residential tower into this context circa 2021 is not just embarrassing but downright absurd. Virtually any design recommendations issuing forth from the HPB would either fall into intellectually bankrupt historicism and nostalgia or just pure aesthetic elitism whereby contemporary architecture is commanded to be stripped of its power in order to avoid offending traditionalist/reactionary sensitivities. Please just take a pass on this and admit the HPB should not even have a role here absent Portland's legacy of NIMBYism.

I encourage everyone to follow the links below for even better viewing of the attachments provided.

Congress Street at Temple Street, 1957 ([portlandlibrary.com](#))

https://digitalcommons.portlandlibrary.com/pphnegs_images_street/179/

- High-angle view of northeastern corner of Congress Street and Temple Street, from west. Photo taken from roof of Metropolitan Building ([439 Congress Street](#)).

First Portland National Bank, 1960 ([portlandlibrary.com](#))

https://digitalcommons.portlandlibrary.com/pphnegs_images_business/464/

- Full exterior view of First Portland National Bank building, [400 Congress Street](#), from west. Congress Street at left. Temple Street at right. Western portion of building at [213 Federal Street](#), at right.

Portion of West Bayside neighborhood before mass demolitions (and ultimate redevelopment into the Chestnut Street Garage)

Image 23 of Sanborn Fire Insurance Map from Portland, Cumberland County, Maine. | Library of Congress ([loc.gov](#))

https://www.loc.gov/resource/g3734pm.g3734pm_g03527195401/?sp=23

Temple-Federal Street neighborhood before mass demolitions

Image 25 of Sanborn Fire Insurance Map from Portland, Cumberland County, Maine. | Library of Congress ([loc.gov](#))

https://www.loc.gov/resource/g3734pm.g3734pm_g03527195401/?sp=25&r=-0.81,0,2.619,1.213,0

4 attachments

1954 Sanborn Map - vicinity of Temple & Federal Streets.jpg



182K

**1954 Sanborn Map - vicinity of Chestnut Street Garage.jpg**

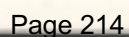
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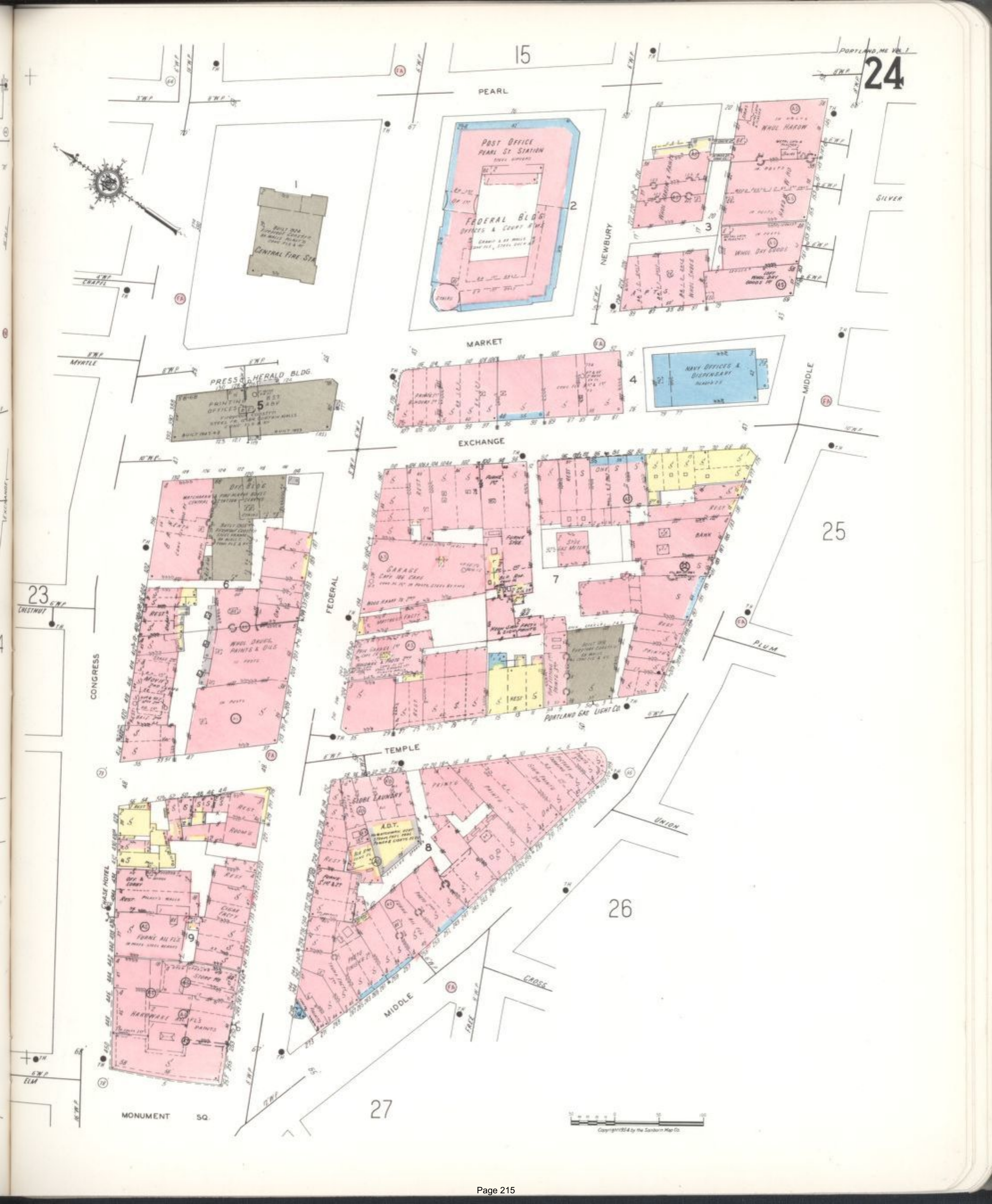
**1957 View of Temple & Congress Streets intersection.pdf**

2763K

**1960 View of Temple & Congress Streets intersection.pdf**

2317K





15

24

25

26

27



Portland Public Library Archives



Portland Public Library Archives

Lorry Schwellenbach <lorryschwell@gmail.com>
to planningboard@portlandmaine.gov

Mar 11, 2021, 9:42:20 AM (yesterday)



March 11, 2021

To the members of the Portland City Council,

A height variance should not be approved for Redfern Properties. A 190 foot tall building is not allowed in the area of 200 Federal St. based on the Downtown Vision Document. A document that was carefully constructed with purposely planned height limits.

If the city planners feel that the Downtown Vision Document and the height overlay map needs updating then they can open up that process. It should not be altered in a piecemeal fashion, but updated through a thoughtful, thorough and transparent process. Amendments, changes or exceptions to a document that has fared the city well should not be made based on the **wants of a developer** who is looking to **make as much money** from a project as possible.

The proposed sight is a block from the beautiful City Hall building, a block from First Parish Church and the Masonic Temple building, in addition to a block from the Exchange Street shopping area. This is why there are height restrictions, to protect the area.

The planning board approved changing the height restrictions to allow what would become the tallest building in the city to be built at 200 Federal St. I implore the City Council to not allow the height variance.

Yes we need more apartments on the peninsula, and it is happening. 170 units are approved to be built on Hanover St. in an 8 story building. The Mercy Hospital building on State St. is going to be turned into apartments. Redfern added 139 units (the Hiawatha) on Congress St. in an 8 story building. A similar size apartment building would be welcome at 200 Federal Street, not an 18 story building!

Thank you for your time in considering my thoughts and concerns.

Sincerely,

Lorry Schwellenbach

lorryschwell@gmail.com

[207-650-5702](tel:207-650-5702)

Re: Plan No.PL-001235-2020, "The Tallest Building in the State"

Caitlin Cameron, Urban Designer
ccameron@portlandmaine.gov

For Consideration of the Portland City Planning Board:

I read the article in the Portland Press Herald on 3-16-2021 with concern that the proposed, "tallest building in Maine" should be plunked right in the center of town in an already congested historic area. I have great trepidation that this project will eliminate a small and potentially lovely green space in the center of a highly commercial area where it is sorely needed to offer a visual and emotional respite.

The "tallest building in Maine" will affect the location adversely in several ways by; reducing the amount of sunlight afforded this locale, obstructing the lateral view, reducing the approachability of the area by eliminating greenspace, interrupting the character of the surrounding area with an atypical edifice that does not work in concert with its surrounds, (but instead, fights with it), impinging on the historic value of the area which is already been diminished, and by exacerbating the wind-tunnel effect. All of these factors, in my opinion, reduce the overall benefit of the area, so cherished in Portland, and so attractive to tourists.

I believe that additions to the city-scape of Portland must enhance the quality of life on the peninsula and should honor Portland's unique history and character in order to enhance Portland's appeal and stand as an example to other cities, of similar size, seeking to grow in a healthy way, to the benefit of all those who live, work, and recreate there.

Thank you for your kind consideration
Susan McCulley
27 Leisure Lane
Portland, ME 04103

PC5

George Rheault

to Planning, Christine, Kevin, James, Caitlin, me

It is the greatest laugh-inducing irony that Portland's first high-rise project in a generation turns completely on dumping the auto traffic it induces onto a relatively low-rise residential district with a heavy component of subsidized housing.

The chef's kiss is that this parking technically lies OUTSIDE the boundaries of the downtown historic district AND Portland Downtown (formal business improvement district) in which 200 Federal Street sits.

So what is the Planning Board going to do about this state of affairs?

- Will the traffic analysis incorporate the area around the Chestnut Street garage in order to understand new traffic impacts and patterns?
- Will we ever get to see what the BASEMENT of 200 Federal Street looks like with respect to promised bicycle amenities so the public can test whether it would really do much to encourage less auto-use?
- Will impact fees be specifically directed towards making the lives of those closest to the Chestnut Street garage better to mitigate the increased traffic streams?
- Will tree fund payments tied to the 260+ residential units be segregated to most benefit those who will be dealing with all the auto emissions generated by the 200 Federal Street tower?
- Will the Planning Board demand an honest analysis of current parking trends at the existing Chestnut Street garage and how all the residents of 200 Federal Street who will have cars will use their assigned parking location (like which entrance level will serve them? Chestnut? Oxford? Lancaster?) and how this may or may not have knock-on impacts for existing garage users including City of Portland employees?

For recent downtown parking trends, please see the attached parking survey.

**CITY OF PORTLAND PARKING DIVISION
ANNUAL PARKING SURVEY OF
DOWNTOWN GARAGES AND LOTS
DECEMBER 2020**

The information in this survey was is believed to be accurate; however, before quoting from it, we suggest you verify the information with the individual facility.

NOTE: Availability of spaces often changes; therefore, interested parties are encouraged to check with the facility to see if they have a waiting list. Most people have their names on multiple lists. RATES AND AVAILABILITY ARE SUBJECT TO CHANGE.

The Parking Survey consists of the following:

- List of Downtown Parking Facilities
- Detailed list of garages and lots showing the number of spaces and rates
- Map of Downtown Parking Facilities

DOWNTOWN PARKING FACILITIES DECEMBER 2020

NAME	ENTRANCE ADDRESS	MAP #	MGR PHONE	GARAGE LOT PHONE
Garages				
Arts District Garage	48 Brown St	9	615-4406	615-4406
Casco Bay Parking Garage	54 Commercial St. (Maine State Pier)	32	358-7888	774-8653
Chestnut St. Parking Garage	Chestnut / Lancaster / Oxford Sts.	3	747-4230	712-1235
Cumberland County Courthouse Garage	188 Newbury St.	18	871-5890	871-8275
Custom House Square Parking Garage	25 Pearl St.	28	358-7888	774-2203
Elm St. Parking Garage	21 Elm St.	6	874-2842	871-1106
Fore St. Parking Garage	419 Fore St.	21	871-1290	772-7738
Gateway Parking Garage	181 High St.	11	761-1568	761-1568
Harbor Plaza Parking Garage	10 Union St.	26	747-4230	none
Holiday Inn By The Bay	60 Spring St.	24	775-2311	none
Monument Square Parking Garage	Cumberland Ave. & Brown St.	8	747-4230	773-2761
Ocean Gateway Garage	167 Fore St.	37	747-4230	772-6327
One City Center Parking Garage	One City Center	15	871-1080	775-0444
Public Market Garage	Preble St. / Cumberland Ave. / Elm St.	2	774-0027	774-0027
Spring St. Parking Garage	45 Spring St.	13	874-2861	874-2842

NAME	ENTRANCE ADDRESS	MAP #	MGR PHONE	GARAGE LOT PHONE
Temple St. Parking Garage	11 Temple St.	17	358-7888	772-5762
Lots on Map				
2 India St Parking Lot	2 India St	29	747-4230	n/a
385 Congress St	Congress and Pearl	5	747-4230	699-2927
66 Pearl St. Parking Lot	66 Pearl St.	7	747-4230	n/a
Angelo's Acre	441 Commercial St.	1	874-8444	874-8444
Cotton & Center Parking Lot	Center / Cotton / Spring Sts.	23	791-3300	
DiMillo's Parking Lot	25 Long Wharf, Commercial St.	33	747-4230	772-2216
East Brown Cow Parking Lot	75 Commercial St.	31	747-4230	n/a
Fish Pier Parking Lot	300 Commercial St.	35	8742842	874-2842
Fisherman's Wharf Parking Lot	Commercial St.	34	747-4230	747-4230
Free St Parking Opposite Cross Arena	Center & Free Sts.	14	747-4230	n/a
Free St. Parking - Maine Health	120 Free St.	12	662-8065	662-8065
Middle & Pearl Parking Lot	Middle & Pearl Sts.	19	774-1000	n/a
Midtown Parking Lot	44 Free St.	16	774-5908	772-7716
Ocean Gateway Lot	2 Commercial St	38	207-874-8443	207-874-8443
Portland Co/58 Fore Street	58 Fore St	38	693-2677	693-2677
Portland Square Monthly Lower Lot	Cross / Commercial / Center Sts.	25	747-4230	874-6000
Portland Square Upper Visitor Lot	Cotton / Fore / Cross Sts.	22	747-4230	874-6000
Regency Hotel Parking Lot	Silver St.	27	774-1000	n/a
Simba / Hale Parking Lot	Fore St.	30	772-5354	772-5354
Thames St. Lot	Thames St.	36	874-8444	
Top of the Old Port Parking Lot	119 Pearl St.	4	871-1080	828-1212
Venture (VIP) Parking Lot	11 Forest Ave.	10	747-4230	
Lots Not on Map				
101 York Street	101 York St		774-5908	774-5908
14 York St Parking Lot	14 York St		774-5908	
57 York St. Parking Lot	57 Danforth St. & York St.		747-4230	n/a
66 - 68 Danforth St. Parking Lot	66 - 68 Danforth St.		7745908	n/a
68 Commercial St	68 Commercial St		747-4230	
Amato's Federal St. Parking Lot	Federal St.		828-5981	774-3975

NAME	ENTRANCE ADDRESS	MAP #	MGR PHONE	GARAGE LOT PHONE
Baxter Place Lot	305 Commercial St.		772-1131	n/a
Center St. Parking Lot	Center St.		671-8584	
Galli Valet			808-3044	207-808-3044
Hub Furniture Parking Lot	291 Fore St.		773-1789	n/a
Jetport	1001 Westbrook St		207-772-7028	772-7028
Maine Historical Society Parking Lot	Brown St.		747/4230	n/a
Shepley St. Parking Lot	Casco / Shepley / Oak Sts.		747-4230	
Unified Parking Valet			207-747-4230	207-747-4230

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

GARAGES

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Arts District Garage Office: 615-4406 Site: 615-4406	9	270	0	\$160.00	\$5 Just CC	\$45.00	Yes	Open 24 hours. Hourly parking at \$5.00 per hour ground level. Access from Brown St. or Cumberland Ave,
Casco Bay Parking Garage Office: 358-7888 Site: 774-8653	32	419	0	\$170.00	\$5	\$40.00	No	waiting list. Operating hours based on boat schedule. Generally open 1/2 hr before the first boat leaves and close 1/2 hr after last boat gets back. Open 365 Days Per Year
Chestnut St. Parking Garage Office: 747-4230 Site: 712-1235	3	450	10	\$140.00	\$2	\$0.00	No	Access card required. Security cameras in place. *Group discounts available Some Available Spaces!! Call for more info.
Cumberland County Courthouse Garage Office: 871-5890 Site: 871-8275	18	328	0	\$155.00	\$3.5 Cashless	\$18.00	Yes	Fully automated garage including handicap accesible parking. Located less than a block from the ferry terminal, in the heart of the Old Port, we are convenient to shops, restaurants, Merrill Auditorium, and all Government Houses. Cashless
Custom House Square Parking Garage Office: 358-7888 Site: 774-2203	28	761	20	\$170.00	\$5	\$40.00	No	Closed major holidays.
Elm St. Parking Garage Office: 874-2842 Site: 871-1106	6	398	15	\$130.00	\$3	\$28.00	Yes	Open 1/2 hour after Merrill Auditorium events. Snow Ban Parking \$3.00 in after 5pm out by 8am. Closed major holidays: Thanksgiving, Christmas, Memorial Day, July 4th, Accepts Park & Work stamps. 24/7 Access
Fore St. Parking Garage Office: 871-1290 Site: 772-7738	21	423	0	\$195.00	\$6	\$45.00	Yes	Open Sundays thru Labor Day 8:00 a.m.-11:00 p.m.; after Labor Day 10:00 a.m.-11:00 p.m. Special Rates for Monthly Nights Only Snow Ban Hours: In after 6pm out by 8am \$8.00****NOT Effective Jan. 1, 2021 Temporarily Closed for Construction*****
Gateway Parking Garage Office: 761-1568 Site: 761-1568	11	655	100	\$185.00	\$5 5.00 first hour	\$40.00	Yes	Open 24 hours.
Harbor Plaza Parking Garage Office: 747-4230 Site: none	26	195	0				No	Public Parking Nights only; \$5.00 per hr. 4:00p.m.-2:00a.m.; Sat./Sun. all day
Holiday Inn By The Bay Office: 775-2311 Site: none	24	285	0	\$120.00	\$2 Call for monthly rate and availability	\$17.00	No	Call for monthly rate and availability

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

GARAGES

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Monument Square Parking Garage Office: 747-4230 Site: 773-2761	8	340	10	\$145.00	\$3		No	Closed week-ends. Some Available Spaces Call for more info
Ocean Gateway Garage Office: 747-4230 Site: 772-6327	37	720	10	\$180.00	\$5	\$50.00	Yes	Available Spaces!!! Call for more info
One City Center Parking Garage Office: 871-1080 Site: 775-0444	15	600	0	\$150.00	\$5	\$50.00	N/A	Credit Card Only - Open 24/7
Public Market Garage Office: 774-0027 Site: 774-0027	2	600		\$165.00	\$5	\$35.00	Yes	24 hour access for monthly cardholders Closed Weekends
Spring St. Parking Garage Office: 874-2861 Site: 874-2842	13	565	20	\$130.00	\$3 Snow Ban Rate \$3	\$28.00	Yes	Cross Arena event parking available. Snow Ban Parking \$3.00 in after 5pm out by 8am. Closed the major holidays Thanksgiving, Christmas, Memorial Day, July 4th, Labort Day. Accepts Park & Work stamps. Spaces Available!!! 24/7 Access
Temple St. Parking Garage Office: 358-7888 Site: 772-5762	17	620	0	\$170.00	\$5	\$40.00	Yes	24-hour access for monthly parkers only. Open some holidays.

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

Lots on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
2 India St Parking Lot Office: 747-4230 Site: n/a	29	20	0	\$150.00	\$5.5		No	Pay and Display machine look for signs.
385 Congress St Office: 747-4230 Site: 699-2927	5	130	0	\$120.00	\$3.5 Event Parking for \$10.00	\$26.00	No	Pay and Display machine look for signs. Hourly Rate \$3.50, 24 Hour, Max \$26.00
66 Pearl St. Parking Lot Office: 747-4230 Site: n/a	7	44	0	\$150.00			No	Tenants only during the day. Free for their customers after 5:30 pm and on weekends. No overnight parking. 2 Hour limit after hours, monitored by Unified
Angelo's Acre Office: 874-8444 Site: 874-8444	1	100				\$5.00	Yes	No monthly parking. No RVs and no Trailors. \$5.00 for 24 HRs . 15 Day Max Pay and Display machine. Look for signs. CC or mobile pay
Cotton & Center Parking Lot Office: 791-3300 Site: none	23	50	2	\$115.00			No	Private Lot, for Memic use only
DiMillo's Parking Lot Office: 747-4230 Site: 772-2216	33	317	10	\$150.00	\$6	\$40.00	No	Parking lot is intended to serve restaurant guests, monthly parkers, and marina tenants. Early bird special \$12.00 in before 10am out before 6pm Off season Winter Rates: \$10 for 9 hours, \$15 for 12 hours, and \$25 for 24 hours
East Brown Cow Parking Lot Office: 747-4230 Site: n/a	31	46	0	\$145.00	\$5		No	No overnight parking. Pay and Display Machine, Credit Card Only
Fish Pier Parking Lot Office: 8742842 Site: 874-2842	35	165	5	\$110.00		\$10.00	No	* Monthly permits need to be purchased at the Spring St. Garage; daily permits are available at the Spring St. Garage and by phone - call 874-2842
Fisherman's Wharf Parking Lot Office: 747-4230 Site: 747-4230	34	250	10	\$150.00	\$7	\$30.00	No	24 hours Pay & Display ATM / pay on foot after Labor Day After hours \$5 for evenings Rates may lower during Winter Call for info
Free St Parking Opposite Cross Arena Office: 747-4230 Site: n/a	14	44	0		\$4.5 Pay by Foot machine after hours		No	Available to tenants during day. Nights and weekends pay machine \$4.50 p/h Look for signs

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

Lots on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Free St. Parking - Maine Health Office: 662-8065 Site: 662-8065	12	155	0				No	Maine Health use only business days. Contact Maine Health for Night and Weekend Use.
Middle & Pearl Parking Lot Office: 774-1000 Site: n/a	19	208	0	\$150.00			No	Pay and Display machine Nights and Weekends look for signs. No overnight parking
Midtown Parking Lot Office: 774-5908 Site: 772-7716	16	175	0	\$120.00	\$2 \$12.00 Early Bird Special in by Noon	\$14.00	No	CCCC events \$12.00 Early Bird Special CLOSED FOR CONSTRUCTION
Ocean Gateway Lot Office: 207-874-8443 Site: 207-874-8443	38	250	0			\$15.00	No	May-October 15 day max, no monthly parking
Portland Co/58 Fore Street Office: 693-2677 Site: 693-2677	38	100	75	\$150.00		\$5.00	No	
Portland Square Monthly Lower Lot Office: 747-4230 Site: 874-6000	25	300	0	\$140.00			No	For monthly parking call 874-6000 and for daily call 747-4230
Portland Square Upper Visitor Lot Office: 747-4230 Site: 874-6000	22	237	0	\$140.00	\$5 for non-validated parking		No	After hours and Civic Center event parking. after 6:00 pm Mon.-Thurs. \$5 for Fri. & Sat. nights. Monthly parking call 874-6000 and for daily parking call 747-4230
Regency Hotel Parking Lot Office: 774-1000 Site: n/a	27	45	0				No	Parking for hotel guests only, never public parking.
Simba / Hale Parking Lot Office: 772-5354 Site: 772-5354	30	115	0	\$130.00		\$15.00	No	Weekend parking available for islanders. \$15 days only/\$30 for 24 hours
Thames St. Lot Office: 874-8444 Site: none	36	30	0			\$10.00	No	No monthly parking. No Buses, No RV's and No Trailers. \$10.00 for 24 hours. 15 Day Max Pay and Display machine look for signs. CC Only
Top of the Old Port Parking Lot Office: 871-1080 Site: 828-1212	4	540	10	\$115.00	\$3	\$16.00	No	Open for Merrill Auditorium events. \$5 per. Group rate: \$80 for groups of 10 or more

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

Lots on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Venture (VIP) Parking Lot Office: 747-4230 Site: none	10	48	0	\$95.00			No	Open evenings and weekends for Portland Stage performances. May add pay and display machine for after hours, look for signs.

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

Lots NOT on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
101 York Street Office: 774-5908 Site: 774-5908		105	50	\$125.00	\$4	\$0.00	No	
14 York St Parking Lot Office: 774-5908 Site: none		50	25	\$125.00	\$4	\$0.00	N/A	Monthly Parking Only, Permit Required Business Days. \$2.00 Hourly Rate after 5:00 pm and Weekends Look For Signs
57 York St. Parking Lot Office: 747-4230 Site: n/a		40	0	\$120.00			No	Permit Parking Only (Hang Tags)
66 - 68 Danforth St. Parking Lot Office: 774-5908 Site: n/a		115	50	\$125.00	\$4		No	
68 Commercial St Office: 747-4230 Site: none		17	0	TBD	\$5.5	\$0.00	N/A	Look For Signs
Amato's Federal St. Parking Lot Office: 828-5981 Site: 774-3975		25	0	TBD	\$0	\$0.00	No	
Baxter Place Lot Office: 772-1131 Site: n/a		100	0	\$150.00			No	Private Parking for Tenants Only
Center St. Parking Lot Office: 671-8584 Site: none		63	0				No	Civic Center Event parking available nights/weekends.
Galli Valet Office: 808-3044 Site: 207-808-3044							No	Valet for Casco Bay Islands
Hub Furniture Parking Lot Office: 773-1789 Site: n/a		32	0	\$110.00			No	Some special event and evening parking available. \$10 for Day \$10 for Evening and Special Events
Jetport Office: 207-772-7028 Site: 772-7028					\$2	\$14.00	No	\$48 Daily \$2 per hour short term lot....\$14 daily and \$1 per hour long term... Remote Pink Lot \$1 per hour \$5 max

City of Portland Parking Survey
Prepared by the Parking Division
DECEMBER 2020

Lots NOT on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Maine Historical Society Parking Lot Office: 747/4230 Site: n/a		37	0				No	For Historical Society Use Only during weekdays, public parking managed by Unified nights and weekends. Pay and Display machine look for signs.
Shepley St. Parking Lot Office: 747-4230 Site: none		59	0	\$95.00	\$3.5 Rear Lot \$50; \$5 for special events.		No	Must have valid permits displayed - or be towed during business days...\$3.50hourly rate after 5:00pm and Weekends, Look for Signs Pay and Display machine look for signs.
Unified Parking Valet Office: 207-747-4230 Site: 207-747-4230							No	Varrious Valet services and lots; including Casco Bay Islands...Call for details

George Rheault

to Planning, Christine, Kevin, James, Caitlin, me

I urge the Planning Board to engage in some authentic analysis (versus rubber-stamping) with respect to the proposed urbanism promised by the 200 Federal Street applicant.

To that end, I am sending along some historical background material I submitted to the HPB as part of their absurd effort to "contextualize" a 21st century residential tower into an area that has seen over 200 years of successive development waves. The Planning Board should be mindful that what looks like a blank slate is not quite as blank as one would think.

And about that pocket park...

1.) As is evident from the old pictures of the First National Bank Building (circa 1957-1960), the area that is slated to be the new pocket park amenity is cast in heavy shade just from the modest height of the old Kendall & Whitney building that once stood on the now existing parking lot. It is unlikely that having an 18-story neighbor will much improve the situation, especially since the contemporary context is also surrounded by shade-casting 10+ story neighbors. Hopefully an honest and thorough shade-study will be available to everyone to understand this all better.

2). Successful, well-liked (meaning = well-used) pocket parks depend on inviting conditions. For example, Paley Park, the Ur-pocket park that sets the standard in midtown Manhattan, has a sunny southern exposure. While it is surrounded by many tall buildings, its designers knew that this southern exposure, combined with the modest heights of its direct abutments, would allow for the park to serve as a very generous light well for its users. Paley Park is also pretty good-sized as pocket parks go - being 42 feet by 100 feet (the applicant's proposed pocket park is less than half this footprint) - so there is a good amount of space for Paley users to spread out AND those users do not have to compete with passersby using the park for adjacent utilitarian functions like they will at 200 Federal Street (people coming and going to the post office branch).

3) Taking these things into consideration, the proposed pocket park by the applicant is likely to be a failure no matter what the applicant does to make it pleasant. A better idea is to require the applicant, since they are affiliated with the next-door post office property (again, whose primary entrance will be served by the pocket park) that once was the First National Bank, to reopen the now-shuttered corner entrance at Congress and Temple Streets. Amalgamating that entrance with the pocket park area (including bringing windows into the existing blank wall along Temple Street and enhanced signage) would be much more likely to create a viable all-season/all-weather storefront-like amenity that would both serve as a gateway to the interior post office branch but also eliminate a hard-to-maintain exterior landscape feature that no one wants or needs. The corner of Congress & Temple desperately requires activation and there are really only two promising corners of that intersection that could ever produce (without a huge investment) a dose of effective urbanism here, so the opportunity should not be lost while we have the chance.

4) One last historical note to add to the material previously submitted to the HPB. The 200 Federal Street site once had a very important antebellum hotel on it, the Elm Tavern, that for much of its existence effectively served as Portland's "Union Station" in the stagecoach era. Between when it opened in 1825 to when it met its end due to the Great Fire of 1866, Portland's population roughly tripled allowing the "town by the sea" to truly be a city center. Time will tell whether the 200 Federal Street project will also assist Portland in enhancing its urban prospects or whether it will just become another outpost of auto-centric regional life in sheep's clothing.

Portland Hotels Exhibit - Elm Tavern Info - from Maine Memory Network

https://www.maine-memory.net/sitebuilder/site/2589/slideshow/1591/display?format=slideshow&prev_object_id=4192&slide_num=11

----- Forwarded message -----

From: **George Rheault** <george.rheault@gmail.com>

Date: Wed, Mar 3, 2021 at 11:35 AM

Subject: HPB Public Comment 200 Federal Street Tower Project: Historic Background Information

To: Deb Andrews <dga@portlandmaine.gov>, Robert Wiener <rwiener@portlandmaine.gov>, Christine Grimando <cdg@portlandmaine.gov>, jmy <jmy@portlandmaine.gov>

I know Portland's Historic Preservation Board is very allergic to discussions of actual history but I thought it important to introduce some historical information into the conversation surrounding the 200 Federal Street project. See attachments and links below.

Key points to keep in mind from the history provided here:

1) The entire 18-story tower project turns on the ability of its future tenants to park their automobiles in the existing 450-stall Chestnut Street garage that scars the eastern end of West Bayside. Therefore, TWO substantial areas of our downtown will be impacted by this development - not just the politically protected historic district that our elites are obsessively focused upon.

2) The historic fabric of the proposed tower site and the site of the existing Chestnut Street garage have both been effectively obliterated by the clumsy but fervent anti-urbanist, auto-centric redevelopment efforts pushed by our city government (officially beginning in the early 1940s and culminating in the 1980s with assistance from other government partners and private capital). This project should be considered in continuity with this mentality, adjusted somewhat for our contemporary conditions.

3) In an area that has been relentlessly reconfigured by waves of redevelopment in the post-WWII era (including with the introduction of a drab bank drive-thru), the concept of "historic compatibility" when introducing a modern 18-story residential tower into this context circa 2021 is not just embarrassing but downright absurd. Virtually any design recommendations issuing forth from the HPB would either fall into intellectually bankrupt historicism and nostalgia or just pure aesthetic elitism whereby contemporary architecture is commanded to be stripped of its power in order to avoid offending traditionalist/reactionary sensitivities. Please just take a pass on this and admit the HPB should not even have a role here absent Portland's legacy of NIMBYism.

I encourage everyone to follow the links below for even better viewing of the attachments provided.

Congress Street at Temple Street, 1957 (portlandlibrary.com)

https://digitalcommons.portlandlibrary.com/pphnegs_images_street/179/

- High-angle view of northeastern corner of Congress Street and Temple Street, from west. Photo taken from roof of Metropolitan Building (439 Congress Street).

First Portland National Bank, 1960 (portlandlibrary.com)

https://digitalcommons.portlandlibrary.com/pphnegs_images_business/464/

- Full exterior view of First Portland National Bank building, 400 Congress Street, from west. Congress Street at left. Temple Street at right. Western portion of building at 213 Federal Street, at right.

Portion of West Bayside neighborhood before mass demolitions (and ultimate redevelopment into the Chestnut Street Garage)

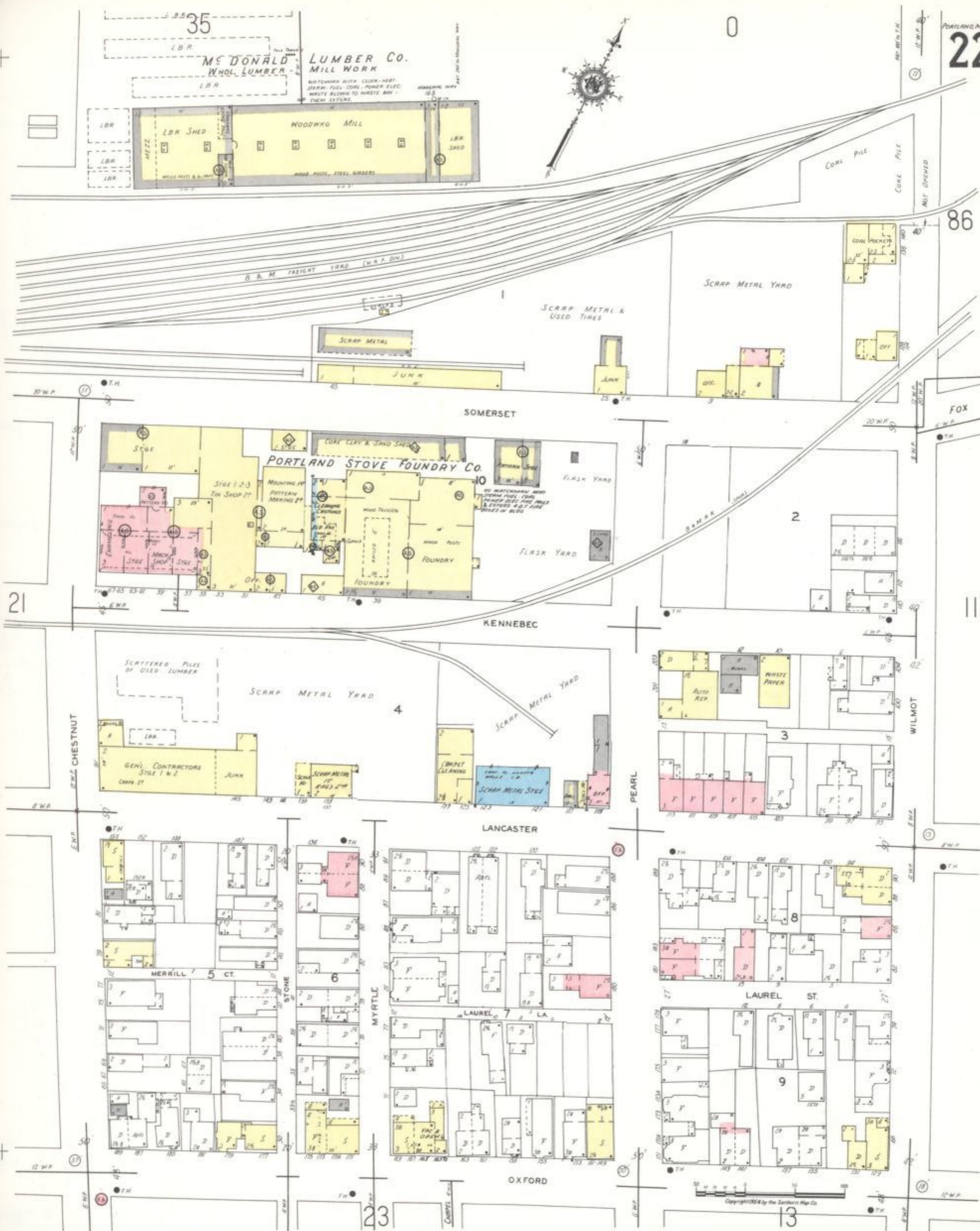
Image 23 of Sanborn Fire Insurance Map from Portland, Cumberland County, Maine. | Library of Congress (loc.gov)

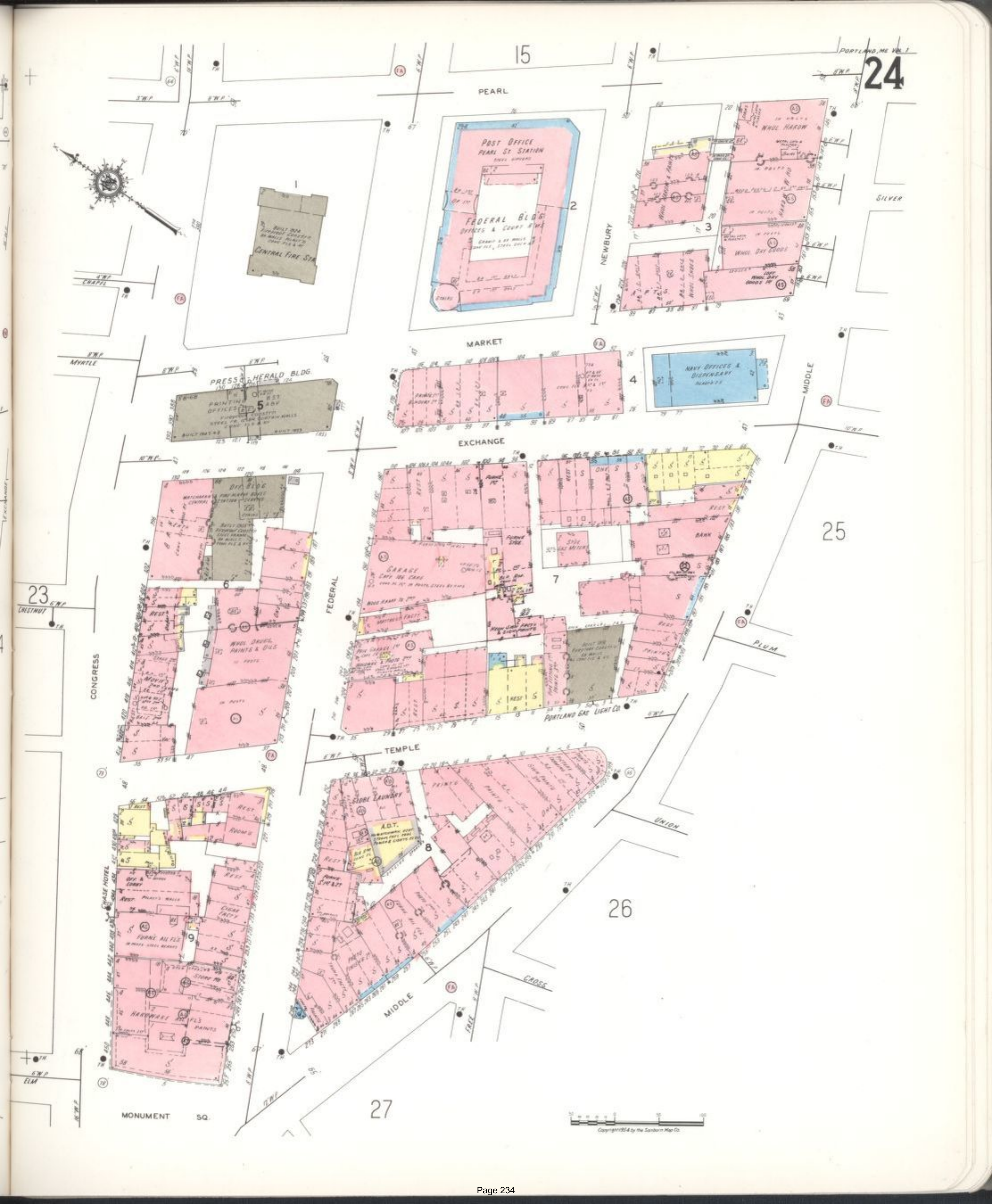
https://www.loc.gov/resource/g3734pm.g3734pm_g03527195401/?sp=23

Temple-Federal Street neighborhood before mass demolitions

Image 25 of Sanborn Fire Insurance Map from Portland, Cumberland County, Maine. | Library of Congress ([loc.gov](https://www.loc.gov))

https://www.loc.gov/resource/g3734pm.g3734pm_g03527195401/?sp=25&r=-0.81,0.2,619,1,213,0





15

24

PEARL

POST OFFICE
PEARL ST STATION
1894
FEDERAL BLDG
OFFICES & COURT RM
1894
GRAND & ST MARYS
CHURCH, 1894

NEWBURY

SILVER

MARKET

NAVY OFFICES &
DISPENSARY
1894

MIDDLE

EXCHANGE

25

23

CONGRESS

FEDERAL

TEMPLE

UNION

26

MIDDLE

27

MONUMENT SQ.

Copyright 1914 by the Sanborn Map Co.



Portland Public Library Archives



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PORTLAND, MAINE

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1-888-344-7233

LEGEND

EXISTING
REFER TO
BOUNDARY &
TOPOGRAPHIC
SURVEY FOR
ADDITIONAL
INFORMATION



PROPOSED

- GREEN SPACE
- UTILITY PAVEMENT CUTS
- STRIPING
- SEDIMENTATION BARRIER
- EDGE OF PAVEMENT
- CURB
- SIGN
- LAMP OR LIGHT POLE
- GAS VALVE
- UTILITY POLE
- GUY WIRE
- WATER VALVE OR SHUTOFF
- BOLLARD
- FIRE HYDRANT
- MANHOLE
- LIGHTING WALLPACK
- OVERHEAD LIGHTING
- SANITARY MANHOLE
- DOGHOUSE MANHOLE
- SANITARY CATCH BASIN
- STORM DRAIN CATCH BASIN
- STORM DRAIN MANHOLE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND WATER LINE
- MINOR CONTOURS (1 FT)
- MAJOR CONTOURS (5 FT)
- ELECTRIC OR GAS METER
- TELEPHONE
- FIRE ALARM
- GAS LINE
- STORM DRAIN LINE
- FOUNDATION DRAIN LINE
- SEWER LINE
- BUILDING
- OVERHEAD ELECTRICAL/TELEPHONE/CABLE
- PROPERTY LINE
- BORING

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- C-47 EROSION CONTROL DETAILS
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UTILITIES

SEWER

DEPARTMENT OF PUBLIC WORKS (DPW)
250 CANCO ROAD
PORTLAND, MAINE 04101
CONTACT: BRAD ROLAND, P.E.
(207) 874-8834



WATER

PORTLAND WATER DISTRICT
225 DOUGLASS STREET
PO BOX 3553
PORTLAND, MAINE 04104
CONTACT: ROBERT BARTELS, P.E.
(207) 774-5961



ELECTRIC

CENTRAL MAINE POWER COMPANY (CMP)
162 CANCO ROAD
PORTLAND, MAINE 04103
CONTACT: PAUL DUPERRÉ & JAMIE COUGH
(207) 828-2882



TELEPHONE

CONSOLIDATED COMMUNICATIONS
(FORMERLY FAIRPOINT)
45 FOREST AVENUE
PORTLAND, MAINE 04101
CONTACT: PAT MORRISON
(207) 745-9363



CABLE

SPECTRUM CABLE
118 JOHNSON ROAD
PORTLAND, MAINE, 04102
CONTACT: MARK PELLETIER
(877) 546-0962



NATURAL GAS

UNITIL SERVICE CORP
1075 FOREST AVENUE
PORTLAND, ME 04103
CONTACT: BRIDGET HARMON
(207) 541-2536



DEVELOPER

REDFERN DOWNTOWN, LLC
PORTLAND, MAINE
CONTACT: JONATHAN CULLEY
(207) 776-9715



OWNER'S REPRESENTATIVE

CORDJIA CAPITAL PROJECTS GROUP
CAMDEN, MAINE
CONTACT: BLAINE BUCK, P.E., R.A.
(207) 236-9973



ARCHITECT

RYAN SENATORE ARCHITECTURE
PORTLAND, MAINE
CONTACT: RYAN SENATORE, R.A.
(207) 650-6414



SURVEYOR

OWEN HASKELL, INC
FALMOUTH, MAINE
CONTACT: JOHN C. SCHWANDA, P.L.S.
(207) 774-0424



TRAFFIC ENGINEER

TRAFFIC SOLUTIONS
PORTLAND, MAINE
CONTACT: BILL BRAY, P.E.
(207) 774-3603



GEOTECHNICAL ENGINEER

SUMMIT GEOENGINEERING SERVICES
LEWISTON, ME 04240
CONTACT: BILL PETERLEIN, P.E.
(207) 576-3313



PROJECT TEAM

STRUCTURAL ENGINEER

STRUCTURAL INTEGRITY CONSULTING ENGINEERS, INC.
PORTLAND, MAINE
CONTACT: AARON JONES, P.E.
(207) 774-4614



CIVIL ENGINEER

ACORN ENGINEERING, INC
PORTLAND, MAINE
CONTACT: WILLIAM SAVAGE, P.E.
(207) 775-2655



LANDSCAPE ARCHITECT

ACETO LANDSCAPE ARCHITECTS
PORTLAND, MAINE
CONTACT: NICK ACETO, PLA, ASLA
(207) 7221-3390



FIRE PROTECTION

CODE RED CONSULTANTS
SCARBOROUGH, MA
CONTACT: ZACH BLANCHARD, P.E.; CARL NELSON, P.E.
(617) 500-7633



MEP DESIGNER

BENNETT ENGINEERING
FREEPORT, MAINE 04032
CONTACT: WILL BENNETT, P.E.
(207) 865-9475



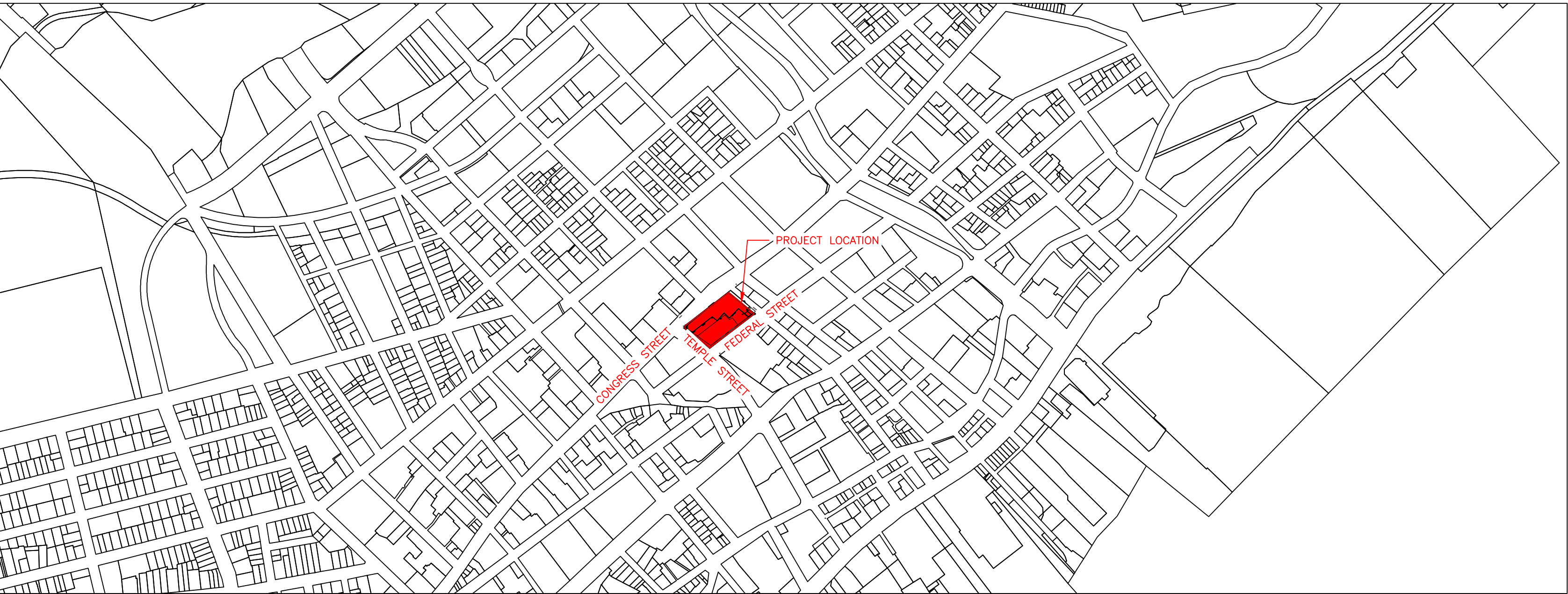
GENERAL CONTRACTOR

TBD

ABBREVIATIONS

PARTIAL LIST OF ABBREVIATIONS AND THEIR CORRESPONDING MEANING. PLEASE CONTACT THE ENGINEER FOR ANY CLARIFICATION

A.C.	ASBESTOS CEMENT
APPROX.	APPROXIMATE
BC	BOTTOM OF CURB
BMP	BEST MANAGEMENT PRACTICE
BOT.	BOTTOM
CB	CATCH BASIN
CF	CUBIC FOOT
C.I.	CAST IRON
CIP	CAST IN PLACE
CL	CENTERLINE
CM	CONSTRUCTION MANAGER
CMP	CENTRAL MAINE POWER
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARD
DI	DUCTILE IRON
DIA.	DIAMETER
DIM.	DIMENSION
EA	EACH
ELEC.	ELECTRICAL
ELEV. EL.	ELEVATION
EQUIV.	EQUIVALENT
EST.	ESTIMATE
EX.	EXISTING
FFE	FINISH FLOOR ELEVATION
FD	FOUNDATION DRAIN
FT.	FEET
GAL.	GALVANIZED
ID	INNER DIAMETER
IN.	INCH
INV.	INVERT
L	LENGTH
MAX.	MAXIMUM
MDOT	MAINE DEPARTMENT OF TRANSPORTATION
M.E.P	MECHANICAL, ELECTRICAL, PLUMBING DESIGNER
MFG.	MANUFACTURED
MH	MANHOLE
MIN.	MINIMUM
O.C.	ON CENTER
OD	OUTSIDE DIAMETER
OHE/T/C	OVERHEAD ELECTRIC/TELEPHONE/CABLE
PC	PRECAST
PE	PROFESSIONAL ENGINEER
PERF	PERFORATED
PL	PROPERTY LINE
PLS	PROFESSIONAL LAND SURVEYOR
PR.	PROPOSED
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYL CHLORIDE
PWD	PORTLAND WATER DISTRICT
R	RADIUS
RD	ROOF DRAIN
RET.	RETAINING
ROW	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FEET
SMH	SEWER MANHOLE
SPEC.	SPECIFICATION
TC	TOP OF CURB
TW	TOP OF WALL
TYP.	TYPICAL
UD	UNDERDRAIN
UGE	UNDERGROUND ELECTRIC



VICINITY MAP
SCALE: 1"=500'

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR
COST ESTIMATE
PRELIM PRICING
SITE PLAN
APPLICATION
CITY COMMENT
RESPONSE

BY
DATE
WHS
11/15/19
WHS
9/7/2020
WHS
9/4/2020
PFH
3/9/2021

COVER SHEET & LEGEND

FEDERAL STREET DEVELOPMENT
201 FEDERAL STREET W PORTLAND, ME 04101

REDFERN DOWNTOWN, LLC
PORTLAND, ME 04104

ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101
(207) 775-2655

STATE OF MAINE
WILLIAM H. SAVAGE
11419
3/9/21
LICENSED PROFESSIONAL ENGINEER

FILE: 1129_CIVIL

JN: 1129

SCALE: AS NOTED

DESIGNED BY: FRT

DRAWN BY: FRT

CHECKED BY: WHS/PFH

DRAWING NO.
C-01

1. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE ANY POTENTIAL CONFLICTS WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN. IF DEEMED NECESSARY BY THE OWNER OR OWNER'S REPRESENTATIVE (IF APPLICABLE), ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULE BASED ON THE PLANS AND FIELD VERIFICATION BY THE CONTRACTOR. ALL MATERIAL SCHEDULES SHOWN WITHIN THE PLAN SET ARE FOR GENERAL INFORMATION ONLY.
4. ALL CONSTRUCTION METHODS, TESTING AND MATERIALS SHALL CONFORM TO THE MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, THE CITY OF PORTLAND AND SERVING UTILITY REQUIREMENTS, IF ANY. IN CASES WHERE THESE CONFLICT THE MOST STRINGENT SPECIFICATION SHALL APPLY AT NO ADDITIONAL COST TO THE OWNER.
5. THE SITE CONTRACTOR SHALL MAINTAIN A SET OF PAPER AND CAD DRAWINGS WHICH SHALL RECORD THE ACTUAL LOCATION, DIMENSIONS, ELEVATIONS, MATERIALS OF THEIR WORK, INDICATING THEREON ALL VARIATIONS FROM THE CONTRACT DRAWINGS. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH ONE COMPLETE SET OF REPRODUCIBLE RECORD DRAWINGS, IN AUTOCAD FORMAT AND PAPER, STAMPED "AS-BUILT". IF AUTOCAD CAPABILITY IS NOT AVAILABLE, EXCLUDE FROM BID IN WRITING.

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6. THE CONTRACTOR WILL REMAIN SOLELY AND COMPLETELY RESPONSIBLE FOR ENFORCEMENT OF AND COMPLIANCE WITH 1) ALL CONTRACT PLANS AND SPECIFICATIONS, 2) APPLICABLE INTERNATIONAL BUILDING CODE REQUIREMENTS, AND 3) ALL SITE WORKING CONDITIONS AND SAFETY REQUIREMENTS, DAY AND NIGHT, FOR BOTH PERSONS AND PROPERTY, IN EACH CASE BOTH BY THE CONTRACTOR AND ITS SUBCONTRACTORS. THESE INCLUDE ALL OSHA, NIOSH, U.S. EPA AND ANY OTHER APPLICABLE GOVERNMENTAL REGULATIONS.
7. EXISTING CONDITIONS, BOUNDARY SURVEY, AND TOPOGRAPHY FROM THE PLAN TITLED BOUNDARY & TOPOGRAPHIC SURVEY BY OWEN HASKELL, INC. DATED 11/12/19, REV 12/3/19.
8. SUBSURFACE DATA HAVE BEEN OBTAINED BY SUMMIT GEOENGINEERING SERVICES, INC. AND SHALL BE INCLUDED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL ALSO REVIEW THE REPORT PRIOR TO SUBMITTING A BID.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ACCESS TO THE SITE AND ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY MARKINGS, SIGNAGE AND INCIDENTALS TO MAINTAIN A SAFE VEHICLE AND PEDESTRIAN ACCESS THROUGH THE LIFE OF THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE PORTLAND PUBLIC SAFETY DIVISION ROUTINELY REGARDING TEMPORARY IMPACTS OR CHANGES TO SITE ACCESS CONDITIONS.
10. CONSTRUCTION MANAGEMENT PLAN AND SITE LOGISTICS NARRATIVE BY THE CONTRACTOR SHALL BE REFERRED TO FOR ANTICIPATED PROJECT SCHEDULE AND CLOSURES. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
11. CONTRACTOR TO DETERMINE SOIL CLASSIFICATION INDEPENDENTLY FOR TRENCH, SHORING, AND OTHER SIMILAR CONSTRUCTION MEANS AND METHODS APPLICATIONS.
12. NO HOLES, TRENCHES, OR STRUCTURES SHALL BE LEFT OPEN OR UNATTENDED OVERNIGHT IN ANY AREA ACCESSIBLE TO THE PUBLIC OR WITHIN THE PUBLIC RIGHT-OF-WAY.
13. THE CONTRACTOR SHALL CONDUCT A PRE-CONSTRUCTION SURVEY OF INTERIOR SUBGRADE AND ABOVE GRADE ACCESSIBLE WALLS, CEILINGS, FLOORS, ROOF AND VISIBLE EXTERIOR AS VIEWED FROM THE GRADE LEVEL. THIS SHALL BE COMPLETED AT A MINIMUM FOR ADJACENT STRUCTURES ALONG FEDERAL STREET, TEMPLE STREET, EXCHANGE STREET, AND CONGRESS STREET. A COPY OF THE SURVEY SHOULD BE PROVIDED TO THE OWNER. DOCUMENT WITH PICTURES AT A MINIMUM.
14. THE CONTRACTOR SHALL SURVEY ROCK SURFACE PRIOR TO EXCAVATION AND DEVELOP VOLUME CALCULATIONS TO SHARE WITH THE ENGINEER, ACORN ENGINEERING INC. (ACORN), IF ANY.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL TREES AND SHRUBS ON THE PROJECT WHICH ARE NOT TO BE REMOVED.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY TRENCH PAVEMENT THAT HAS EXPERIENCED EXCESSIVE SETTLEMENT, CRACKING, OR OPENING OF JOINTS. REPAIRS MAY INCLUDE OVERLAY. REMOVAL OF WORK MAY BE NECESSARY AFTER THE FINAL ACCEPTANCE OF WORK OR PRIOR TO THE END OF THE WARRANTY PERIOD. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

3. THE CONTRACTOR SHALL SUBMIT IN WRITING ANY REQUESTS TO ACORN TO MODIFY THE CONTRACT DOCUMENTS.
2. ALL SHOP, ERECTION, AND CONSTRUCTION DRAWINGS SHALL BE CHECKED AND STAMPED BY THE GENERAL CONTRACTOR PRIOR TO SUBMISSION FOR ACORN'S REVIEW. ANY UNCHECKED OR NON-STAMPED SUBMITTALS WILL BE RETURNED WITHOUT REVIEW.
3. CONTRACTOR SHALL THOROUGHLY INSPECT AND SURVEY EXISTING STRUCTURES AND SITE TO VERIFY CONDITIONS THAT AFFECT THE WORK SHOWN ON THE DRAWINGS. CONTRACTOR TO NOTIFY ACORN OF ANY DISCREPANCIES PRIOR TO PROCEEDING.
4. DETAILS SHOWN APPLY TO ALL SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
5. ALTHOUGH ALL DUE DILIGENCE HAS BEEN APPLIED TO MAKE THE DRAWINGS AS COMPLETE AS POSSIBLE, NOT ALL DETAILS ARE ILLUSTRATED, NOR IS EVERY EXCEPTION CONDITION ADDRESSED WITHIN THE CONTRACT DOCUMENTS.
6. ALL PROPRIETARY CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
7. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL WORK, INCLUDING DIMENSION AND LAYOUT VERIFICATION, MATERIALS COORDINATION, SHOP DRAWING REVIEW, AND THE WORK OF ANY SUBCONTRACTORS.
8. UNLESS OTHERWISE SPECIFICALLY INDICATED, THE DRAWINGS DO NOT DESCRIBE OR DIRECT MEANS OR METHODS OF CONSTRUCTION.
9. THE CONTRACTOR, IN THE PROPER SEQUENCE, SHALL PERFORM OR SUPERVISE ALL WORK NECESSARY TO ACHIEVE THE FINAL COMPLETED STRUCTURE, AND TO PROTECT THE STRUCTURE, WORKMEN, AND OTHERS DURING THE CONSTRUCTION. SUCH WORK SHALL INCLUDE, BUT NOT BE LIMITED TO, BRACING, SHORING FOR CONSTRUCTION EQUIPMENT, SHORING FOR EXCAVATION, FORMWORK, SCAFFOLDING, SAFETY DEVICES AND PROGRAMS OF ALL KINDS, SUPPORT AND BRACING FOR CRANES AND OTHER ERECTION EQUIPMENT.
10. DO NOT BACKFILL AGAINST RETAINING WALLS UNTIL SUPPORTING SLABS AND FLOOR FRAMING ARE IN PLACE AND SECURELY ANCHORED, UNLESS ADEQUATE BRACING IS PROVIDED. PRIOR TO BACKFILL, PROVIDE CURING OF CONCRETE FOR 28 DAYS OR AS DIRECTED BY MATERIALS TESTING ENGINEER.
11. TEMPORARY BRACING SHALL REMAIN IN PLACE UNTIL ALL FLOORS, WALLS, ROOFS AND OTHER SUPPORTING ELEMENTS ARE IN PLACE, IF APPLICABLE.
12. ALL PAVEMENT JOINTS SHALL BE SAWCUT AND APPLIED WITH TACK COAT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
13. ACORN BEARS NO RESPONSIBILITY FOR THE ABOVE ITEMS, AND SITE OBSERVATION VISITS DO NOT IN ANY WAY INCLUDE INSPECTION OF THEM.
14. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CRF PART 1926.650-652 (CONSTRUCTION STANDARD FOR EXCAVATIONS).
15. ALL TRENCH PAVEMENT REPAIR SHALL BE COMPLETED WITH THE USE OF A STREET PAYER WITH A SCREED WIDTH CAPABLE OF SPANNING THE FULL WIDTH OF THE TRENCH UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

1. ALL SITE SOILS--RELATED WORK AND FOOTING EXCAVATIONS PRIOR TO PLACING FORMS SHALL BE REVIEWED BY THE PROJECT GEOTECHNICAL ENGINEER.
2. ALL SITE DRAINAGE--RELATED WORK SHALL BE REVIEWED BY ACORN ENGINEERING.
3. NORMAL REVIEWS BY LOCAL BUILDING DEPARTMENT.
4. NOTIFY 48 HOURS PRIOR TO REQUIRED REVIEW.
5. REQUIRED SPECIAL INSPECTIONS PER I.B.C. SECTION 1705.6 BY AN APPROVED SPECIAL INSPECTOR RETAINED BY OWNER. CONTRACTOR TO COORDINATE SPECIAL INSPECTIONS.
6. SPECIAL INSPECTOR SHALL BE A QUALIFIED PERSON WHO SHALL DEMONSTRATE COMPETENCE, TO THE SATISFACTION OF THE BUILDING OFFICIAL, FOR INSPECTION OF THE PARTICULAR TYPE OF CONSTRUCTION OR OPERATION REQUIRING SPECIAL INSPECTION.
7. DUTIES AND RESPONSIBILITIES OF THE SPECIAL INSPECTOR SHALL BE TO OBSERVE AND/OR TEST THE WORK ASSIGNED AND OUTLINE ABOVE FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS, ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION.
8. THE SPECIAL INSPECTOR SHALL FURNISH REGULAR REPORTS TO THE BUILDING OFFICIAL, THE ARCHITECT AND ENGINEER OF RECORD, AND OTHER DESIGNATED PERSONS. PROGRESS REPORTS FOR CONTINUOUS INSPECTION SHALL BE FURNISHED WEEKLY. INDIVIDUAL REPORTS OF PERIODIC INSPECTIONS SHALL BE FURNISHED WITHIN ONE WEEK OF INSPECTION DATES. THE REPORTS SHALL NOTE UNCORRECTED DEFICIENCIES, AND NET CHANGES TO THE APPROVED CONSTRUCTION DOCUMENTS AUTHORIZED BY THE ENGINEER OF RECORD.
9. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT WITHIN TEN DAYS OF THE FINAL INSPECTION STATING WHETHER THE WORK REQUIRING A SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE AND BELIEF, IN CONFORMANCE WITH THE APPROVED CONSTRUCTION DOCUMENTS AND THE APPLICABLE WORKMANSHIP PROVISIONS OF THE INTERNATIONAL BUILDING CODE. WORK NOT IN COMPLIANCE SHALL BE NOTED IN THE REPORT.
10. SPECIAL INSPECTION FIRM SHALL BE EMPLOYED BY REDFERN AND COORDINATED BY THE CONTRACTOR.

1. MONUMENTS DELINEATING PROPERTY LINES OR RIGHT OF WAYS SHALL NOT BE DISTURBED DURING CONSTRUCTION OPERATIONS. IN THE CASE A MONUMENT IS DISTURBED, AT THE CONTRACTOR'S EXPENSE, THE MONUMENT SHALL BE RESET TO ITS ORIGINAL LOCATION AND ELEVATION BY A LICENSED PROFESSIONAL LAND SURVEYOR.
2. ALL DIMENSIONS ON THE FOLLOWING SHEETS TAKE PRECEDENCE OVER SCALED DIMENSIONS. EACH DRAWING WITH A BAR SCALE MEANS THAT THE DRAWING/DETAIL HAS BEEN SCALED AS ACCURATELY AS POSSIBLE, AND THE BAR SCALE IS FOR GENERAL REFERENCE ONLY. IF NO BAR SCALE IS PRESENT, THEN THERE IS NO SCALE TO THAT DRAWING/DETAIL. AT NO TIME SHOULD DRAWINGS BE SCALED FROM. ANY DISCREPANCIES BETWEEN DRAWINGS, DETAILS, SPECIFICATIONS AND THE FIELD CONDITION SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
3. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. ALL TRAFFIC CONTROL SIGNS INDICATED ON THE SITE LAYOUT PLAN ARE TO MEET ALL REQUIREMENTS & CONDITIONS OF THE CITY OF PORTLAND, MAINE DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
5. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A LICENSED PROFESSIONAL LAND SURVEYOR TO PROVIDE A MINIMUM OF TWO TEMPORARY BENCHMARKS WITHIN THE SITE AND TO LOCATE PROPOSED STRUCTURE CORNERS.
6. CONTRACTOR TO ENSURE THAT DRIVEWAYS AND MAILBOXES ADJACENT TO THE PROJECT REMAIN FUNCTIONAL AND IN USE AT ALL TIMES.

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF SITE PLAN - LEVEL III AND SUBDIVISION PERMIT FROM THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REVIEW THE ABOVE REFERENCED PERMITS PRIOR TO SUBMITTING A BID FOR THIS PROJECT, AND INCLUDE COSTS AS NECESSARY TO COMPLY WITH THE CONDITIONS OF THESE PERMITS.
3. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY REQUIRES A STREET OPENING PERMIT FROM THE CITY OF PORTLAND. ADDITIONALLY, COORDINATE WITH THE DEPARTMENT OF PUBLIC WORKS.

1. TOPSOIL STRIPPED FROM THE SITE THAT IS SUITABLE FOR REUSE AS LOAM (MEETS THE REQUIREMENTS WITHIN SECTION 615 OF THE MDOT STANDARD SPECIFICATIONS, MOST RECENT VERSION AND IS FREE OF TRACEABLE AMOUNTS OF CONTAMINANTS) SHALL BE STOCKPILED WITHIN THE PROPOSED LIMIT OF WORK AREA. THE CONTRACTOR SHALL NOT ASSUME THAT ANY STRIPPED TOPSOIL WILL BE ACCEPTABLE FOR REUSE WITH THEIR ESTIMATE.
2. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY; NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING. DEWATERING SHALL INCLUDE TREATMENT OF SILT THROUGH THE USE OF A DIRTBAG BY ACF ENVIRONMENTAL OR APPROVED EQUIVALENT. FLOWS FROM DEWATERING ACTIVITIES SHALL NOT BE DISCHARGED INTO SANITARY SEWERS. SEE BORING LOGS FOR ADDITIONAL INFORMATION.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ANY EASEMENT OR TEMPORARY CONSTRUCTION RIGHTS AS NECESSARY BY PRIVATE ADJACENT LAND OWNERS. THE CONTRACTOR SHALL NOT DISTURB ANY SOIL BEYOND THE PROPERTY LINE WITHOUT NOTIFYING AND OBTAINING SUCH EASEMENT OR TEMPORARY CONSTRUCTION RIGHT FROM THE ADJACENT LAND OWNERS. PRIOR TO THE CONTRACTOR PRICING THE WORK, THEY SHALL PROVIDE ACORN WITH PROOF OF SUCH EASEMENT OR TEMPORARY RIGHTS. SHOULD EASEMENTS OR TEMPORARY RIGHTS NOT BE AVAILABLE, THE CONTRACTOR SHALL INCLUDE COST FOR BRACING AND SHORING AS NECESSARY.
4. THE CONTRACTOR SHALL PROVIDE A FINISH PAVEMENT SURFACE FREE OF LOW SPOTS AND PONDING AREAS. THE MINIMUM SLOPE SHALL MEET OR EXCEED 0.5% IN ALL CASES. ALL SLOPES SHALL BE AWAY FROM BUILDINGS AND TOP OF PAVEMENT SHALL BE AT OR BELOW EXISTING FINISH FLOOR ELEVATIONS.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST GEOTECHNICAL REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER.
6. NO ADDITIONAL PAYMENT FOR UNSUITABLE MATERIALS.
7. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF $N=0.012$ OR LESS.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. NATIVE SOILS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LIMIT THE DISTURBANCE TO SUBGRADE SOILS. SHOULD THE SUBGRADE BECOME YIELDING OR DIFFICULT TO WORK, CONTACT ACORN. THE DISTURBED AREAS SHALL BE EXCAVATED AND BACKFILLED WITH COMPACTED SELECT FILL OR CRUSHED STONE AT NO ADDITIONAL EXPENSE TO THE OWNER.
10. ALL SUBGRADE PREPARATION IS SUBJECT TO THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL ENGINEER, IF APPLICABLE.

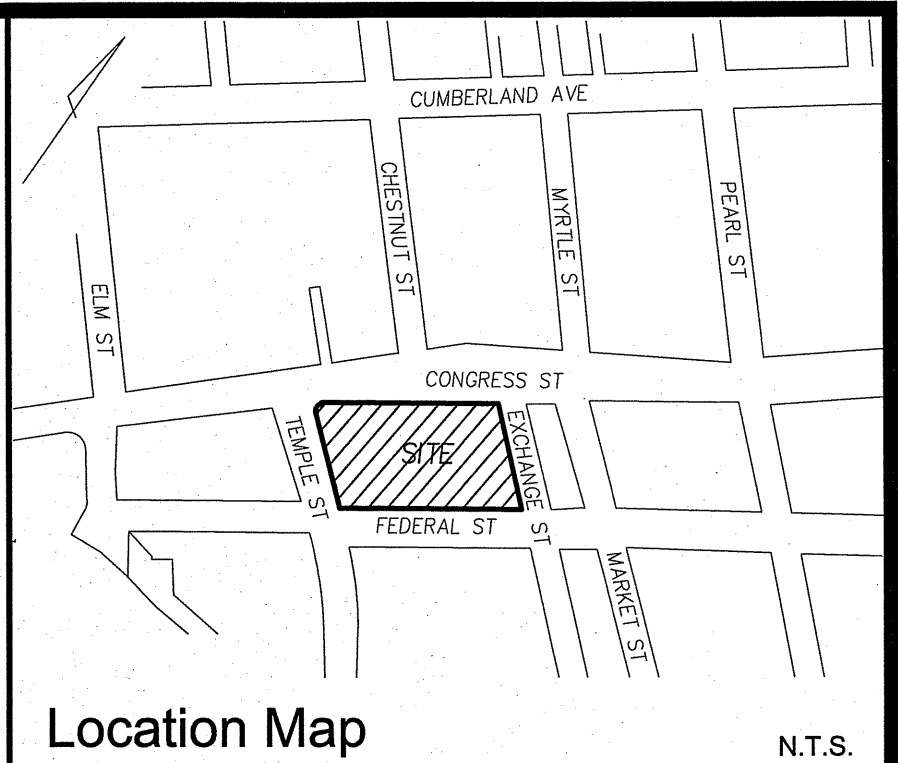
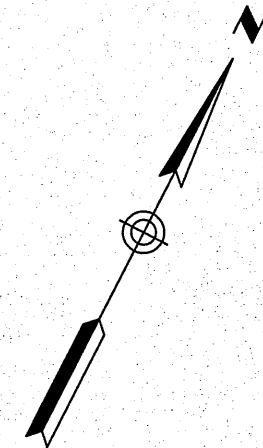
1. ALL ROUTINE MAINTENANCE ACTIVITIES SHALL BE CONDUCTED IN SUCH A WAY TO LIMIT THE AMOUNT OF DISTURBED AREA AT ONE TIME TO THE EXTENT PRACTICABLE.
2. PRIOR TO THE START OF ANY CLEARING/LAND DISTURBING ACTIVITIES, THE CONTRACTOR SHALL INSTALL APPLICABLE EROSION CONTROL DEVICES SUCH AS PERIMETER SILT FENCE, AND OTHER APPLICABLE MEASURES. IN THE EVENT THE CONTRACTOR IS NOT SURE A EROSION CONTROL MEASURE SHOULD BE IMPLEMENTED, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD TO CONFIRM IMPLEMENTATION OF ANY EROSION CONTROL DEVICES.
3. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCH SHALL BE APPLIED AS SOON AS POSSIBLE WITHIN 7 DAYS FOLLOWING THE COMPLETION OF ANY SOIL DISTURBANCE, AND PRIOR TO ANY STORM EVENT.
4. EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY. THE CONTRACTOR SHALL REFERENCE THE APPROVED EROSION AND SEDIMENTATION CONTROL REPORT FOR TEMPORARY EROSION AND SEDIMENTATION CONTROL DEVICES IN ADDITION TO THE PLAN SET. THE CONTRACTOR MUST ALSO REFER TO THE APPLICABLE PERMIT CONDITIONS AS IDENTIFIED IN PERMITTING NOTES ABOVE, FINDINGS OF FACT AND ORDER (IF ANY), AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL, MOST RECENT EDITION, FOR ADDITIONAL INFORMATION.
5. PRIOR TO PAVING, THE CONTRACTOR SHALL REMOVE ALL SEDIMENT FROM STORM DRAINS, CATCH BASINS, AND APPURTENANCES.
6. REFER TO THE EROSION CONTROL DETAILS & NOTES FOR ADDITIONAL INFORMATION.

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED UPON RECORDS OF VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO TEST PIT TO DETERMINE THE EXACT LOCATION AND ELEVATION OF UTILITIES TO COORDINATE WITH THE PROPOSED CONNECTIONS OR CROSSING. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO ACORN FOR FURTHER DIRECTIONS BEFORE ANY ADDITIONAL WORK PROCEEDS.
2. CONTRACTOR SHALL, AT NO ADDITIONAL COST TO THE OWNER, CONDUCT EXPLORATORY EXCAVATIONS AT LOCATIONS WHERE PROPOSED EXCAVATION WILL INTERSECT WITH EXISTING UTILITIES, PRIOR TO THE ORDERING OF STRUCTURES.
3. ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED BEFORE BACKFILLING. TESTING SHALL BE COMPLETED IN ACCORDANCE WITH TECHNICAL REPORT #16 (TR-16): GUIDES FOR THE DESIGN OF WASTEWATER TREATMENT WORKS, PREPARED BY THE NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION.
4. SEWER MANHOLES SHALL BE 4' ID UNLESS OTHERWISE STATED ON THE PLANS.
5. CONTRACTOR TO PROVIDE 5'-6" OF COVER FROM TOP OF PIPE TO FINISH GRADE FOR WATER MAINS.
6. THRUST BLOCKS SHOULD BE USED FOR THRUST RESTRAIN ON WATER MAINS. DETAIL AND LIMITS FOR THRUST BLOCKS ARE SHOWN WITHIN THE PLAN SET.
7. WATER INFRASTRUCTURE SHALL BE TESTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT DOCUMENT "WATER AND SEWER CONSTRUCTION SPECIFICATIONS AND PROCEDURE", MOST RECENT REVISION.
8. ALL REQUIRED FITTINGS FOR THE WATER MAIN ARE NOT SHOWN ON DRAWINGS. CONTRACTOR SHALL FURNISH AND INSTALL ALL NECESSARY FITTINGS REQUIRED TO CONSTRUCT THE WATER MAIN IN ACCORDANCE WITH CITY OF PORTLAND, STATE OF MAINE, AND AMERICAN WATER WORKS ASSOCIATION STANDARDS AND REGULATIONS.
9. CONTRACTOR SHALL COORDINATE WORK REGARDING ANY WATER MAIN CONNECTION AND WATER MAIN SHUTDOWN WITH THE PORTLAND WATER DISTRICT AT LEAST SEVEN (7) DAYS PRIOR TO CONSTRUCTION.
10. ALL WATER PIPE INSTALLATION SHALL CONFORM WITH THE PORTLAND WATER DISTRICT SPECIFICATIONS AND PROCEDURES, MOST RECENT EDITION.
11. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
12. SEWER, GAS, TELEPHONE, ELECTRICITY, CABLE, WATER AND ANY OTHER UTILITY CONNECTIONS SHALL BE REVIEWED BY MEP DESIGNER FOR CONSISTENCY WITH THEIR PLANS PRIOR TO CONSTRUCTION.
13. COORDINATE EXIT POINT FOR SECONDARY UTILITY SERVICES WITH THE ARCHITECT/MEP DESIGNER. SECONDARY LINE LOCATIONS NOT PROVIDED BY ACORN WITHIN THE UTILITY PLAN.

14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL THE NECESSARY PERMITS FOR THE INSTALLATION OF THE UTILITIES AND STORMDRAINS WITHIN THE PUBLIC RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC PLAN TO THE CITY IN ACCORDANCE WITH THE CITY OF PORTLAND TECHNICAL MANUAL PRIOR TO ANY WORK.
15. 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.
16. ALL PIPE LINES SHALL SLOPE UNIFORMLY BETWEEN ELEVATIONS INDICATED ON THE DRAWINGS. NO CRESTS OR SAGS IN THE PIPING WILL BE PERMITTED. ALL HORIZONTAL AND VERTICAL BENDS IN PRESSURIZED PIPE LINES SHALL BE SUITABLY RESTRAINED WITH THRUST BLOCKS OR RETAINER GLANDS. RETAINER GLANDS ALLOWED FOR DUCTILE IRON PIPE ONLY. PROVIDE ALL BENDS, HORIZONTAL AND VERTICAL, AS REQUIRED TO MEET THE GRADES AND ALIGNMENTS INDICATED ON THE DRAWINGS.
17. ALL WASTEWATER PIPING, EXCLUDING BUILDING DRAINS, AND ALL PRESSURIZED PIPING, TO INCLUDE WATER MAINS, INSTALLED BENEATH STRUCTURES SHALL BE ENCASED IN CONCRETE.
18. WHERE NEW PIPING IS TO BE CONNECTED TO EXISTING PIPING, THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ADAPTERS, FITTINGS AND ADDITIONAL PIPE AS REQUIRED TO ENSURE A COMPLETE AND PROPERLY FUNCTIONING CONNECTION. CONTRACTOR TO VERIFY LOCATION, ELEVATION, ORIENTATION AND MATERIAL OF CONSTRUCTION. ADAPTERS AND FITTINGS ARE INCIDENTAL TO THE PIPE INSTALLATION.
19. WHENEVER POSSIBLE, WATER LINES SHOULD BE INSTALLED OVER WASTEWATER LINES. A MINIMUM SEPARATION OF 18 INCHES BETWEEN THE BOTTOM OF THE WATER LINE AND THE TOP OF THE WASTEWATER LINE SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A WATER LINE CROSSES UNDER THE WASTEWATER LINE, A FULL LENGTH OF WASTEWATER PIPE SHALL BE CENTERED ABOVE THE WATER LINE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE WATER LINE AS POSSIBLE.
20. THE CONTRACTOR SHALL BE ANTICIPATE THAT THE NATIVE SILT AND CLAY SOILS WILL NOT BE SUITABLE FOR PIPE TRENCH BACKFILL IN PAVED AREAS.
21. GROUNDWATER SHALL BE CONTROLLED TO A LEVEL OF AT LEAST ONE FOOT BELOW SUBGRADE OF THE PIPE OR STRUCTURE. THE CONTRACTOR SHALL MAINTAIN THE LOWERED GROUNDWATER LEVEL UNTIL CONSTRUCTION HAS BEEN COMPLETED TO SUCH AN EXTENT THAT THE STRUCTURES OR PIPES WILL NOT BE FLOATED OR OTHERWISE DAMAGED.
22. EXCAVATION TO SUBRADE IN NATIVE SILT AND CLAY SHALL BE COMPLETED WITH A SMOOTH EDGE BUCKET TO MINIMIZE SUBGRADE DISTURBANCE.
23. ALL ADJUSTMENTS TO FINISHED GRADE ARE TO BE COMPLETED BY THE CONTRACTOR. THE CONTRACTOR SHALL CONFIRM STRUCTURES THAT REQUIRE ADJUSTMENT WITH THE ENGINEER OR OWNERS REPRESENTATIVE PRIOR TO ADJUSTING FRAMES.

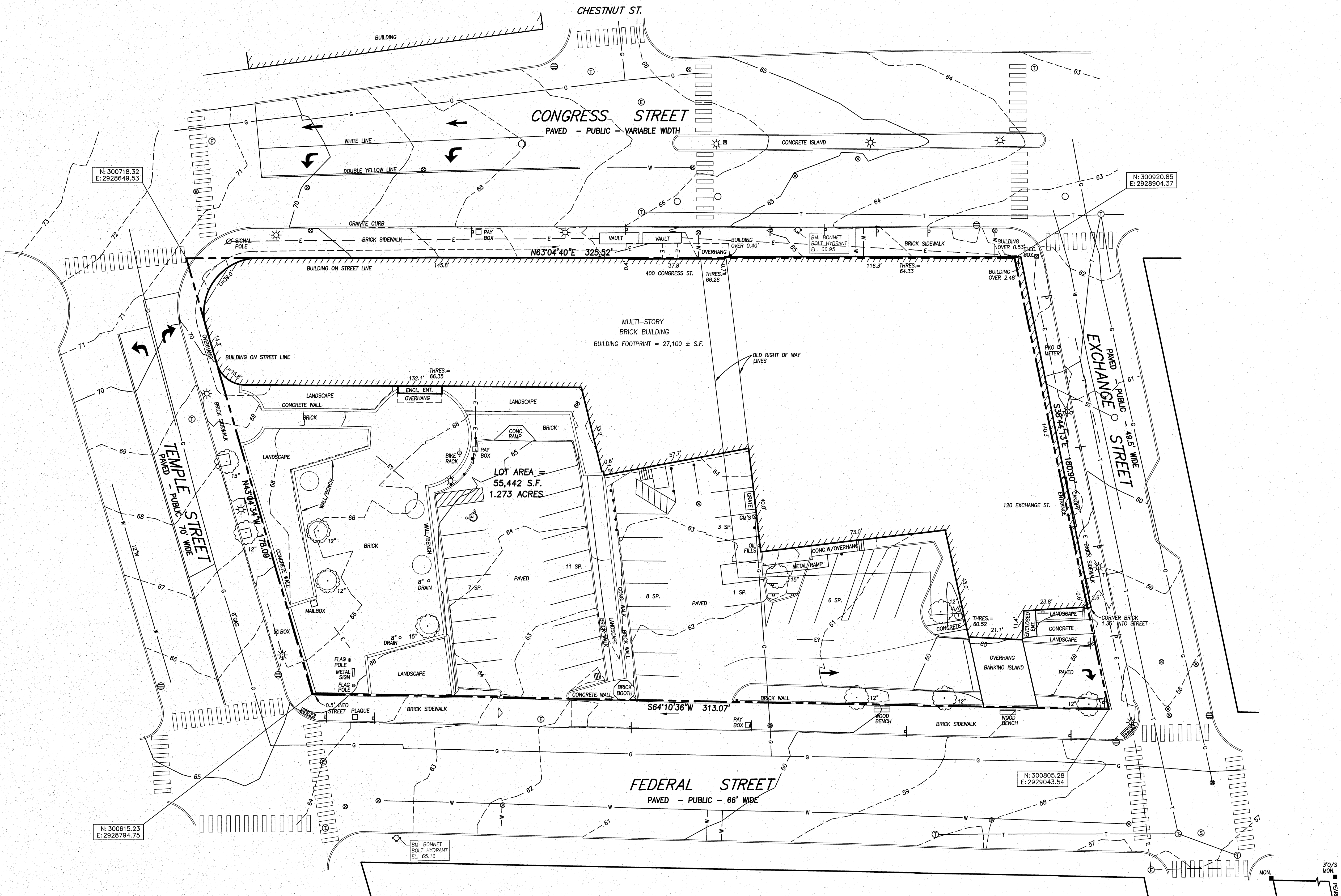
1. THE FOLLOWING ITEMS ARE TYPICAL OF MATERIAL WHICH MAY BE ON SITE:
 - ROCK AND CONCRETE FOUNDATIONS
 - CONCRETE SLABS
 - BITUMINOUS ASPHALT PAVEMENT
 - CONCRETE PADS AND BLOCKS
 - FENCE POST AND FENCING
 - UNDERGROUND UTILITY LINES
 - ABOVE AND OR BELOW FUEL OIL AND PROPANE GAS TANKS
 - STORM DRAIN PIPES AND APPURTENANCE STRUCTURES
 - OTHER TRASH & MISCELLANEOUS SOLID WASTES
2. THE CONTRACTOR IS ADVISED TO VISIT THE SITE TO CONFIRM DEMOLITION ITEMS SINCE THE LIST IS NOT INCLUSIVE OF THE SITE CONDITIONS WHICH MAY BE ENCOUNTERED
3. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTORS SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" DEMONSTRATING PROPER DISPOSAL OF ALL MATERIALS.
4. A PHASE I - ENVIRONMENTAL SITE ASSESSMENT FOR THE PROPERTY HAS BEEN DEVELOPED BY WOODARD & CURRAN, DATED MARCH 27, 2019.

[illegible]



Legend

- MONUMENT FOUND
- IRON PIPE OR ROD FOUND
- MANHOLE
- HYDRANT
- WATER VALVE OR SHUTOFF
- GAS VALVE
- CATCH BASIN
- UTILITY POLE
- LIGHT POLE
- ELECTRIC OR GAS METER
- SIGN
- CURB
- OVERHEAD WIRES
- DECIDUOUS TREE
- N/F
- 000/000
- CONC.
- BOLLARD
- W
- G
- T
- E
- 70



Utility Note

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

Plan References

- "MAINE NATIONAL BANK, SITE PLAN, SURVEY AND PLAN BY H.I. & E.C. JORDAN SURVEYORS" MARCH 30, 1973 REVISED THROUGH APRIL 25, 1973 ECJ FILE #89.
- "CITY OF PORTLAND, MAINE DEPARTMENT OF PUBLIC WORKS, CONGRESS ST., FROM PEARL ST. TO STATE ST. STREET LINE DATA" MAY 6, 1949 CITY FILE NO. 456/43
- "PLAN OF PROPERTY IN PORTLAND, ME MADE FOR GANNETT PUBLISHING CO., INC. APRIL 1946" BY H.I. & E.C. JORDAN CIVIL ENGINEERS.
- "PLAN OF PROPERTY IN PORTLAND, MAINE, MADE FOR UNION MUTUAL LIFE INSURANCE CO. FEBRUARY 1953" BY H.I. & E.C. JORDAN CIVIL ENGINEERS.
- CITY OF PORTLAND ENGINEERING DEPARTMENT STREET LINE PLANS.
- H.I. & E.C. JORDAN & CO. SURVEYS OF 1920 AND 1922 (SEE BOOK 1111, PAGE 119)
- ALTA/NSPS LAND TITLE SURVEY, 396 CONGRESS STREET (AKA 400 CONGRESS STREET) PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR P O SQUARE PORTLAND LLC AND ITS ASSIGNS, MAY 8, 2019, BY OWEN HASKELL, INC.

General Notes

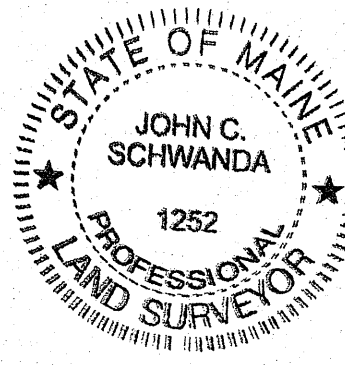
- OWNER OF RECORD: PO SQUARE BUILDING LLC, 120 EXCHANGE ST., PORTLAND, ME C.C.R.D. BOOK 35640 PAGE 71 TAX MAP 32 BLOCK G LOT 1
- BEARINGS ARE MAGNETIC 1907 AS BASED ON BUILDINGS FOUND AS SHOWN ON PLAN REFERENCE 1.
- ELEVATIONS ARE BASED ON CITY DATUM. CONTROL POINT #23 T-113-44-141 ELEVATION 52.08 USED.
- ONLY TWO CITY STREET MONUMENTS WERE FOUND, ON FEDERAL STREET. THE STREET LINES ARE BASED ON THOSE MONUMENTS FOR FEDERAL AND EXCHANGE AND PLAN REFERENCE 1 FOR CONGRESS AND TEMPLE STREETS.
- UNDERGROUND UTILITIES IN THE STREET MARKED BY DIGSAFE. UNDERGROUND UTILITIES ON SITE MARKED BY DIGSMART OF MAINE.
- COORDINATES SHOWN ARE BASED ON CITY COORDINATES AS TIED TO MONUMENTS T-124-18-1152 (WHARF AND UNION STREETS) AND L757-32-104 (CEDAR AND CONGRESS STREETS).

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.

12-3-2019
DATE

John C. Schwanda
JOHN C. SCHWANDA, PLS #1252



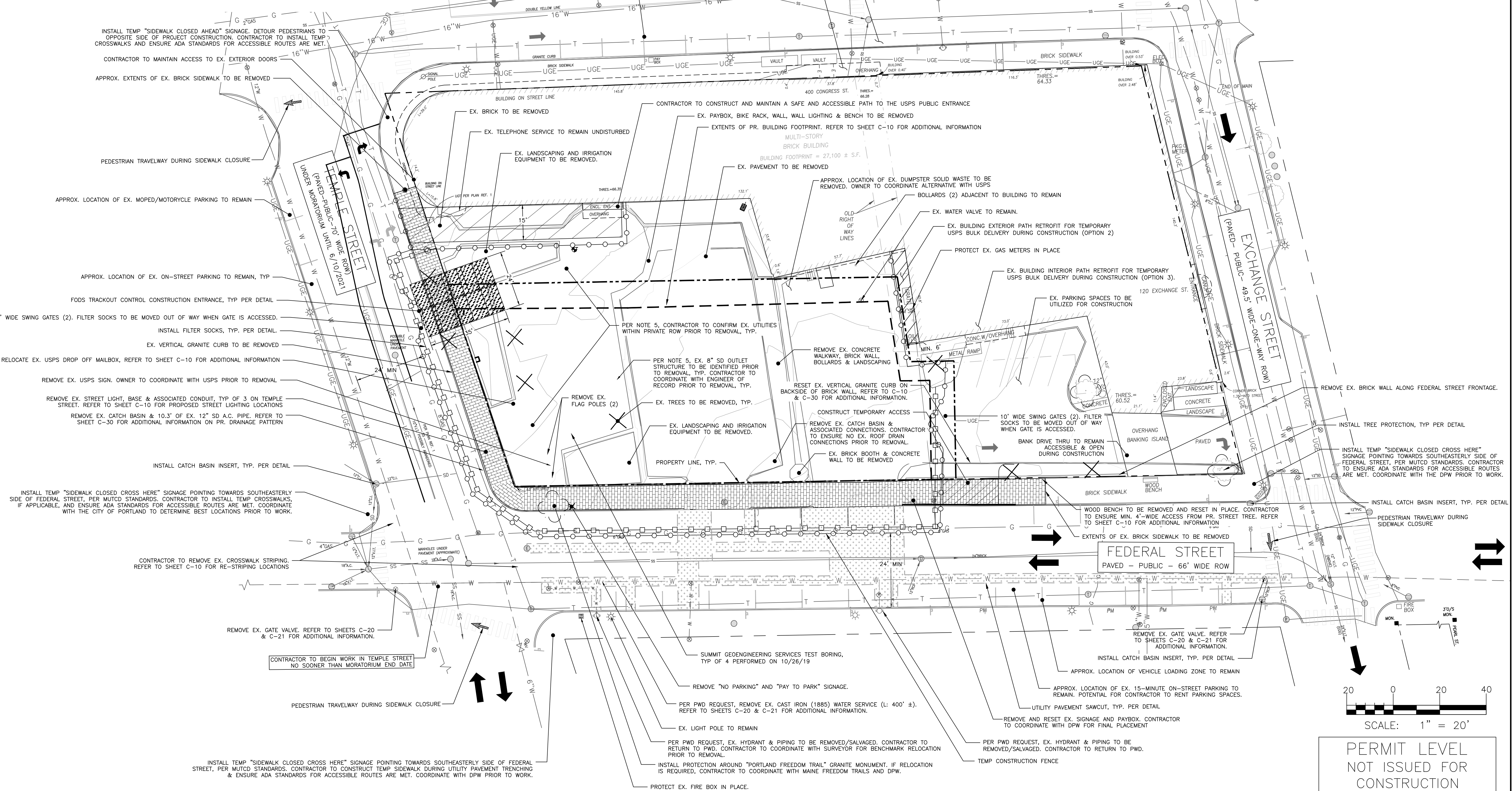
REV.1 12-03-19 UNDERGROUND UTILITIES, CITY HORIZONTAL COORDS.

Boundary & Topographic Survey
At
396-400 Congress Street, Portland, Maine
Made for
Acorn Engineering
65 Hanover Street, Portland, Maine

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 US ROUTE 1, UNIT 10, FALMOUTH, ME 04105 TEL. 207-774-0424
DRAWN BY: RS / JLV DATE: NOV. 12, 2019 JOB NO. 2019-287 P
CHECKED BY: JCS SCALE: 1" = 20' DRWG. NO. 1

GENERAL NOTES:

1. EXISTING ASPHALT TO BE REMOVED SHALL BE STRIPPED AND PROPERLY DISPOSED OF OFFSITE.
2. ALL DISPOSAL OF DEMOLITION DEBRIS OR WASTE SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, & FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE OWNER WITH APPROPRIATE "BILLS OF LADING" TO DEMONSTRATE PROPER DISPOSAL OF ALL MATERIALS.
3. SITE DEMOLITION SHALL NOT OCCUR UNTIL PROPER ABATEMENT PROCEDURES HAVE OCCURRED. ABATEMENT, IF NECESSARY, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND DIG SAFE AT LEAST 72 HOURS PRIOR TO EXCAVATION TO REQUEST EXACT FIELD LOCATION FOR UTILITIES IN PUBLIC ROW. OTHERWISE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF UNDERGROUND UTILITIES AND LOCATE POTENTIAL CONFLICT WITH THE APPROVED PLANS PRIOR TO CONSTRUCTION.
5. CONTRACTOR WILL BE RESPONSIBLE FOR UTILIZING A PRIVATE UTILITY LOCATING SERVICE COMPANY PRIOR TO WORK IN PRIVATE ROW.
6. ALL CONSTRUCTION SIGNAGE IS TEMPORARY AND WILL BE REMOVED AT PROJECT COMPLETION. SITE SIGNAGE TO COMPLY WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS. FINAL SIGNAGE WORDING AND PLACEMENT LOCATION TO BE ACCEPTED BY THE CITY.
7. SEDIMENT BARRIERS TO BE PLACED DIRECTLY ON THE FRONT AND SIDE PROPERTY LINES. DOWN GRADIENT OF THE PROPOSED PROJECT WORK PER DETAIL; FENCES ARE OFFSET OF THE PROPERTY LINES AS SHOWN ON THE PLAN FOR CLARITY PURPOSES AND DO NOT NECESSARILY DEPICT THE PHYSICAL LOCATION.
8. DEMOLITION PLAN IS NOT INCLUSIVE OF ALL EXISTING ITEMS TO BE REMOVED AS PART OF SITE CONSTRUCTION INCLUDING BUT NOT LIMITED TO: BRICKS, FOUNDATION MATERIALS, SOILS REQUIRING SPECIAL HANDLING & DISPOSAL, ETC.
9. CONTRACTOR TO BE RESPONSIBLE FOR PROVIDING OFF-SITE PARKING TO EMPLOYEES; ON-SITE PARKING WILL NOT BE PROVIDED OR GUARANTEED. CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING THE APPROPRIATE PERMITS FROM THE CITY FOR CLOSING ANY ON-STREET PARKING SPACES DURING THE CONSTRUCTION PERIOD.
10. CONTRACTOR TO COORDINATE WITH OWNER CONCERNING "LANDLORD RESPONSIBILITIES" AS IDENTIFIED IN EXISTING TENANT LEASES.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR SNOW REMOVAL ON-SITE AND ALONG CONSTRUCTION FENCE AND GATE WITHIN PUBLIC ROW.
12. ROCK EXCAVATION MUST BE IN ACCORDANCE WITH APPLICABLE STATE AND LOCAL CODES AND ORDINANCES.
13. FOR EXCAVATIONS INTO THE ROW ASSOCIATED WITH A STREET OPENING PERMIT & PRIVATE ROW, CONTRACTOR SHALL ASSUME VARYING DEPTH OF PAVEMENT AND THE POSSIBILITY OF ENCOUNTERING MISCELLANEOUS URBAN FILL DEBRIS INCLUDING, BUT NOT LIMITED TO: BRICKS, FOUNDATION MATERIALS, SOILS REQUIRING SPECIAL HANDLING & DISPOSAL, ETC.
14. POTENTIAL BIDDERS SHALL REFER TO BORING LOGS PERFORMED BY SUMMIT GEOENGINEERING SERVICES FOR FEDERAL STREET NEW MULT-STORY BUILDING, DATED 10/26/19, FOR ADDITIONAL INFORMATION. COPIES WILL BE MADE AVAILABLE UPON REQUEST.



ISSUED FOR		BY
COST ESTIMATE		WHS
PRECON DESIGN		WHS
PRELIM PRICING		WHS
SITE PLAN APPLICATION		WHS
PROGRESS SET		FRT
CITY COMMENT RESPONSE		PH
DATE		11/15/19
DATE		11/26/19
DATE		12/10/19
DATE		1/14/2020
DATE		1/19/2020
DATE		3/19/2021

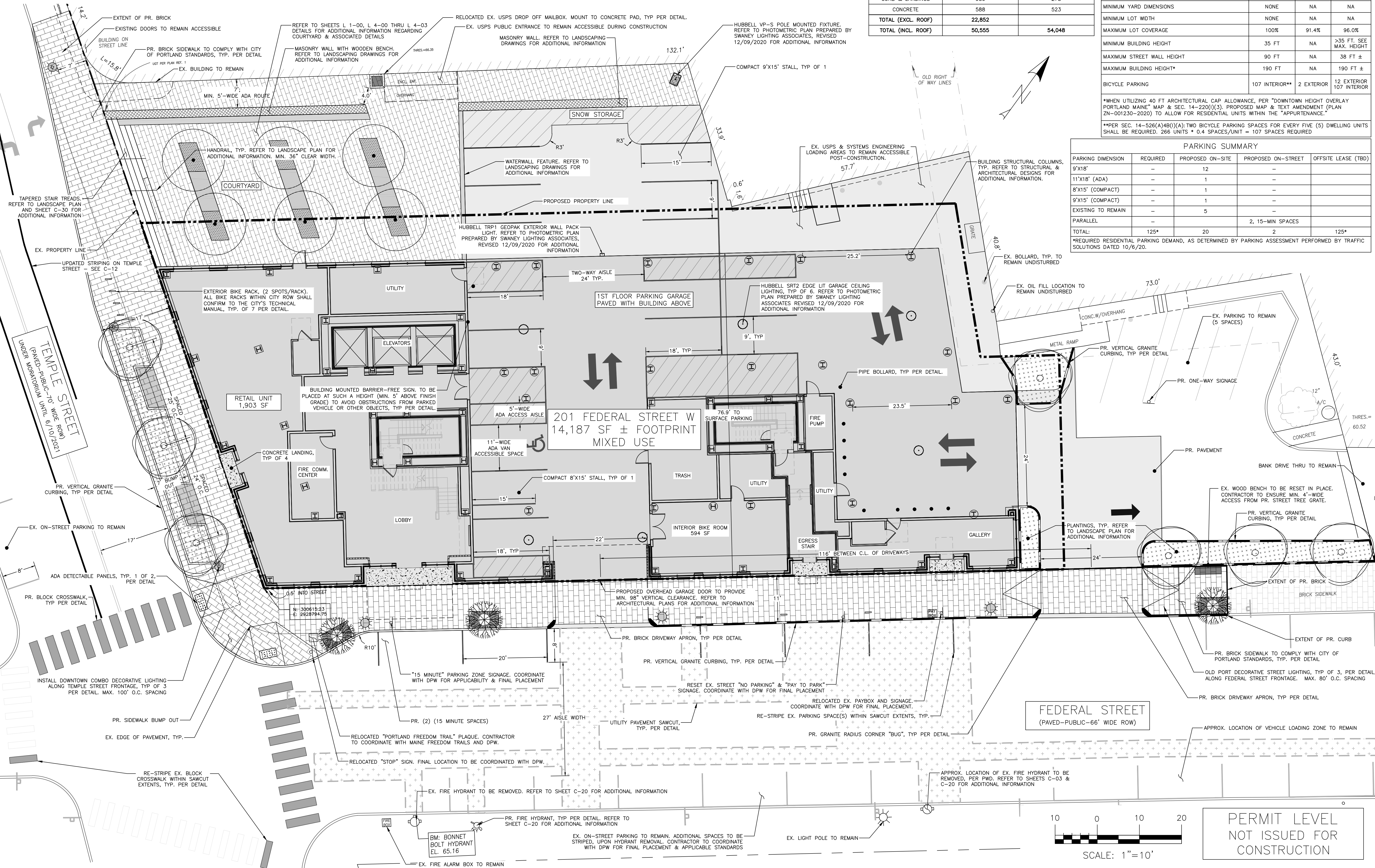
CONSTRUCTION MANAGEMENT PLAN	
PROJECT NAME/ADDRESS:	FEDERAL STREET DEVELOPMENT 201 FEDERAL STREET W PORTLAND, ME 04101
CLIENT/OWNER:	REDFERN DOWNTOWN, LLC PORTLAND, ME 04104

ACORN ENGINEERING, INC.	
ACORN ENGINEERING, INC. PO BOX 3372, PORTLAND MAINE 04101 (207) 775-2655	
STATE OF MAINE WILLIAM H. SAVAGE 11419 3/9/21 LICENSED PROFESSIONAL ENGINEER	

DRAWING NO.	
C-03	

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

- GENERAL NOTES:
1. BRICK SIDEWALK AND VERTICAL GRANITE CURB TO BE REPLACED SHALL BE REBUILT TO CITY OF PORTLAND STANDARD.
 2. PAVEMENT STRIPING AND MARKINGS SHALL COMPLY TO CITY OF PORTLAND STANDARDS.
 3. CURB TO BE REMOVED, STOCKPILED AND RESET IN ACCORDANCE WITH DETAIL. BROKEN CURB SHALL BE PROPERLY DISPOSED OF AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 4. RAMPS SHALL CONFORM TO ADA GUIDELINES. SLOPE SHALL NOT EXCEED 1 INCH PER FOOT FOR A MAXIMUM RISE OF 30-INCHES.
 5. SITE SIGNAGE TO COMPLY WITH MUTCO STANDARDS. CONTRACTOR TO COORDINATE AND INSTALL.
 6. FOLLOWING COMPLETION OF CONSTRUCTION, THE OWNER MUST BE RESPONSIBLE FOR THE MAINTENANCE AND MANAGEMENT OF DRIVEWAYS, SITE LIGHTING, TRASH REMOVAL AND SNOW REMOVAL.
 7. PAVEMENT JOINTS SHALL BE SAWCUT & TACK COATED PRIOR TO PAVING TO PROVIDE A DURABLE & UNIFORM JOINT



IMPERVIOUS AREA WITHIN PROPERTY		
LOCATION	EXISTING (SF)	PROPOSED (SF)
ROOF	27,703	40,908
STAIRS/RAMP	172	140
PAVEMENT	14,394	8,496
BRICK	6,718	3,703
CURB & LANDINGS	980	278
CONCRETE	588	523
TOTAL (EXCL. ROOF)	22,852	
TOTAL (INCL. ROOF)	50,555	54,048

SPACE AND BULK STANDARDS			
	REQUIRED	EXISTING	PROPOSED
B3 DOWNTOWN BUSINESS, DOWNTOWN ENTERTAINMENT OVERLAY ZONE, DOWNTOWN HEIGHT OVERLAY, CONGRESS STREET HISTORIC DISTRICT			
MINIMUM LOT SIZE	NONE	1.27 AC	1.27 AC
MINIMUM STREET FRONTAGE	15 FT	998 FT	998 FT
MAXIMUM STREET WALL BUILD-TO LINE	5 FT	NA	0 FT
MINIMUM YARD DIMENSIONS	NONE	NA	NA
MINIMUM LOT WIDTH	NONE	NA	NA
MAXIMUM LOT COVERAGE	100%	91.4%	96.0%
MINIMUM BUILDING HEIGHT	35 FT	NA	>35 FT. SEE MAX. HEIGHT
MAXIMUM STREET WALL HEIGHT	90 FT	NA	38 FT ±
MAXIMUM BUILDING HEIGHT*	190 FT	NA	190 FT ±
BICYCLE PARKING	107 INTERIOR**	2 EXTERIOR	12 EXTERIOR 107 INTERIOR

*WHEN UTILIZING 40 FT ARCHITECTURAL CAP ALLOWANCE, PER "DOWNTOWN HEIGHT OVERLAY PORTLAND MAINE" MAP & SEC. 14-220(1)(3), PROPOSED MAP & TEXT AMENDMENT (PLAN ZN-001230-2020) TO ALLOW FOR RESIDENTIAL UNITS WITHIN THE "APPURTENANCE."

**PER SEC. 14-526(A)4B(1)(A); TWO BICYCLE PARKING SPACES FOR EVERY FIVE (5) DWELLING UNITS SHALL BE REQUIRED. 266 UNITS * 0.4 SPACES/UNIT = 107 SPACES REQUIRED

PARKING SUMMARY				
PARKING DIMENSION	REQUIRED	PROPOSED ON-SITE	PROPOSED ON-STREET	OFFSITE LEASE (TBD)
9'X18'	-	12	-	
11'X18' (ADA)	-	1	-	
8'X15' (COMPACT)	-	1	-	
9'X15' (COMPACT)	-	1	-	
EXISTING TO REMAIN	-	5	-	
PARALLEL	-	-	2, 15-MIN SPACES	
TOTAL:	125*	20	2	125*

*REQUIRED RESIDENTIAL PARKING DEMAND, AS DETERMINED BY PARKING ASSESSMENT PERFORMED BY TRAFFIC SOLUTIONS DATED 10/6/20.

ISSUED FOR

BY

DATE

PRE-APP MEETING

WHS

12/17/19

CSS MAP & TEXT AMENDMENT

WHS

7/2/2020

CSS SITE PLAN

WHS

8/2/2020

PRELIM PRICING

WHS

6/7/2020

MAP & TEXT AMENDMENT

WHS

6/21/2020

SITE PLAN APPLICATION

WHS

6/2/2020

HP APPLICATION

WHS

12/9/2020

CITY COMMENT RESPONSE

WHS

3/19/2021

SITE PLAN

FEDERAL STREET DEVELOPMENT

201 FEDERAL STREET W PORTLAND, ME 04101

REDFERN DOWNTOWN, LLC

PORTLAND, ME 04104

DRAWING NAME

PROJECT NAME/ADDRESS

CLIENT/OWNER

ENGINEERING, INC.

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, AUTHORIZED OR UNAUTHORIZED, SHALL BE THE SOLE RISK AND WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

ACORN ENGINEERING, INC.

PO BOX 3372, PORTLAND MAINE 04101

(207) 775-2655

FILE:

1129_CIVIL

JN:

1129

SCALE:

AS NOTED

DESIGNED BY:

FRT

DRAWN BY:

FRT

CHECKED BY:

WHS/PH

STATE OF MAINE

WILLIAM H. SAVAGE

11419

3/9/21

PROFESSIONAL ENGINEER

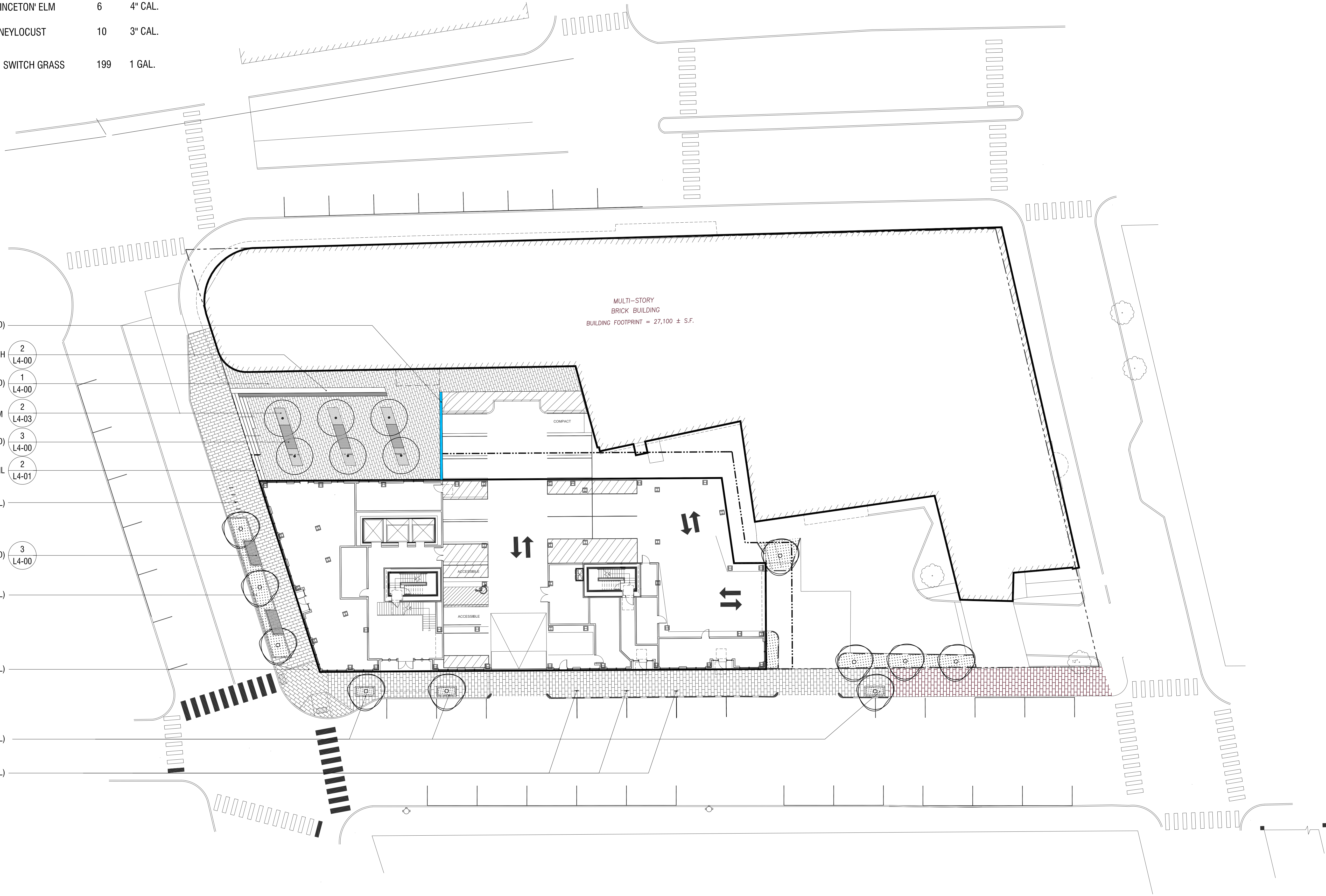
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PLANTING LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
TREES				
	ULMUS AMERICANA	'PRINCETON' ELM	6	4" CAL.
	GLEDITSIA TRICANTHOS 'INTERMIS'	HONEYLOCUST	10	3" CAL.
	PANICUM VIRGATUM 'SHENANDOAH' SWITCH GRASS		199	1 GAL.

- WATERWALL (TBD)
- MASONRY WALL W/ WOOD BENCH 2
L4-00
- CONCRETE PAVERS (TBD) 1
L4-00
- TREE GRILLE - STREETLIFE CUSTOM 2
L4-03
- CUSTOM BENCH (TBD) 3
L4-00
- MASONRY STEPS W/ HANDRAIL 2
L4-01
- CITY OF PORTLAND STANDARD BIKE RACK (SEE CIVIL DETAIL)
- CUSTOM BENCH (TBD) 3
L4-00
- RAISED GRANITE PLANTER (TYP. CITY OF PORTLAND DETAIL)
- CITY OF PORTLAND BRICK SIDEWALK (SEE CIVIL)
- RAISED GRANITE PLANTER (TYP. CITY OF PORTLAND DETAIL)
- CITY OF PORTLAND STANDARD BIKE RACK (SEE CIVIL)

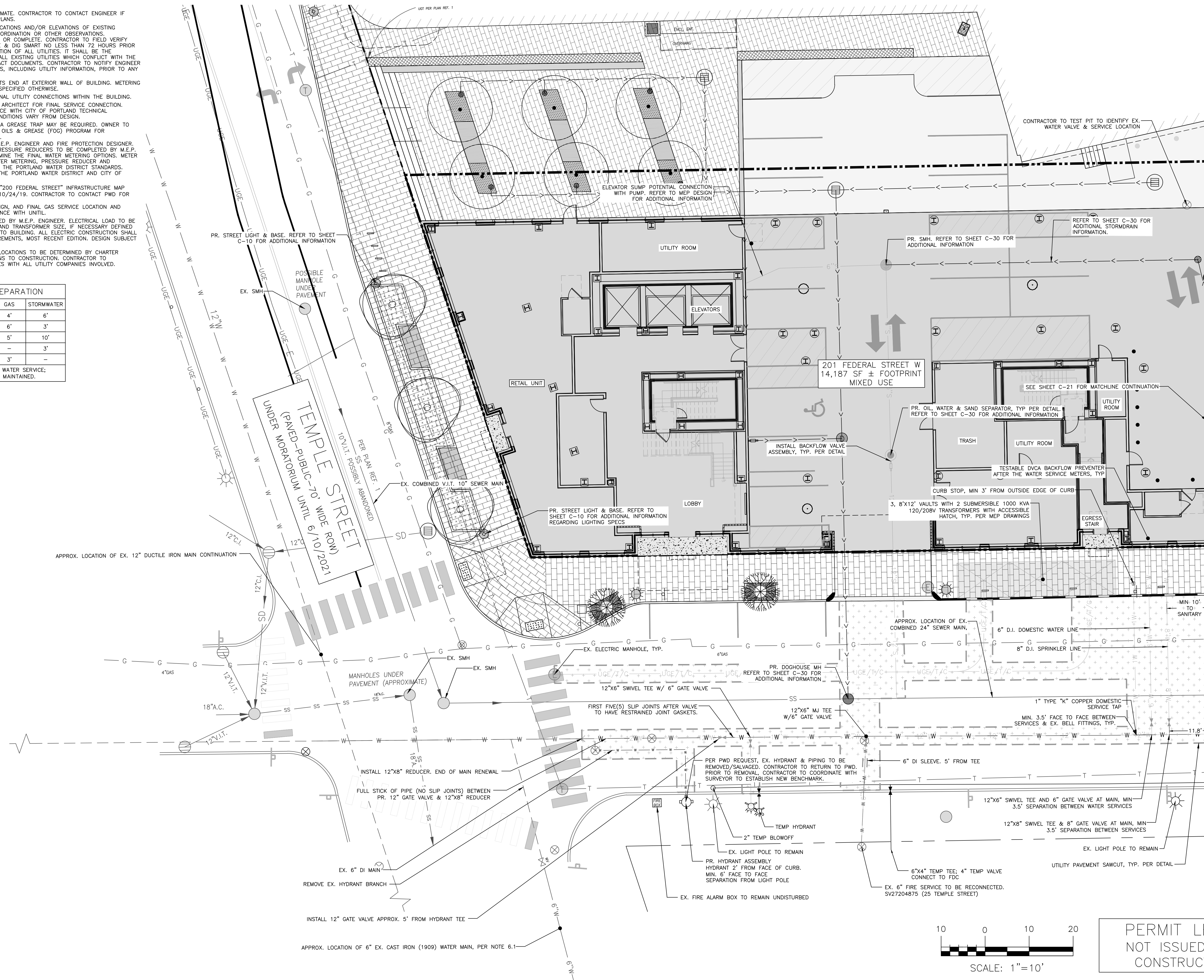


1. LOCATION OF PROPOSED CONNECTIONS ARE APPROXIMATE. CONTRACTOR TO CONTACT ENGINEER IF FIELD INFORMATION VARIES FROM INFORMATION ON PLANS.
2. CONTRACTOR IS TO BE CAUTIONED THAT CERTAIN LOCATIONS AND/OR ELEVATIONS OF EXISTING UTILITIES HAVE BEEN PROVIDED THROUGH UTILITY COORDINATION OR OTHER OBSERVATIONS. CONTRACTOR IS NOT TO BE DEPENDENT UPON AN EXACT OR COMPLETE CONTRACTOR TO FIELD VERIFY AND COORDINATE WITH UTILITY COMPANIES, DIG SAFE & DIG SMART NO LESS THAN 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF ALL UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS. CONTRACTOR TO NOTIFY ENGINEER OF ANY DIFFERENTIATIONS FROM EXISTING CONDITIONS, INCLUDING UTILITY INFORMATION, PRIOR TO ANY CHANGES.
3. FOR ALL UTILITIES, ACORN ENGINEERING DESIGN LIMITS END AT EXTERIOR WALL OF BUILDING. METERING OF UTILITIES TO BE PROVIDED BY CONTRACTOR TO SPECIFIC UTILITY COMPANIES.
4. CONTRACTOR TO COORDINATE WITH ARCHITECT ON FINAL UTILITY CONNECTIONS WITHIN THE BUILDING.
5. SEWER UTILITIES: CONTRACTOR TO COORDINATE WITH ARCHITECT FOR FINAL SERVICE CONNECTION. SEWER UTILITIES TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF PORTLAND TECHNICAL STANDARDS. CONTACT ENGINEER IF INVERT FIELD CONDITIONS VARY FROM DESIGN.
- 6.1. DEPENDENT UPON FUTURE RETAIL SPACE USE, A GREASE TRAP MAY BE REQUIRED. OWNER TO COORDINATE WITH THE CITY OF PORTLAND FATS, OILS & GREASE (FOG) PROGRAM FOR GREASE REMOVAL. GREASE TRAP HAS BEEN DESIGN FOR 100 GPD.
- 6.2. WATER UTILITIES: FINAL PIPE SIZING PROVIDED BY M.E.P. ENGINEER AND FIRE PROTECTION DESIGNER. INTERNAL METERING, BACKFLOW PREVENTION, AND PRESSURE REDUCERS TO BE COMPLETED BY M.E.P. ENGINEER. DOMESTIC WATER PIPE SIZES WILL DETERMINE THE FINAL WATER METERING OPTIONS. METER SIZING FOR SMALLER DOMESTIC WATER METERING DEPENDS ON THE BUILDING TYPE AND WATER DEMAND. BACKFLOW PREVENTION TO BE IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARDS. CONTRACTOR TO FOLLOW METERING GUIDELINES OF THE PORTLAND WATER DISTRICT AND CITY OF PORTLAND.
- 6.3. APPROXIMATE LOCATION OF WATER MAINS FROM "200 FEDERAL STREET" INFRASTRUCTURE MAP OBTAINED FROM PORTLAND WATER DISTRICT ON 10/24/19. CONTRACTOR TO CONTACT PWD FOR ADDITIONAL INFORMATION.
7. GAS UTILITIES: PROJECT GAS LOAD, GAS UTILITY DESIGN, AND FINAL GAS SERVICE LOCATION AND METERS TO BE DEFINED BY M.E.P. AND IN ACCORDANCE WITH UNTIL.
8. ELECTRIC UTILITIES: ELECTRIC DESIGN TO BE FINALIZED BY M.E.P. ENGINEER. ELECTRICAL LOAD TO BE DETERMINED BY M.E.P. ENGINEER. METER DESIGN AND LOCATION TO BE DETERMINED BY M.E.P. M.E.P. TO FINALIZE SERVICE CONNECTION TO BUILDING, ALL ELECTRIC CONSTRUCTION SHALL CONFORM TO CMP GUIDEBOOK OF STANDARD REQUIREMENTS, MOST RECENT EDITION. DESIGN SUBJECT TO FINAL APPROVAL FROM CMP.
9. CABLE AND TELEPHONE PULLBOXES AND PEDESTAL CONNECTIONS TO BE DETERMINED BY CHARTER COMMUNICATIONS. CONTRACTOR TO COORDINATE WITH CHARTER COMMUNICATIONS TO CONSTRUCTION. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND UTILITIES WITH ALL UTILITY COMPANIES INVOLVED.

MINIMUM HORIZONTAL UTILITY SEPARATION					
UTILITY	UGE/T/C	WATER	SEWER	GAS	STORMWATER
UGE/T/C	—	6'	5'	4'	6'
WATER	6'	—	5*	6'	3'
SEWER	5'	5*	—	5'	10'
GAS	4'	6'	5'	—	3'
STORMWATER	6'	3'	10'	3'	—

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE; OTHERWISE, 10" OF HORIZONTAL SEPARATION MUST BE MAINTAINED.

*PERMISSIBLE ONLY IF SEWER IS LAID MIN. 18" BELOW WATER SERVICE;
OTHERWISE, 10' OF HORIZONTAL SEPARATION MUST BE MAINTAINED.



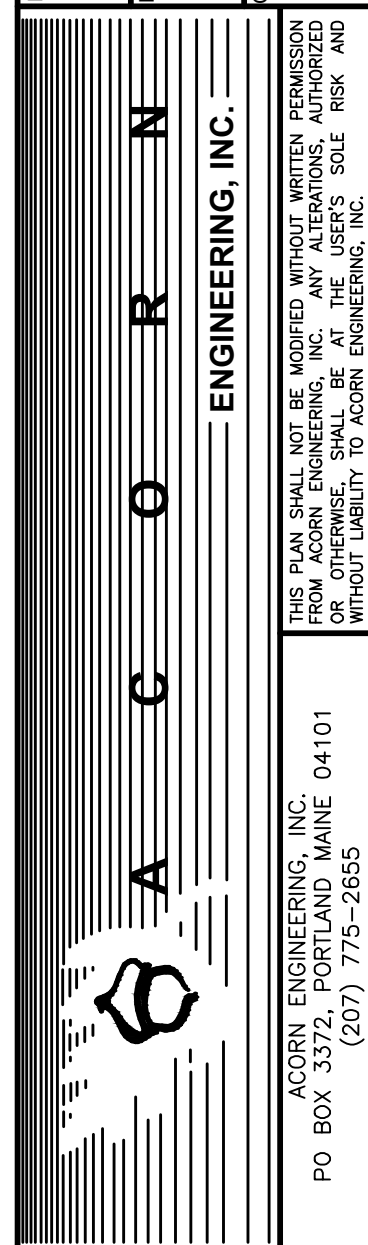
PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY DATE
ATS	FRT 11/17/19
PWD REVIEW	FRT 11/25/19
DPW REVIEW	FRT 11/26/19
PWD REVIEW	FRT 11/13/19
COST ESTIMATE	WHS 11/15/19
PRECON DESIGN	WHS 11/20/19
SITE PLAN APPLICATION	WHS 9/4/2020
PROGRESS SET	FRT 11/16/2020
CITY COMMENT RESPONSE	FRT 3/17/2021

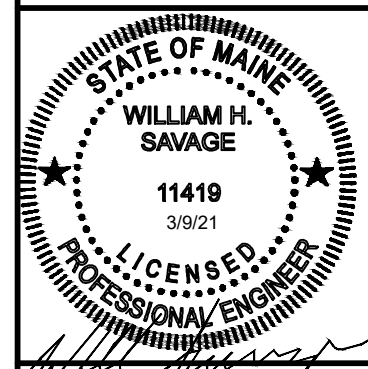
DRAWING NAME: **UTILITY PLAN - 1**

PROJECT NAME/ADDRESS: **FEDERAL STREET DEVELOPMENT**
201 FEDERAL STREET W PORTLAND, ME 04101

CLIENT/OWNER: **REDFERN DOWNTOWN, LLC**
PORTLAND, ME 04104

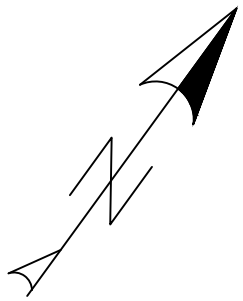


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SCALE:	AS NOTED
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DRAWN BY:	FRT
CHECKED BY:	WHS/PFH



DRAWING NO.
C-20

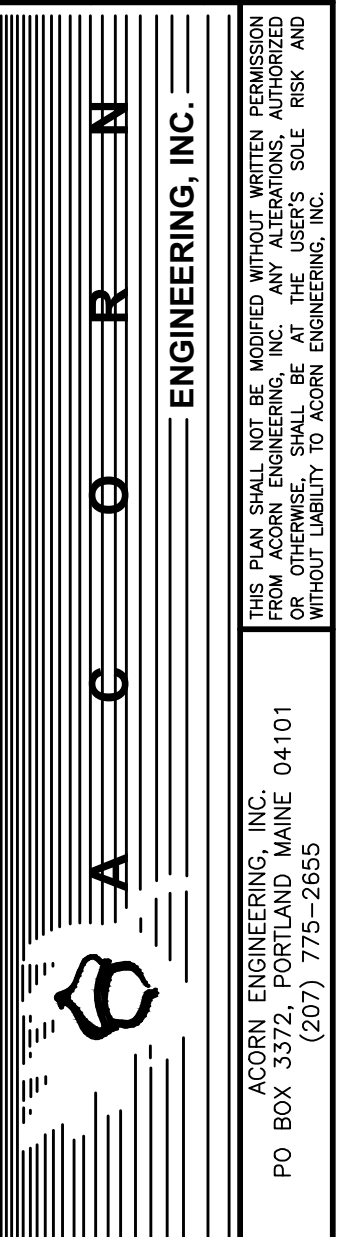
1. PLEASE REFER TO SHEET C-20 FOR GENERAL NOTES & UTILITY SEPARATION TABLE.

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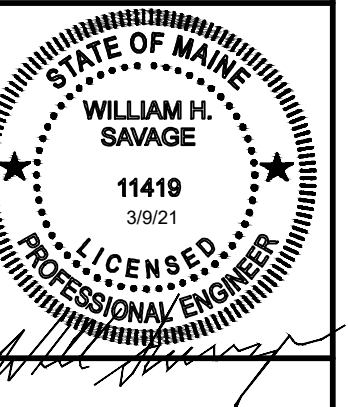
UTILITY PLAN - 2

PROJECT NAME/ADDRESS: **FEDERAL STREET DEVELOPMENT**
201 FEDERAL STREET W PORTLAND, ME 04101

CLIENT/OWNER: REDFERN DOWNTOWN, LLC
PORTLAND, ME 04104

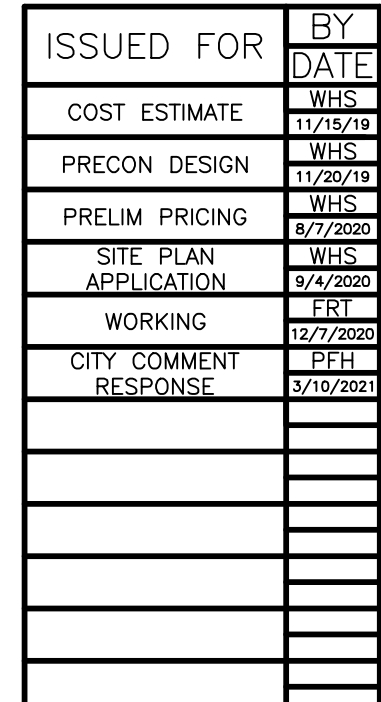


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SCALE:	AS NOTED
DESIGNED BY:	FRT
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DRAWING NO.
C-21

1. WORK WITHIN THE CITY STREET RIGHT OF WAY SHALL MEET CITY OF PORTLAND TECHNICAL MANUAL STANDARDS.
2. DESIGN OF TEMPORARY SOIL RESTRAINT MEASURES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR IF NECESSARY FOR CONSTRUCTION.
3. CONTRACTOR SHALL ENSURE THAT UNDERDRAINS ARE CONSTRUCTED WITH POSITIVE OUTLET TO PROPOSED CONNECTIONS.
4. CONTRACTOR SHALL ENSURE MINIMUM 1% SLOPE PITCHING AWAY FROM FOUNDATION.



DRAWING NAME:	GRADING & DRAINAGE PLAN
PROJECT NAME/ADDRESS:	FEDERAL STREET DEVELOPMENT 201 FEDERAL STREET W PORTLAND, ME 04101
CLIENT/OWNER:	REDFERN DOWNTOWN, LLC PORTLAND, ME 04104

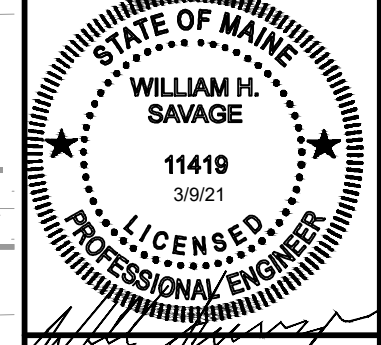

A C O R N

ENGINEERING, INC.

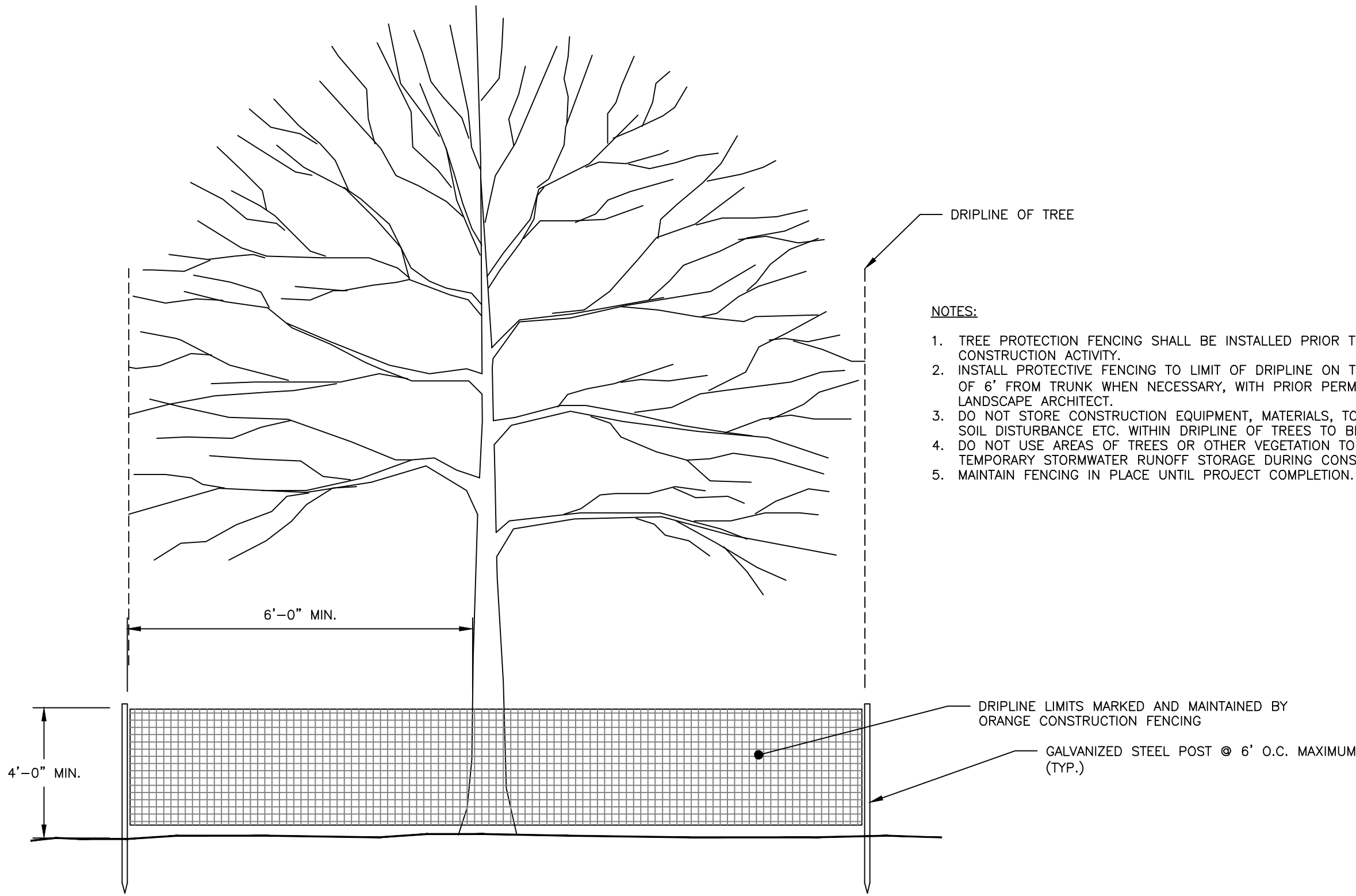
ACORN ENGINEERING, INC.
 PO BOX 3372, PORTLAND MAINE 04101
 (207) 775-2655

THIS PLAN SHALL NOT BE MOVED WITHOUT WRITTEN PERMISSION FROM ACORN ENGINEERING, INC. ANY ALTERATIONS, ADDITIONS OR DELETIONS TO THIS PLAN SHALL BE MADE WITHOUT LIABILITY TO ACORN ENGINEERING, INC.

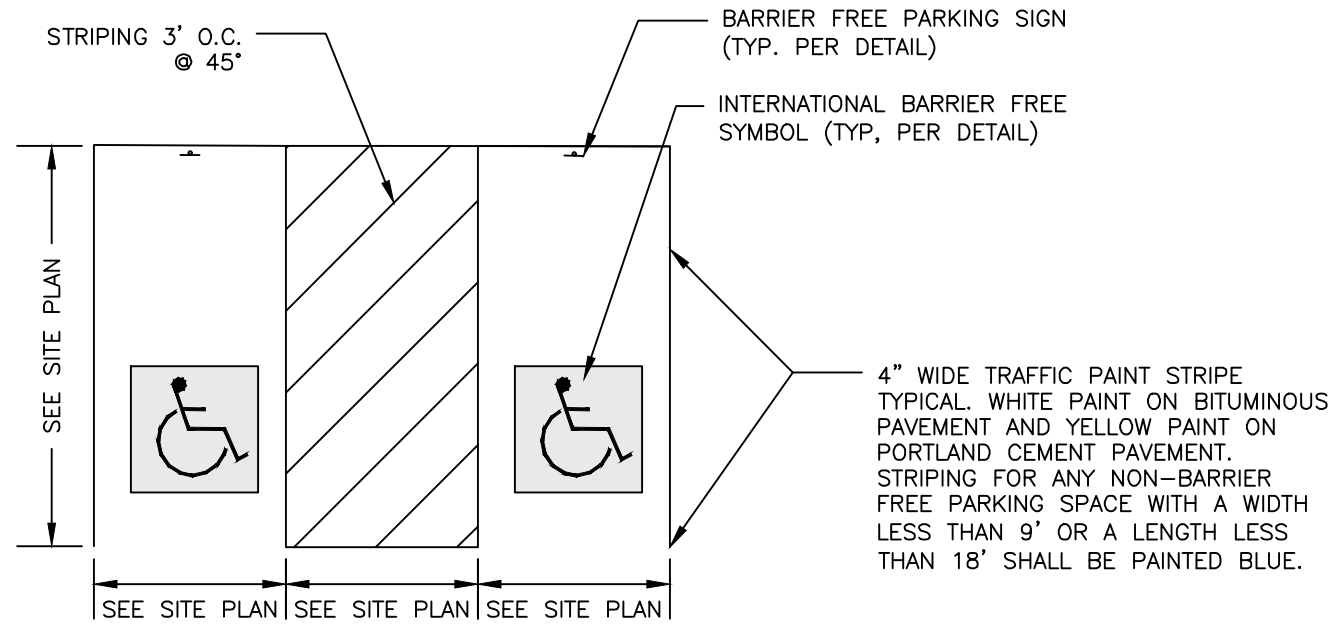
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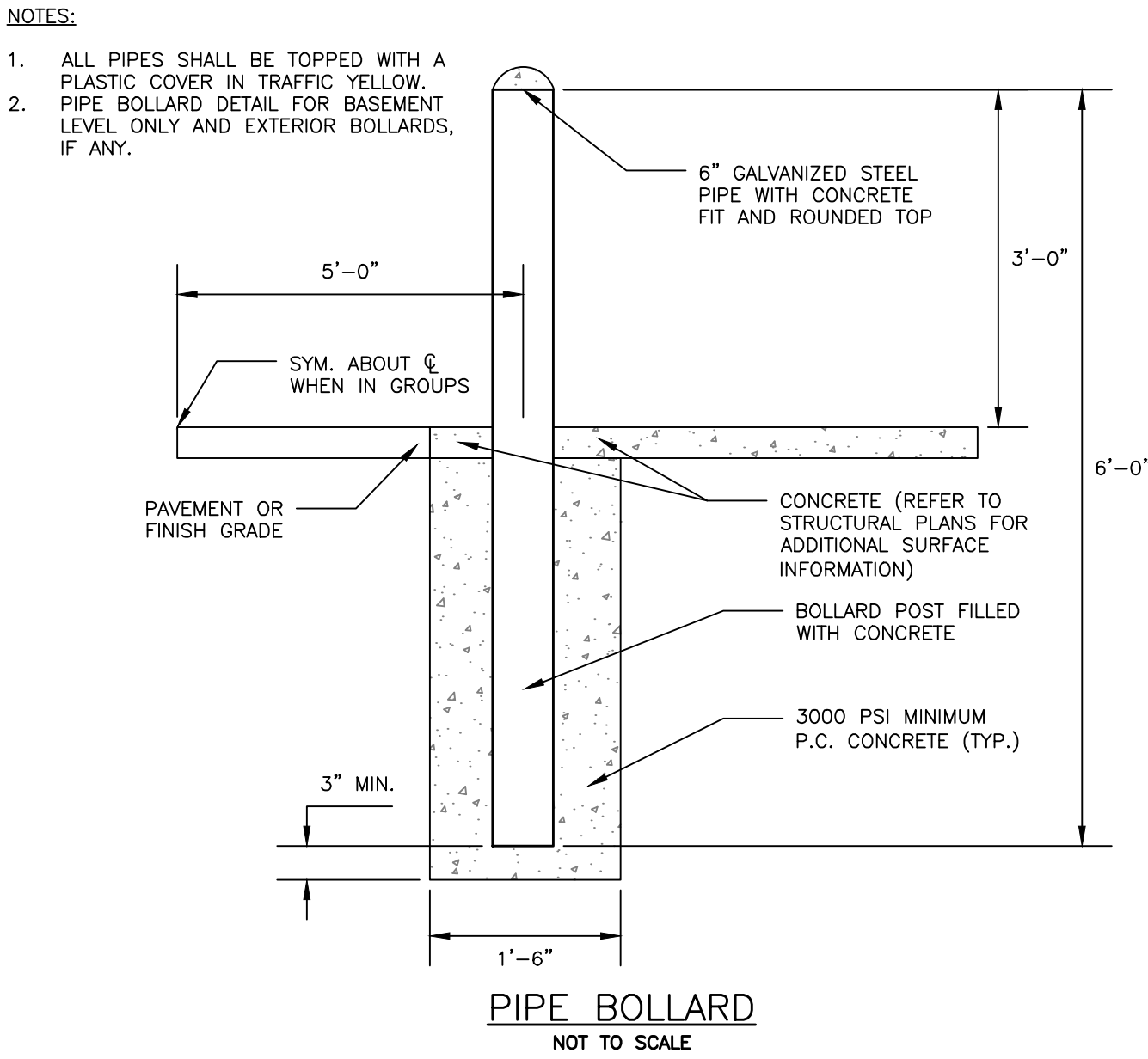
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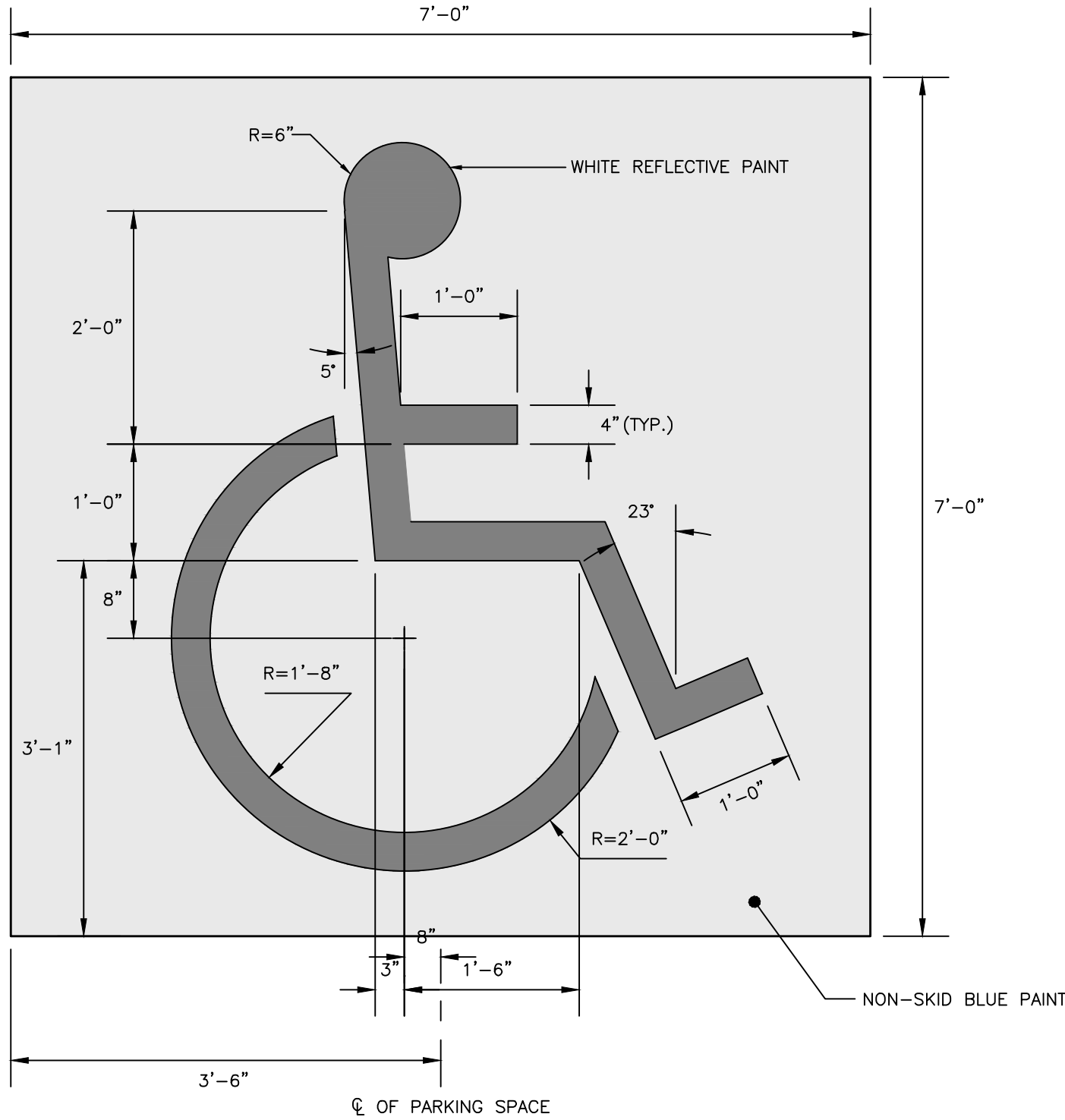
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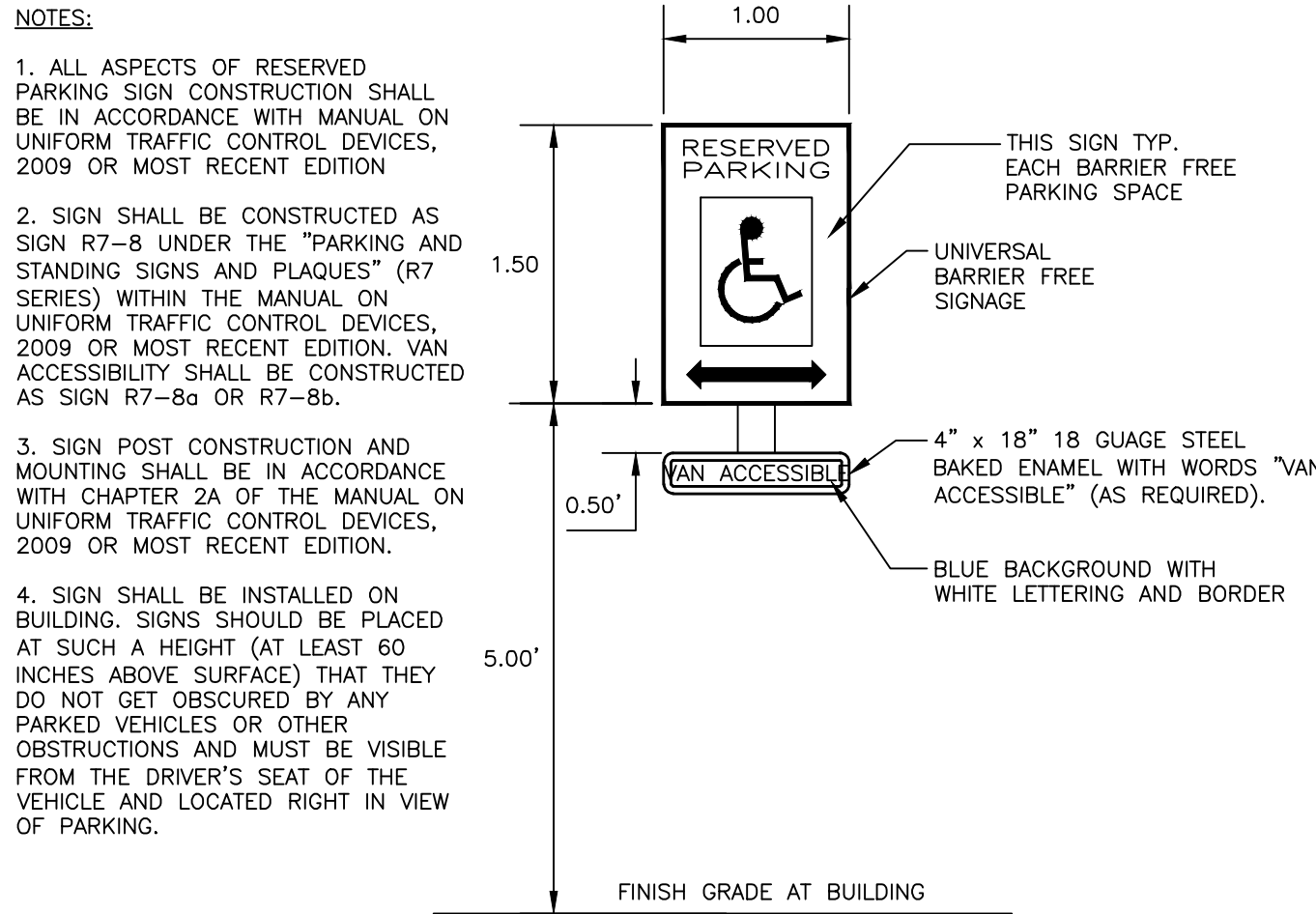
ADA PARKING SPACE DIMENSIONS
NOT TO SCALE



PIPE BOLLARD
NOT TO SCALE

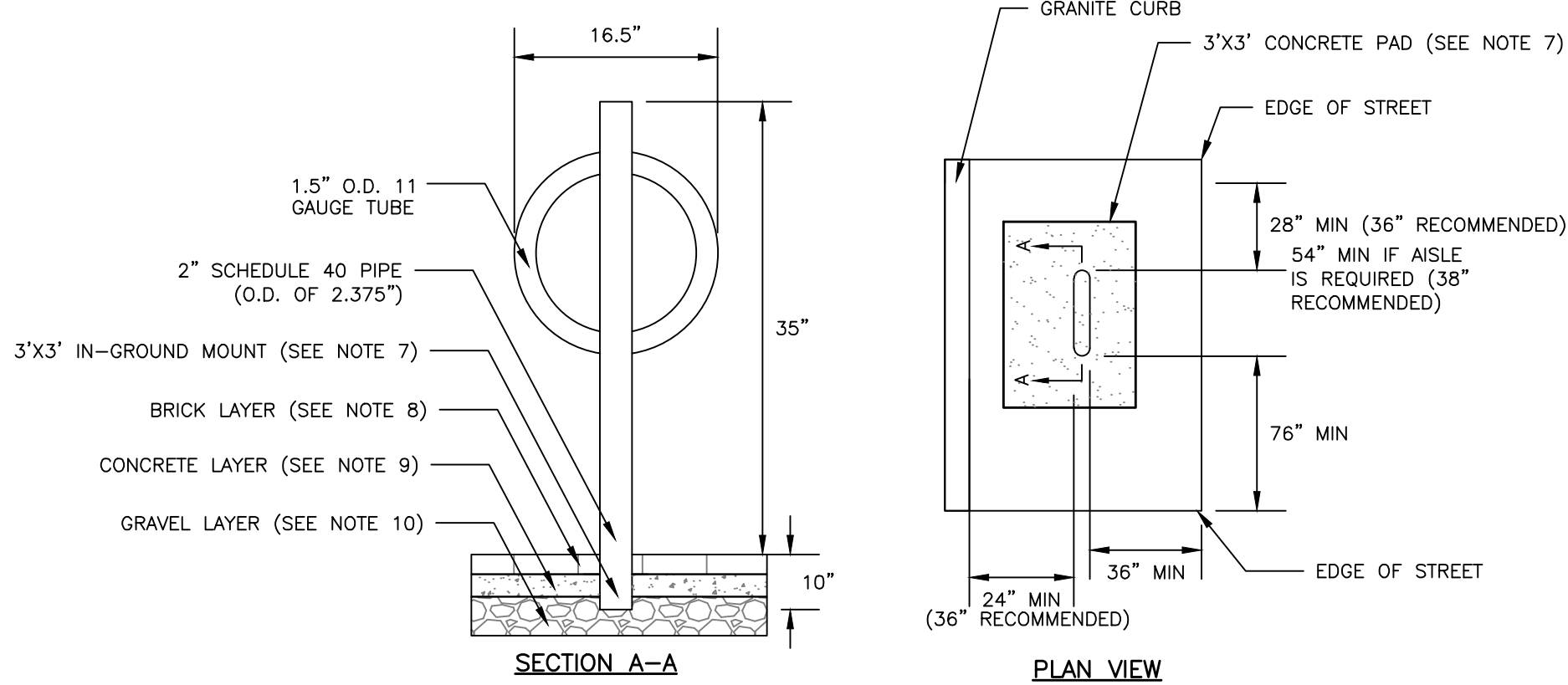


INTERNATIONAL BARRIER FREE SYMBOL
NOT TO SCALE



BARRIER FREE PARKING SIGN
NOT TO SCALE

- NOTES:
- BICYCLE HITCH SHALL HAVE CAPACITY FOR TWO BICYCLES.
 - BICYCLE HITCH PARTS SHALL BE OF UNIFORM COLOR AND SHALL BE FINISHED IN ACCORDANCE WITH PRODUCT SPECIFICATION. PER CITY OF PORTLAND TECHNICAL STANDARDS, ALL BICYCLE RACKS ALONG TEMPLE STREET SHALL BE HUNTER GREEN; ALL RACKS ALONG FEDERAL STREET SHALL BE BLACK.
 - BICYCLE HITCH SHALL BE "DERO BIKE HITCH", AS MANUFACTURED BY DERO BIKE RACKS.
 - MINIMUM OFFSETS SHOWN, MANUFACTURER'S RECOMMENDED OFFSETS SHALL BE ENFORCED WHERE POSSIBLE.
 - MINIMUM DISTANCE BETWEEN BICYCLE RACKS SHALL BE 24". RECOMMENDED DISTANCE BETWEEN BICYCLE RACKS SHALL BE 38".
 - ALL OFFSETS ARE FROM OUTSIDE EDGES OF ITEMS.
 - BICYCLE HITCH SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S MOST RECENT INSTALLATION RECOMMENDATIONS, AND SHALL BE INSTALLED WITH AN IN-GROUND MOUNT UNLESS OTHERWISE APPROVED BY ENGINEER.
 - TOP OF BRICK LAYER SHALL BE AT SAME ELEVATION IN ACCORDANCE WITH BRICK SIDEWALK DETAIL.
 - CONCRETE SHALL BE 4000 PSI @28 DAYS. BOTTOM OF CONCRETE SHALL BE AT TOP OF SIDEWALK GRAVEL ELEVATION. DEPTH VARIES APPROX. 4"-7".
 - GRAVEL LAYER SHALL BE INSTALLED IN ACCORDANCE WITH BRICK SIDEWALK WITH BITUMINOUS BASE DETAIL, AND SHALL BE MANHOLE 703.06 TYPE B.
 - MINIMUM 6' X 8' PAVED PAD WITH HITCH TO BE CENTERED BETWEEN PROPERTY LINE AND SIDEWALK. BICYCLE RACK MUST BE PLACED ON PUBLIC PROPERTY.



BICYCLE RACK - EXTERIOR
NOT TO SCALE

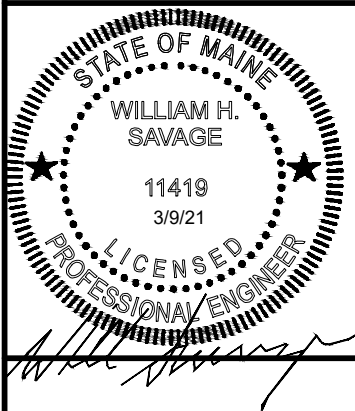
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CONSTRUCTION

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COST ESTIMATE	DATE
PRELIM PRICING	WHS
SITE PLAN	WHS
APPLICATION	WHS
CITY COMMENT	WHS
RESPONSE	WHS

SITE DETAILS - 2	FEDERAL STREET DEVELOPMENT
PROJECT NAME/ADDRESS:	201 FEDERAL STREET W PORTLAND, ME 04101
CLIENT/OWNER:	REDFERN DOWNTOWN, LLC
	PORTLAND, ME 04104

ACORN ENGINEERING, INC.	ENGINEERING, INC.
PO BOX 3372, PORTLAND MAINE 04101	
(207) 775-2655	

FILE:	1129_CIVIL
JN:	1129
SCALE:	AS NOTED
DESIGNED BY:	FRT
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CHECKED BY:	WHS/PFH



DRAWING NO.
C-41



PROJECT TITLE

200 FEDERAL STREET
PORTLAND, ME

PREPARED FOR

OWNER:

EDFERN DOWNTOWN LLC
Portland, Maine 04104

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ISSUE DATE

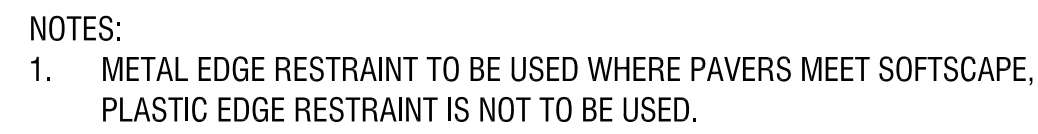
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MARCH 9, 2021

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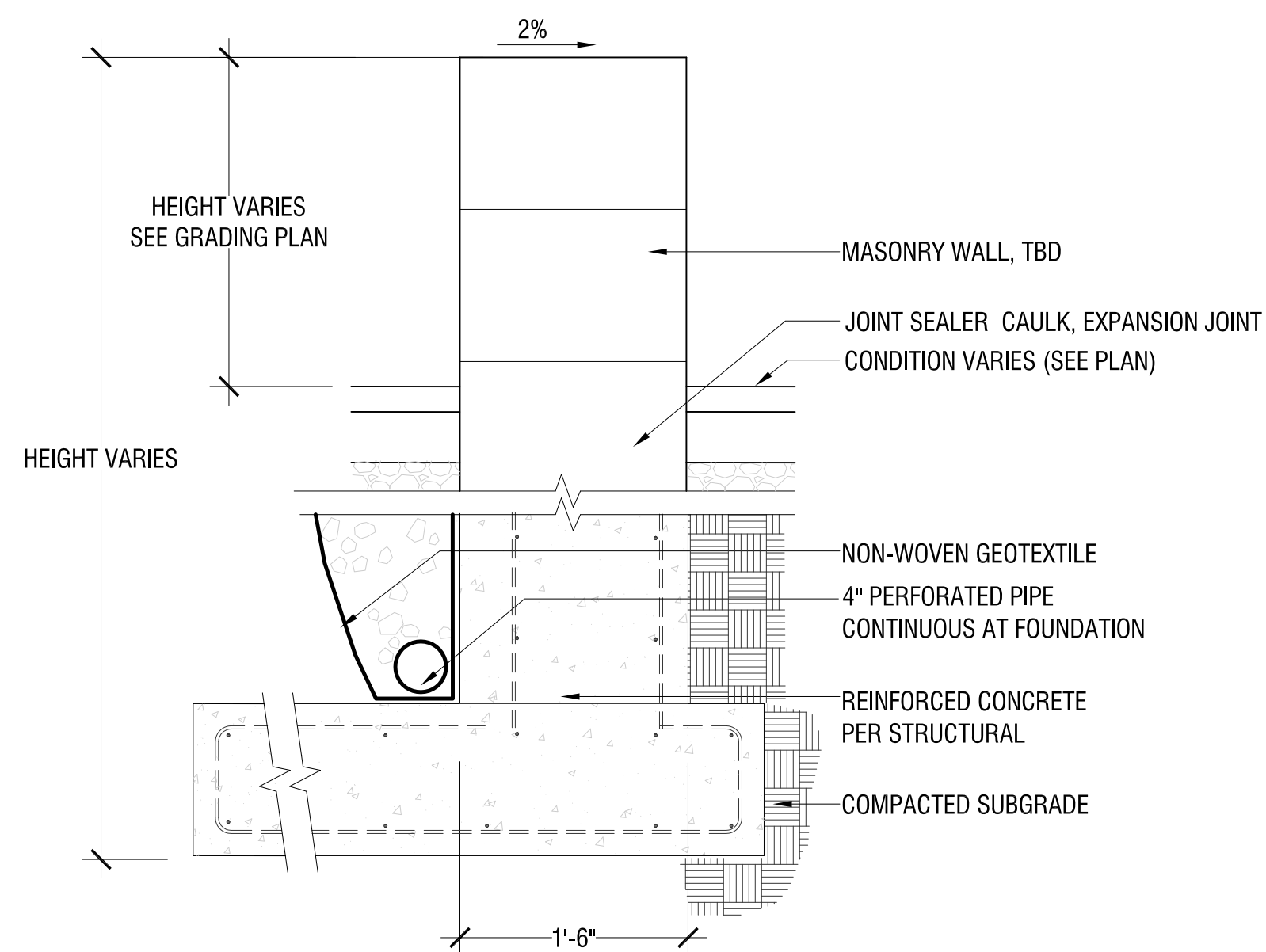
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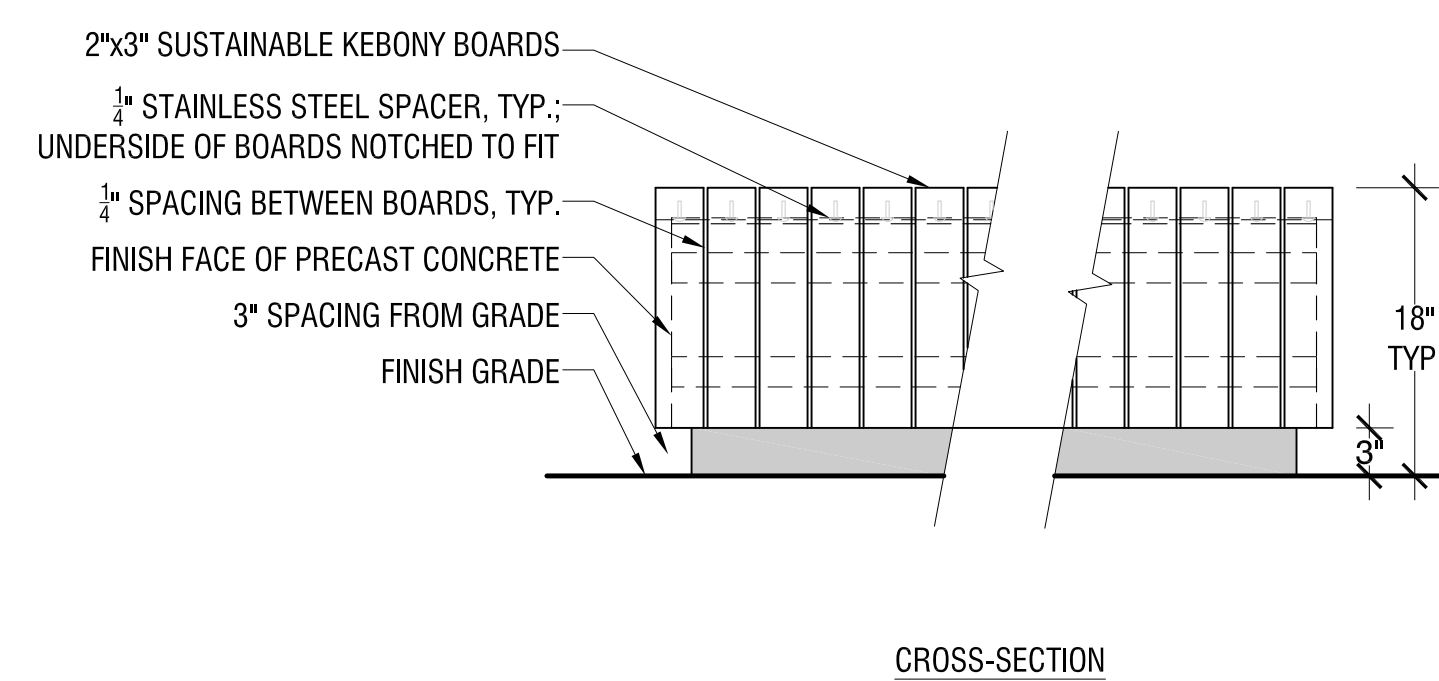
4-00



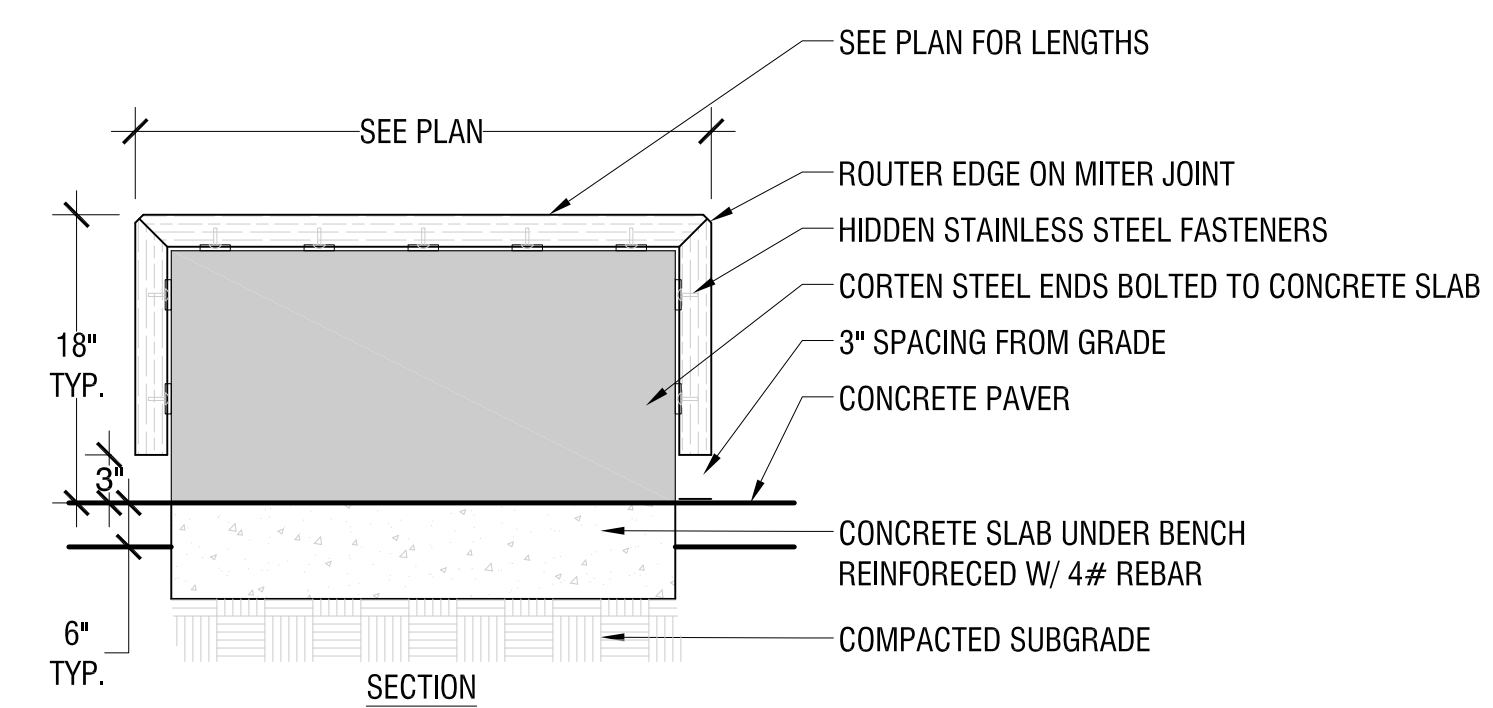
1 CONCRETE PAVER - TBD
1":1'-0"

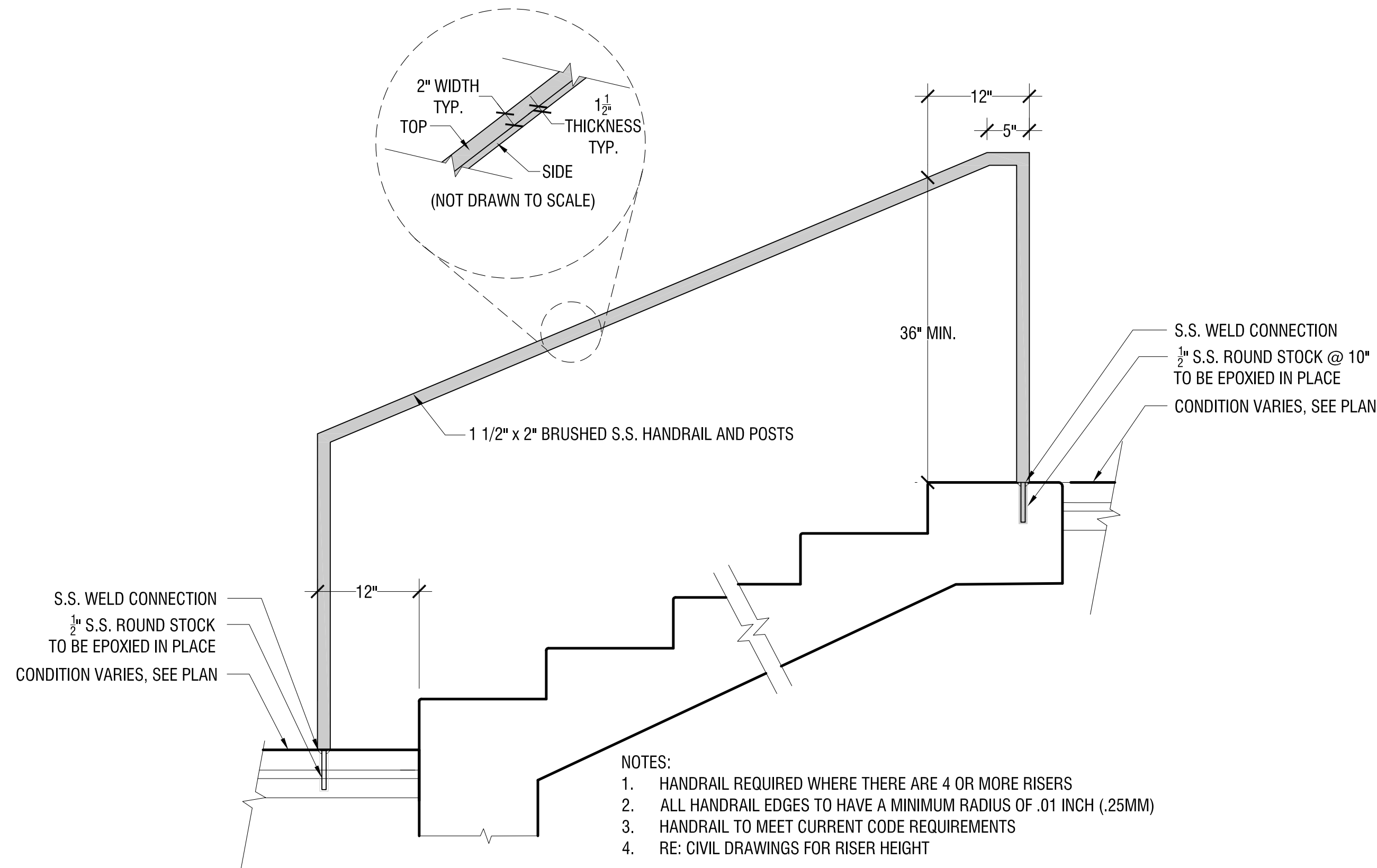


2 MASONRY WALL
1":1'-0"

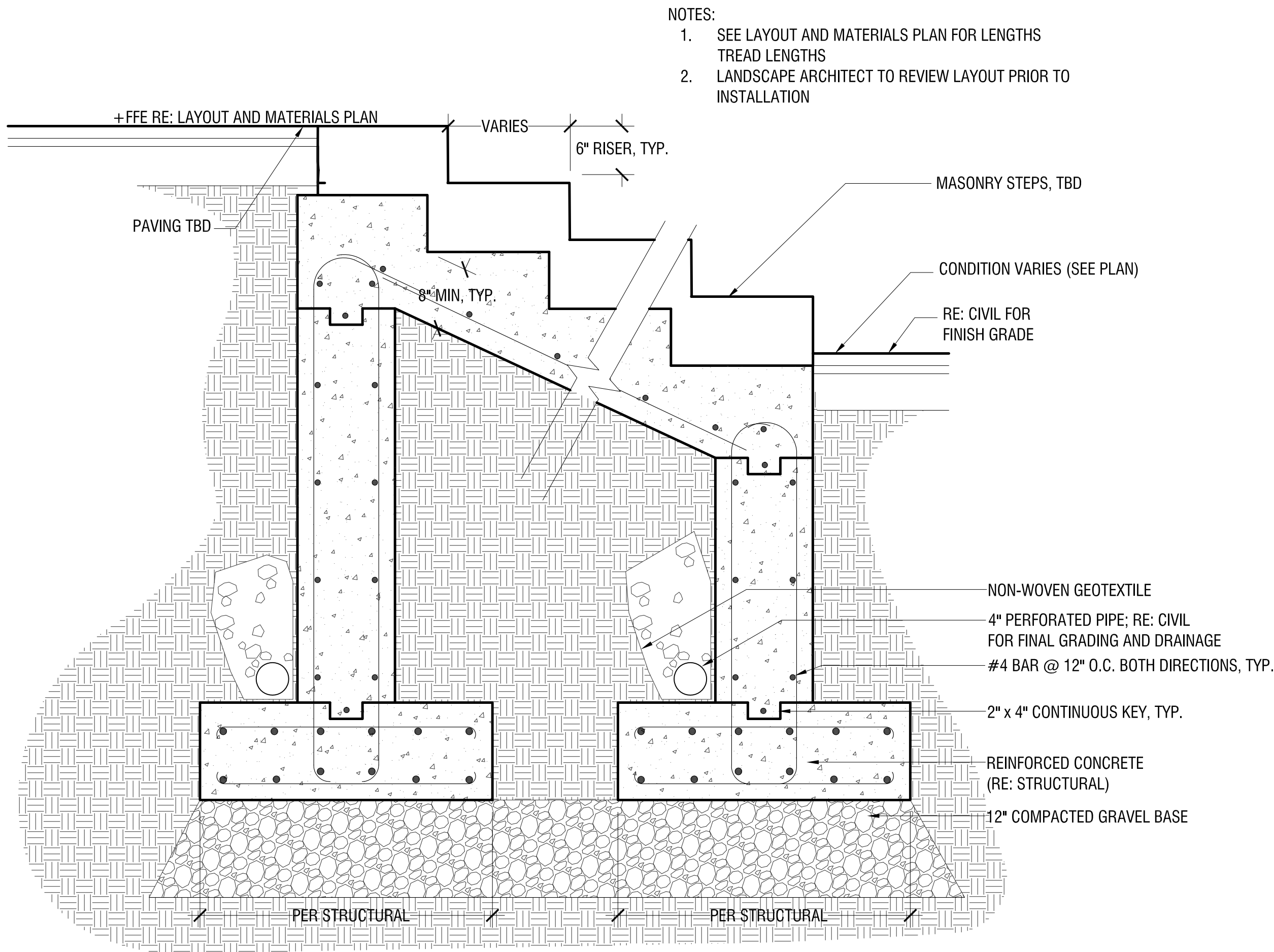


3 CUSTOM BENCH
1":1'-0"





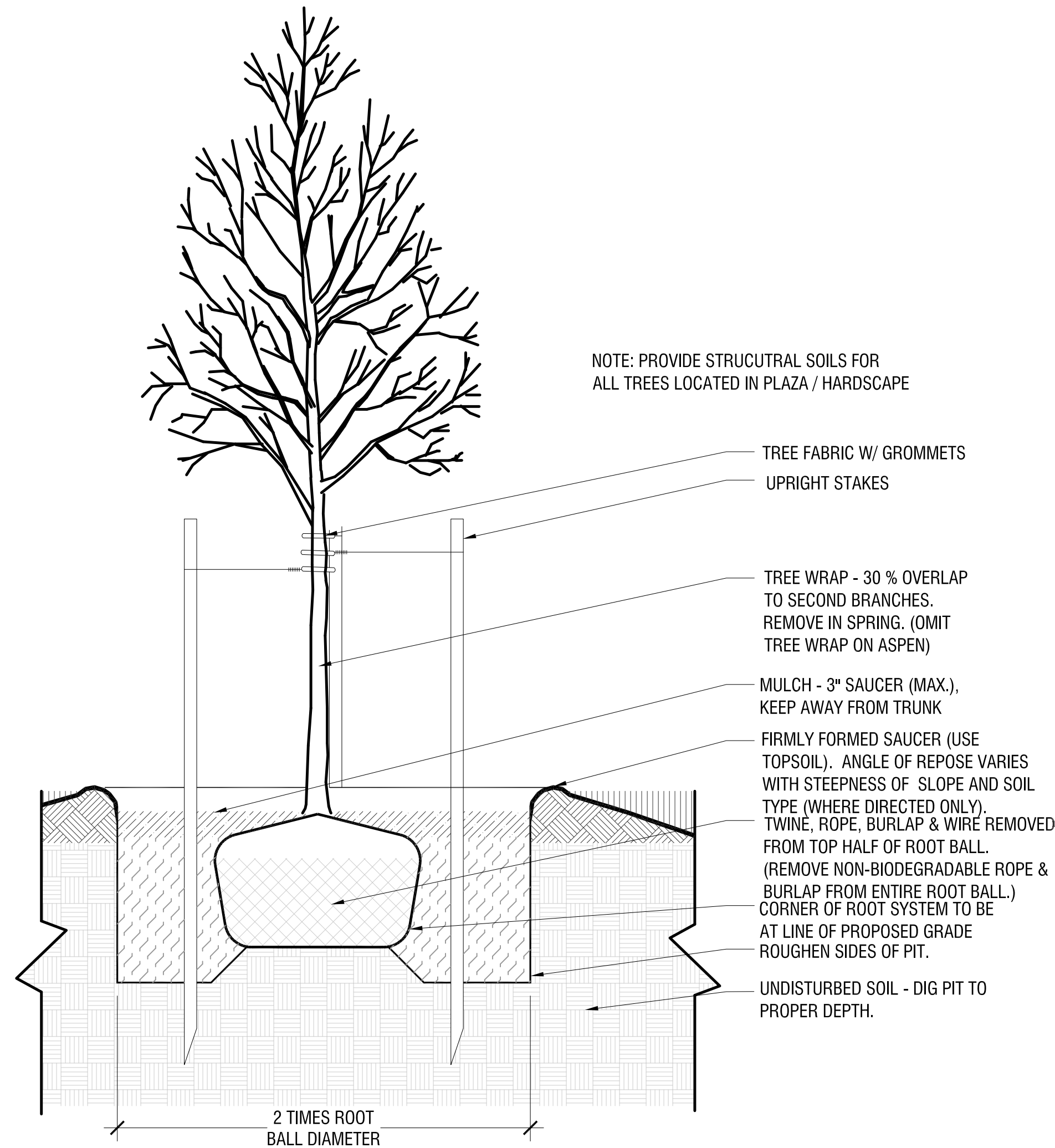
1 HANDRAIL
1":1'-0"



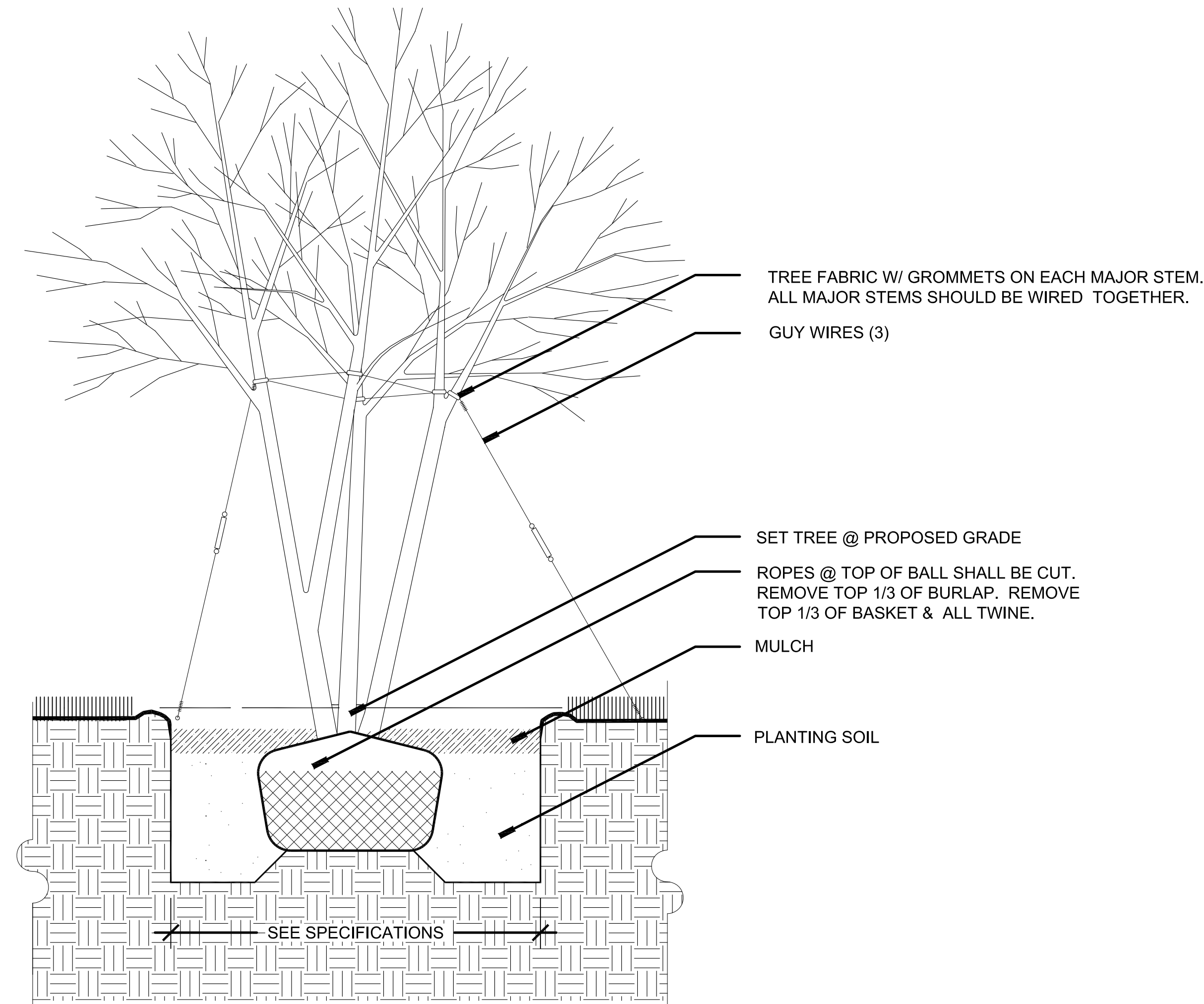
2 MASONRY STEP
1":1'-0"



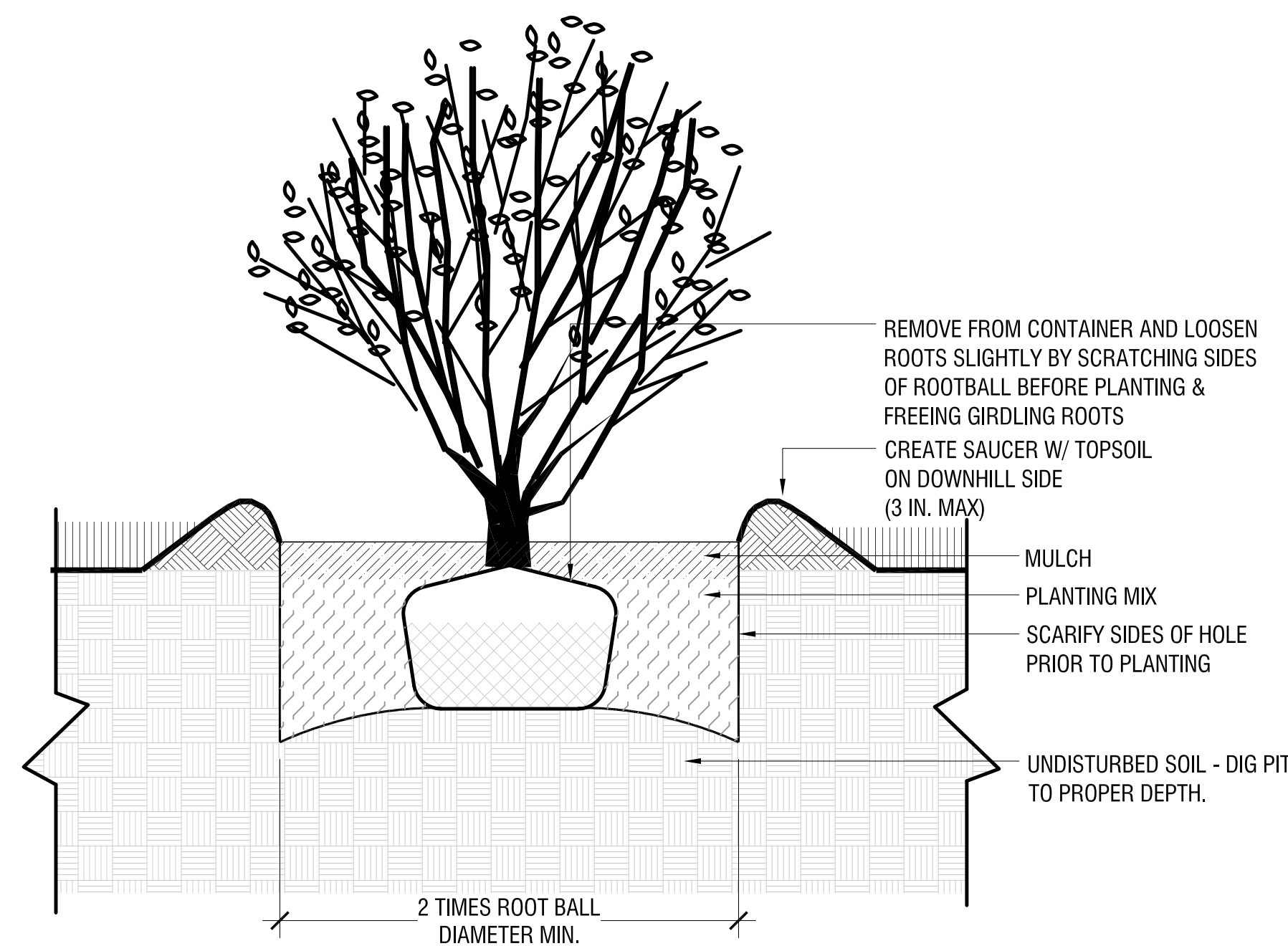
REVISIONS	DATE



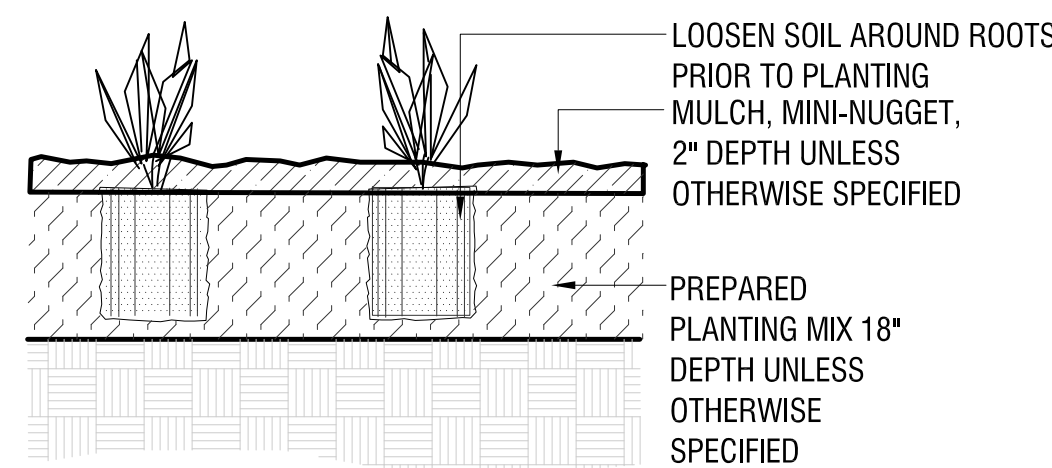
1 DECIDUOUS TREE PLANTING
1":1'-0"



2 MULTI-STEM TREE PLANTING
1":1'-0"



3 SHRUB PLANTING
1":1'-0"



4 PERENNIAL PLANTING
1":1'-0"

Product Sheet

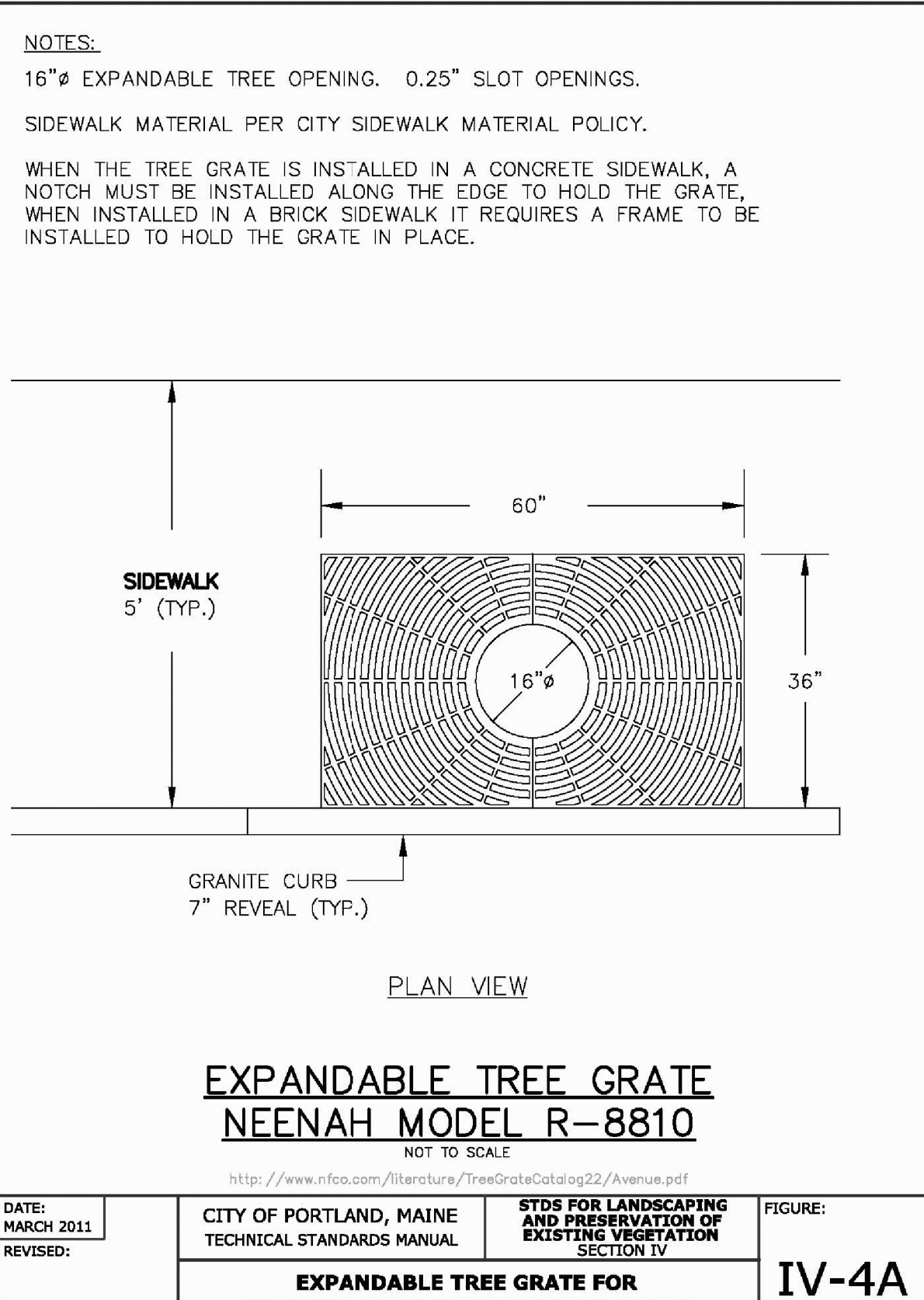
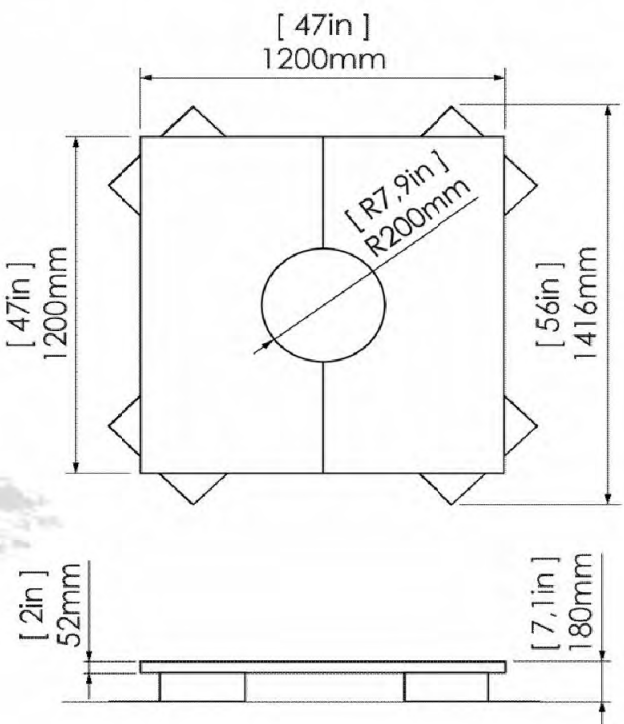
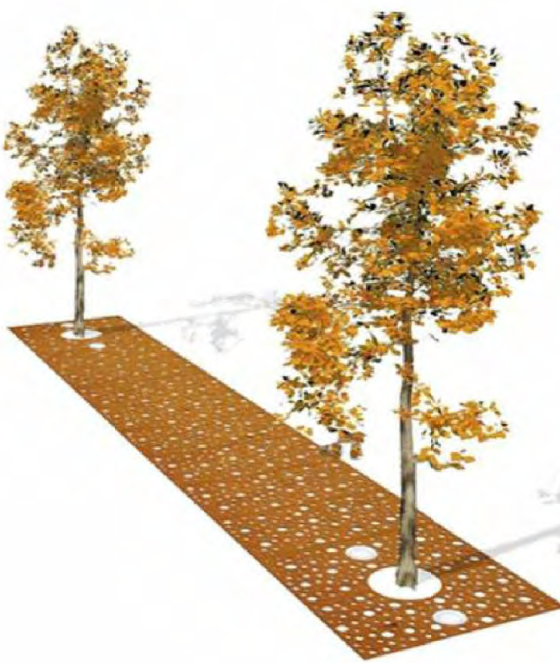
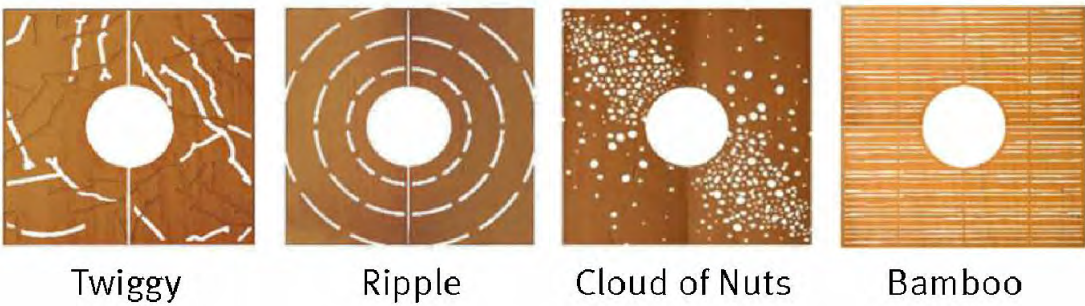
Tree Grille Strips

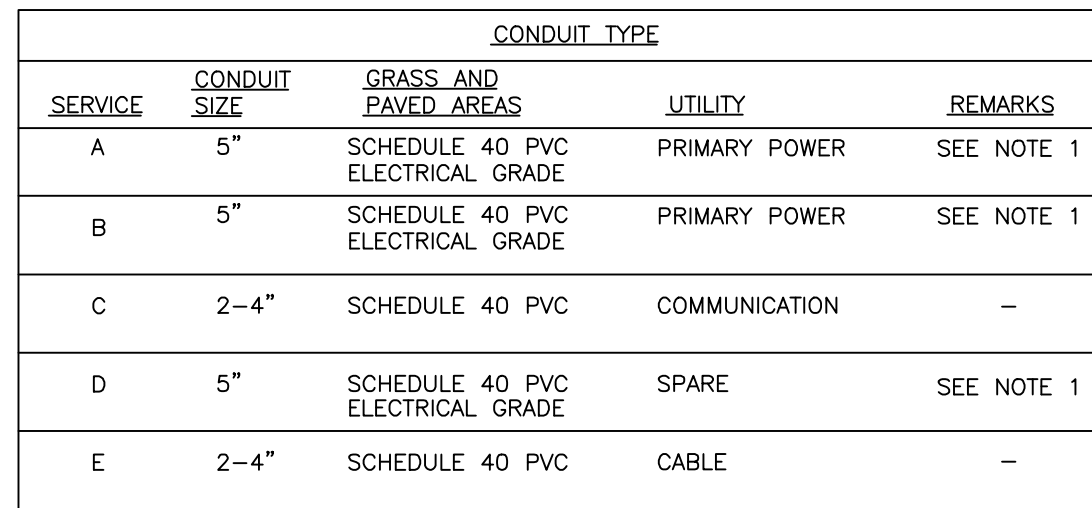
STREETLIFE®

CorTen steel (weathering steel) tree grid incl. laser cut (standard or bespoke) pattern incl. ground level support frame

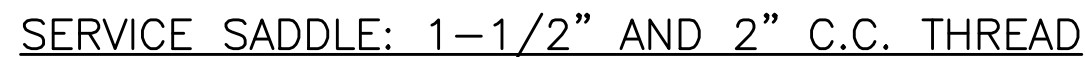


Product Code	TGR-CUSTOM
Dimensions	In consultation with client 18" LENGTH x 5" WIDTH ; 4.91' LENGTH X 4.91' WIDTH
Material	Steel: 8mm thick untreated CorTen steel (weathering steel)
Optional extras	Tree guard, round or square Tree hole
Delivery	Frame, grid and mounting tools separate (knock down)
Handling instructions	Corten steel can be handled without wearing protective gear, however it can leave rust stains, which are not hazardous as such.

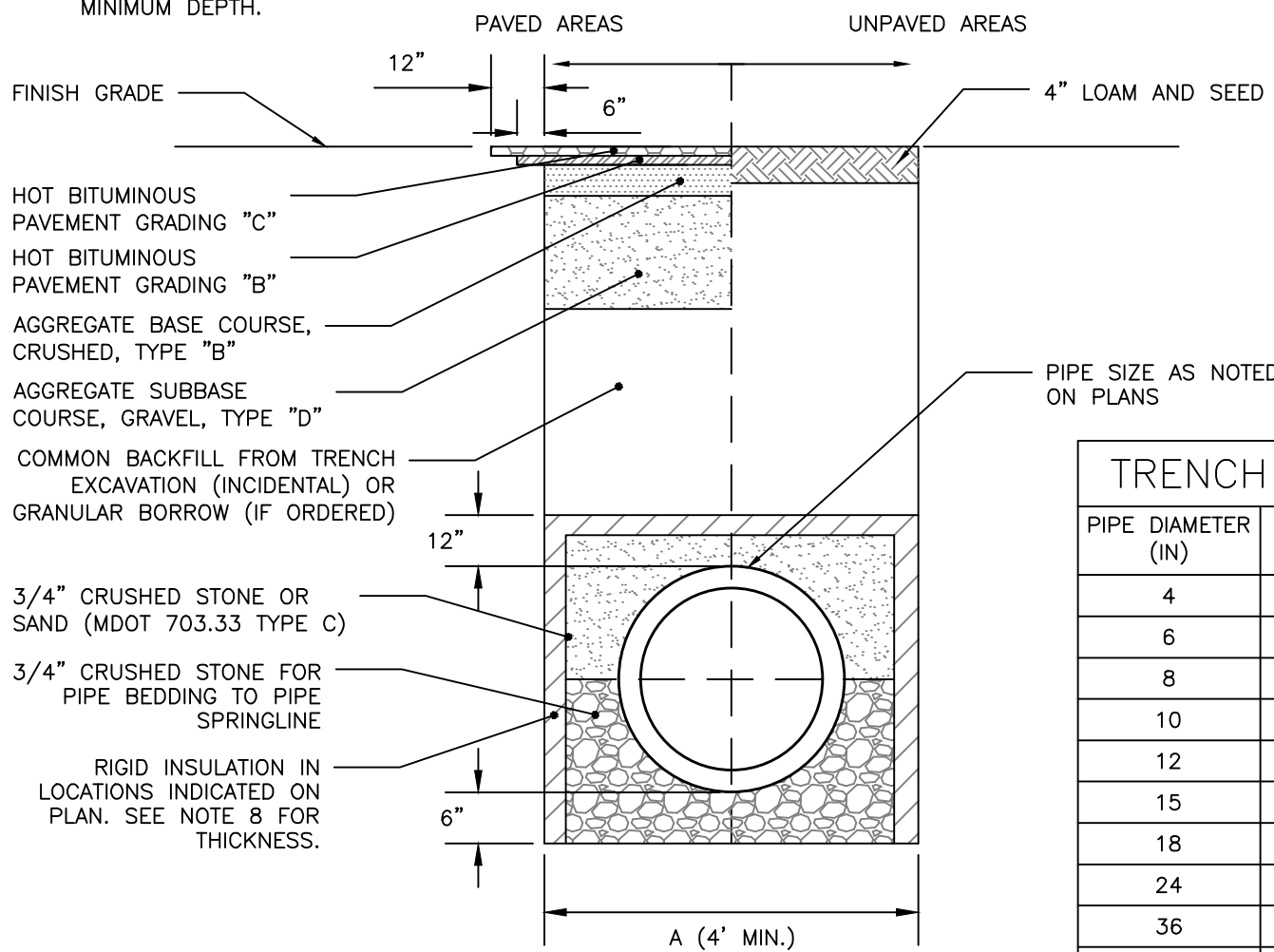




NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

TRENCH WIDTH	
PIPE DIAMETER (IN)	MAX. TRENCH WIDTH, A (FT)
4	4
6	4
8	4
10	4
12	5
15	5
18	5
24	6
36	6
48	7



NOT TO SCALE

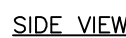


1. DIMENSIONS APPLICABLE FOR SIGMA COMPACT BENDS. FOR TYLER COMPACT BENDS, ADD 1/2" TO "D" DIMENSION AND SUBTRACT 1/2" FROM "L" DIMENSION.
2. FOR OTHER FITTINGS REFER TO MANUFACTURER'S RECOMMENDATIONS.

NOT TO SCALE

NOTES:

1. THE WATER TRENCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PORTLAND WATER DISTRICT STANDARD DETAILS & SPECIFICATIONS.
2. IF LESS THAN 5'-6" OF COVER IS POSSIBLE ADD 1 INCH OF "BLUE DOW" RIGID INSULATION FOR EVERY 12" LESS COVER.

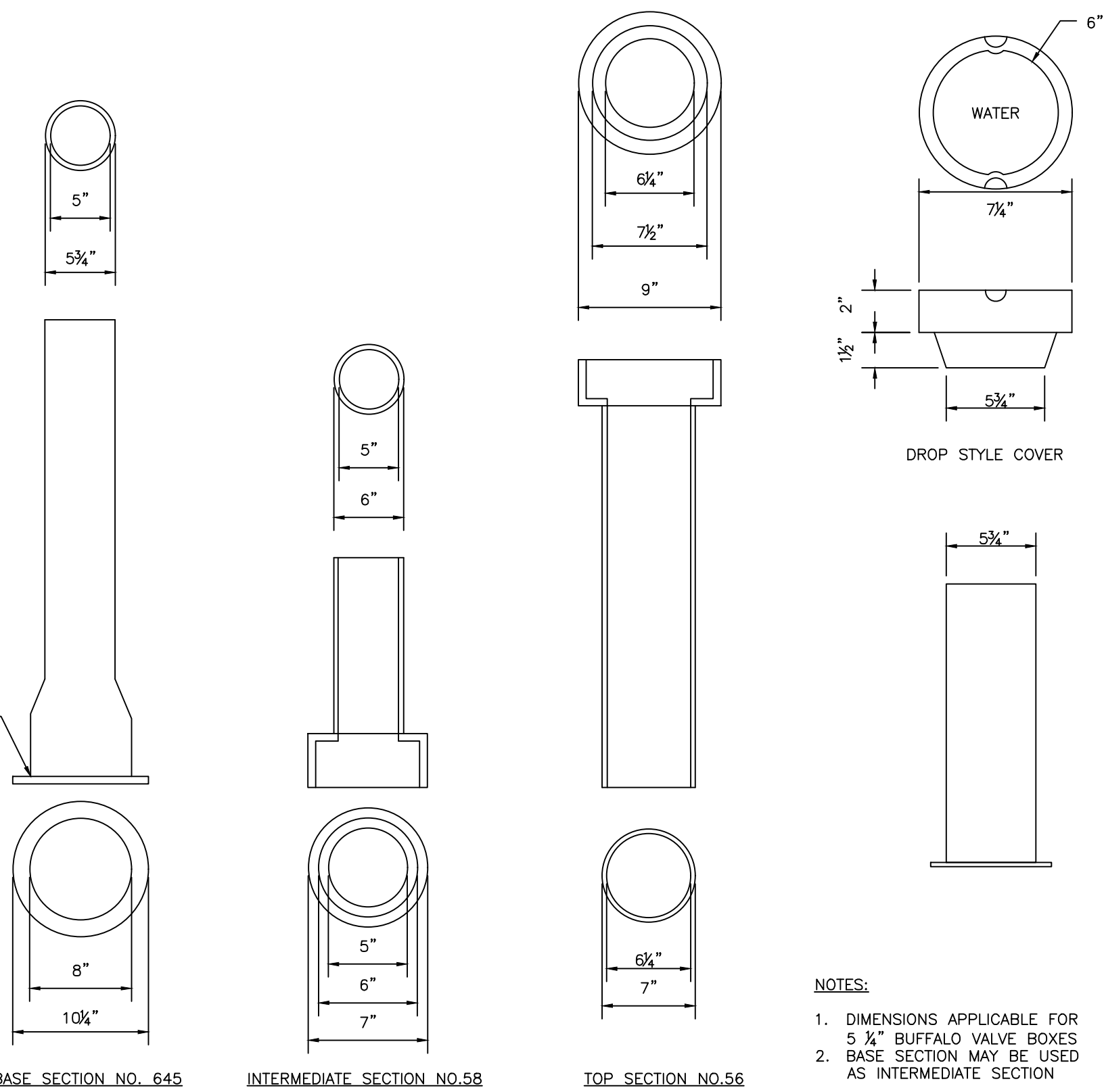


NOT TO SCALE



- NOTES:
1. IF DEAD END WITH TEE, THRUST BLOCK WOULD BE REQUIRED OR AS DIRECTED BY THE ENGINEER
 2. SEE THRUST/RETAINER GLAND SCHEDULE FOR TYPE OF BLOCKING TO BE USED ON BENDS

	6" PIPE			8" PIPE			12" PIPE		
H	D	L	L	D	L	L	D	L	L
12"	1' 6-1/2"	0' 10-1/2"	1' 7-1/2"	0' 9-1/2"	1' 11-1/2"	0' 5-1/2"			
13"	1' 7-1/2"	0' 11-7/8"	1' 8-1/2"	0' 10-7/8"	2' 0-1/2"	0' 6-7/8"			
14"	1' 8-1/2"	1' 1-5/16"	1' 9-1/2"	1' 0-5/16"	2' 1-1/2"	0' 8-5/16"			
15"	1' 9-1/2"	1' 2-1/8"	1' 10-1/2"	1' 1-1/8"	2' 2-1/2"	0' 10-1/8"			
16"	1' 10-1/2"	1' 4-1/8"	1' 11-1/2"	1' 3-1/8"	2' 3-1/2"	0' 11-1/8"			
17"	1' 11-1/2"	1' 5-9/16"	2' 0-1/2"	1' 4-9/16"	2' 4-1/2"	0' 1-9/16"			
18"	2' 0-1/2"	1' 6-15/16"	2' 1-1/2"	1' 5-15/16"	2' 5-1/2"	1' 1-15/16"			
19"	2' 1-1/2"	1' 7-7/8"	2' 2-1/2"	1' 6-7/8"	2' 6-1/2"	1' 2-7/8"			
20"	2' 2-1/2"	1' 9-13/16"	2' 3-1/2"	1' 8-13/16"	2' 7-1/2"	1' 4-13/16"			
21"	2' 3-1/2"	1' 11-3/16"	2' 4-1/2"	1' 10-3/16"	2' 8-1/2"	1' 6-3/16"			
22"	2' 4-1/2"	2' 0-5/8"	2' 5-1/2"	1' 11-5/8"	2' 9-1/2"	1' 7-5/8"			
23"	2' 5-1/2"	2' 1-1/4"	2' 6-1/2"	1' 12-1/4"	2' 10-1/2"	1' 8-1/4"			
24"	2' 6-1/2"	2' 3-7/16"	2' 7-1/2"	2' 2-7/16"	2' 11-1/2"	1' 10-7/16"			
25"	2' 7-1/2"	2' 4-7/8"	2' 8-1/2"	2' 3-7/8"	3' 0-1/2"	1' 11-7/8"			
26"	2' 8-1/2"	2' 6-1/4"	2' 9-1/2"	2' 5-1/4"	3' 1-1/2"	2' 1-1/4"			
27"	2' 9-1/2"	2' 7-1/2"	2' 10-1/2"	2' 6-1/2"	3' 2-1/2"	2' 2-1/2"			
28"	2' 10-1/2"	2' 9-1/8"	2' 11-1/2"	2' 8-1/8"	3' 3-1/2"	2' 4-1/8"			
29"	2' 11-1/2"	2' 10-1/2"	3' 0-1/2"	2' 9-1/2"	3' 4-1/2"	2' 5-1/2"			
30"	3' 0-1/2"	2' 11-15/16"	3' 1-1/2"	2' 10-15/16"	3' 5-1/2"	2' 6-15/16"			
31"	3' 1-1/2"	2' 12-1/4"	3' 2-1/2"	2' 11-1/4"	3' 6-1/2"	2' 7-1/4"			
32"	3' 2-1/2"	3' 2-3/4"	3' 3-1/2"	3' 1-3/4"	3' 7-1/2"	2' 9-3/4"			
33"	3' 3-1/2"	3' 4-3/16"	3' 4-1/2"	3' 3-3/16"	3' 8-1/2"	2' 11-3/16"			
34"	3' 4-1/2"	3' 5-9/16"	3' 5-1/2"	3' 4-9/16"	3' 9-1/2"	3' 0-9/16"			
35"	3' 5-1/2"	3' 6-1/4"	3' 6-1/2"	3' 5-1/4"	3' 10-1/2"	3' 1-1/4"			
36"	3' 6-1/2"	3' 8-7/16"	3' 7-1/2"	3' 7-7/16"	3' 11-1/2"	3' 3-7/16"			
37"	3' 7-1/2"	3' 9-13/16"	3' 8-1/2"	3' 8-13/16"	4' 0-1/2"	3' 4-13/16"			
38"	3' 8-1/2"	3' 11-1/8"	3' 9-1/2"	3' 10-1/8"	4' 1-1/2"	3' 6-1/8"			
39"	3' 9-1/2"	4' 0-11/16"	3' 10-1/2"	3' 11-1/16"	4' 2-1/2"	3' 7-11/16"			
40"	3' 10-1/2"	4' 2-1/16"	3' 11-1/2"	4' 1-1/16"	4' 3-1/2"	3' 9-1/16"			
41"	3' 11-1/2"	4' 3-1/2"	4' 0-1/2"	4' 2-1/2"	4' 4-1/2"	3' 10-1/2"			
42"	4' 0-1/2"	4' 4-7/8"	4' 1-1/2"	4' 3-7/8"	4' 5-1/2"	3' 11-7/8"			
43"	4' 1-1/2"	4' 5-1/4"	4' 2-1/4"	4' 4-1/4"	4' 6-1/2"	3' 12-1/4"			
44"	4' 2-1/2"	4' 7-3/4"	4' 3-1/2"	4' 6-3/4"	4' 7-1/2"	4' 2-3/4"			
45"	4' 3-1/2"	4' 9-1/8"	4' 4-1/2"	4' 8-1/8"	4' 8-1/2"	4' 4-1/8"			
46"	4' 4-1/2"	4' 10-9/16"	4' 5-1/2"	4' 9-9/16"	4' 9-1/2"	4' 5-9/16"			
47"	4' 5-1/2"	4' 11-5/8"	4' 6-1/2"	4' 10-5/8"	4' 10-1/2"	4' 6-5/8"			
48"	4' 6-1/2"	5' 1-3/8"	4' 7-1/2"	5' 0-3/8"	4' 11-1/2"	4' 8-3/8"			
49"	4' 7-1/2"	5' 2-13/16"	4' 8-1/2"	5' 1-13/16"	5' 0-1/2"	4' 9-13/16"			
50"	4' 8-1/2"	5' 3-7/16"	4' 9-1/2"	5' 2-7/16"	5' 1-1/2"	4' 11-7/16"			
51"	4' 9-1/2"	5' 5-9/16"	4' 10-1/2"	5' 4-9/16"	5' 2-1/2"	5' 0-9/16"			
52"	4' 10-1/2"	5' 7-1/16"	4' 11-1/2"	5' 6-1/16"	5' 3-1/2"	5' 2-1/16"			
53"	4' 11-1/2"	5' 8-7/16"	5' 0-1/2"	5' 7-7/16"	5' 4-1/2"	5' 3-7/16"			
54"	5' 0-1/2"	5' 9-13/16"	5' 1-1/2"	5' 8-13/16"	5' 5-1/2"	5' 4-13/16"			
55"	5' 1-1/2"	5' 10-5/16"	5' 2-1/2"	5' 10-5/16"	5' 6-1/2"	5' 5-5/16"			
56"	5' 2-1/2"	5' 11-1/8"	5' 3-1/2"	5' 11-1/8"	5' 7-1/2"	5' 6-1/8"			



- NOTES:
1. DIMENSIONS APPLICABLE FOR 5 1/4" BUFFALO VALVE BOXES
 2. BASE SECTION MAY BE USED AS INTERMEDIATE SECTION

NOT TO SCALE



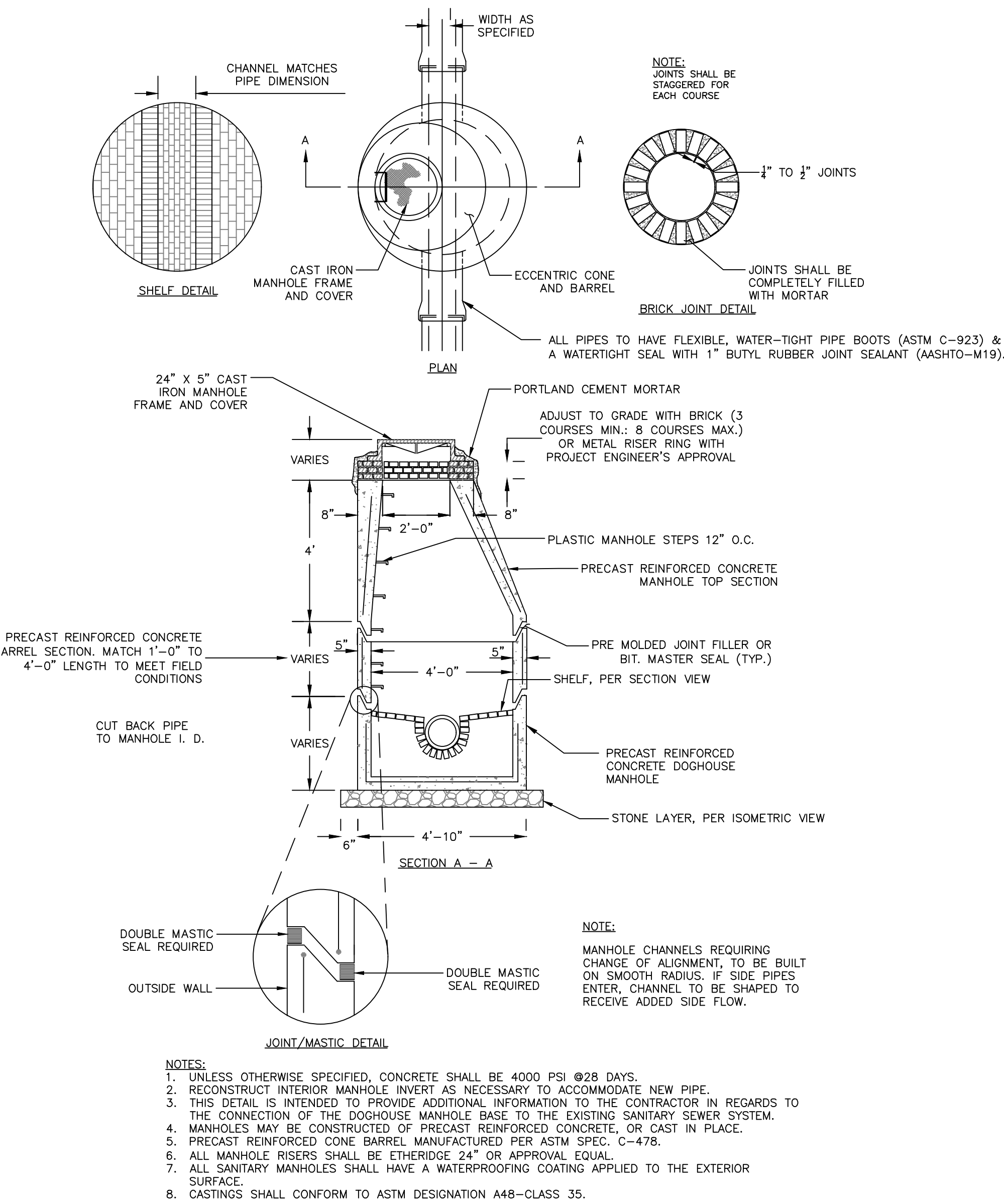
1. BACKFLOW VALVE TO BE PROVIDED BY AGRI DRAIN CORPORATION OR AN APPROVED EQUAL.
2. VALVE TO BE INSTALLED TO MANUFACTURER'S SPECIFICATIONS AND COMPLY WITH RULES AND REGULATIONS AS OUTLINED IN SECTION 2 OF THE CITY OF PORTLAND TECHNICAL MANUAL.
3. VALVE SHALL BE INSTALLED WITH A VALVE BOX AND COVER TO PROVIDE EASY ACCESS AND MAINTENANCE; VALVE COVER SHALL STATE "SEWER" ON LID FLUSH TO SURFACE. REFER TO VALVE & BOX COVER DETAIL FOR ADDITIONAL INFORMATION.
4. CONCRETE COLLAR AT A MINIMUM 24-HOUR COMPRESSIVE STRENGTH OF 3,000 PSI.

NOT TO SCALE

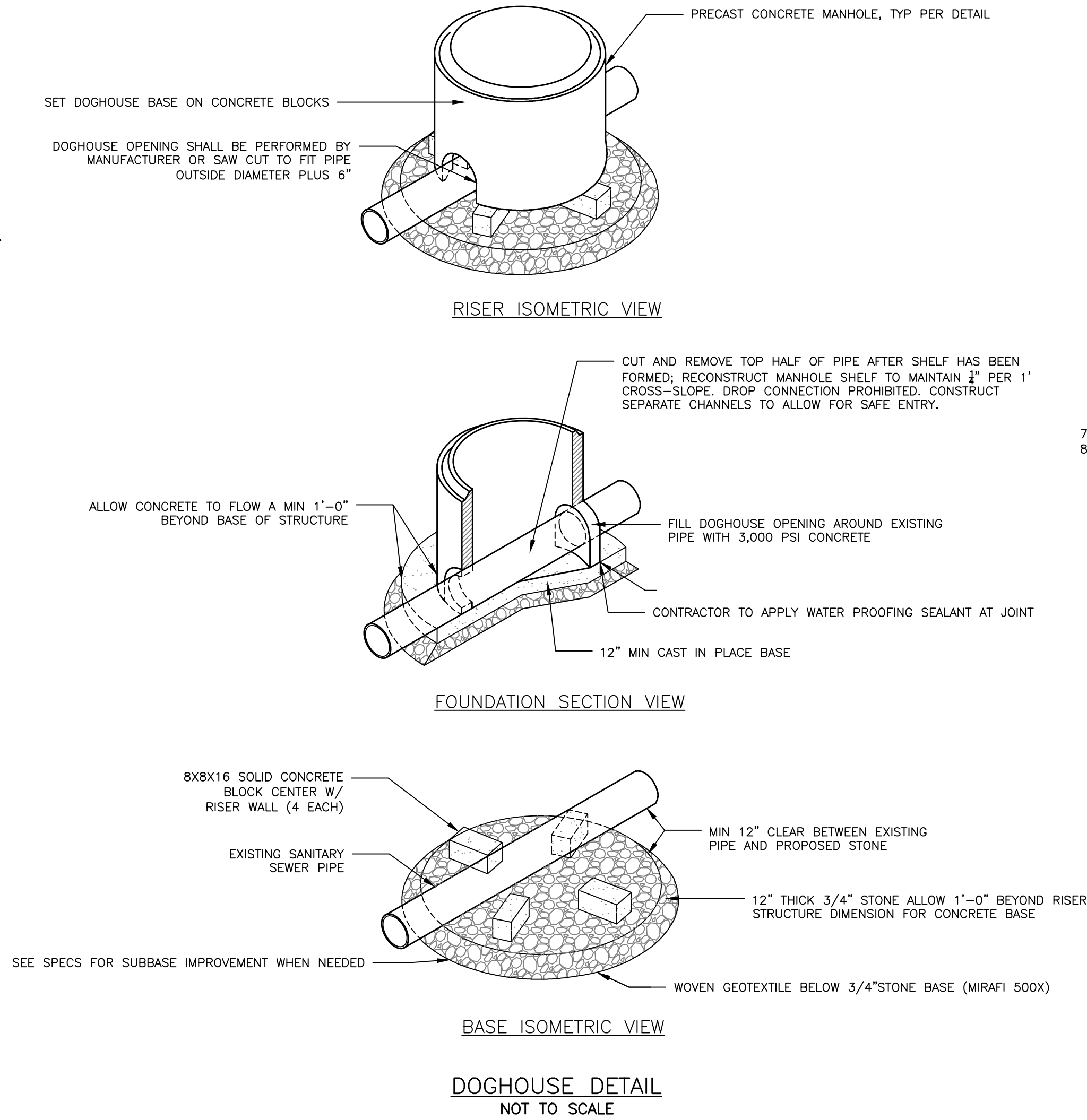
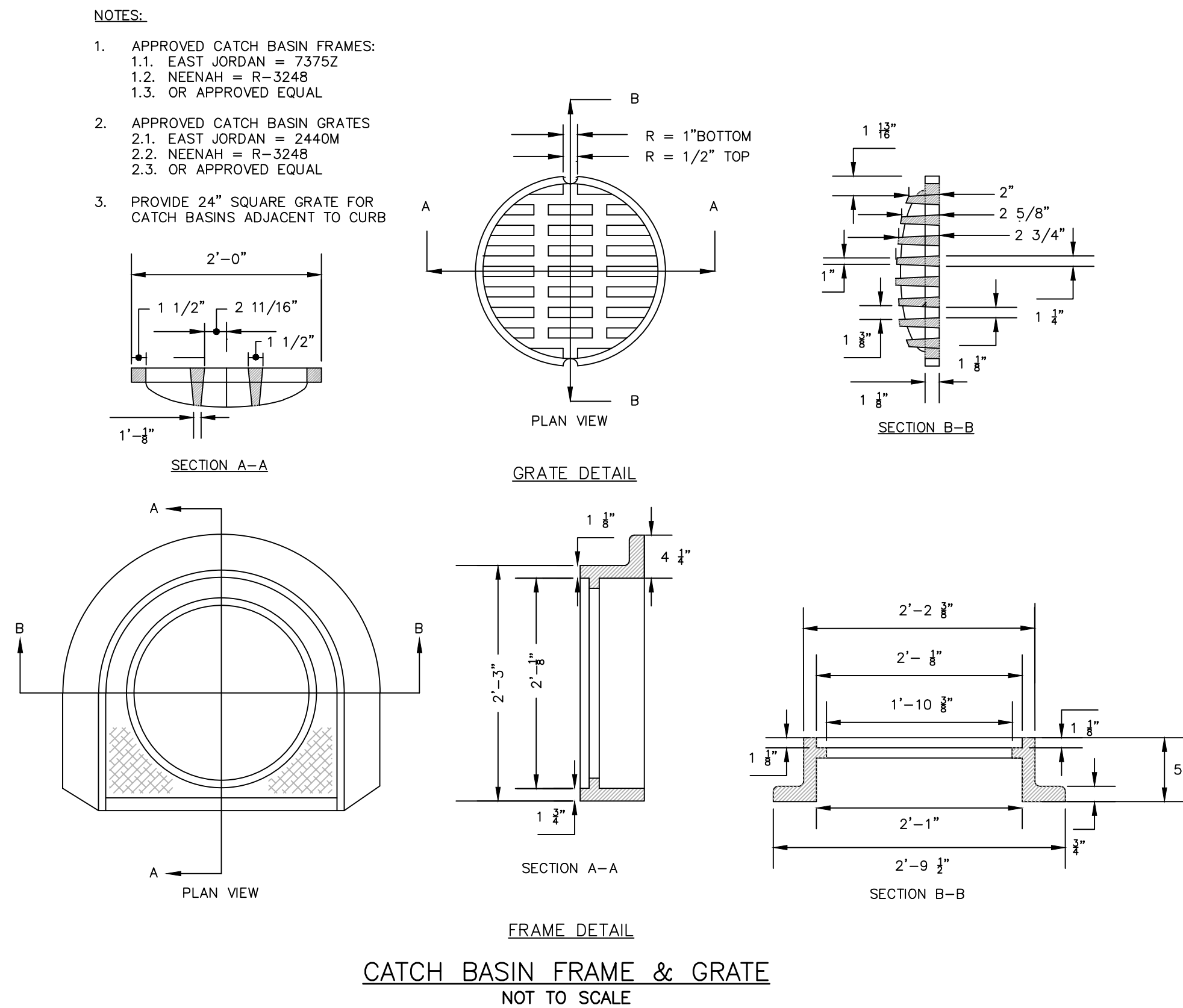
- NOTES:
1. ALL MATERIALS AND INSTALLATION PROCEDURES MUST COMPLY WITH THE CITY OF PORTLAND WATER DISTRICT (PWD) SPECIFICATIONS.
 2. CURB STOP BALL VALVE TO BE MADE OF COPPER OR BRASS.
 3. SERVICE LINE TO BE MADE OF TYPE K COPPER.
 4. CONCRETE BLOCKING SHALL BE ADDED TO THE BASE OF THE CURB STOP TO PROVIDE STRUCTURAL SUPPORT FOR THE CURB STOP AND SERVICE BOX.



PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



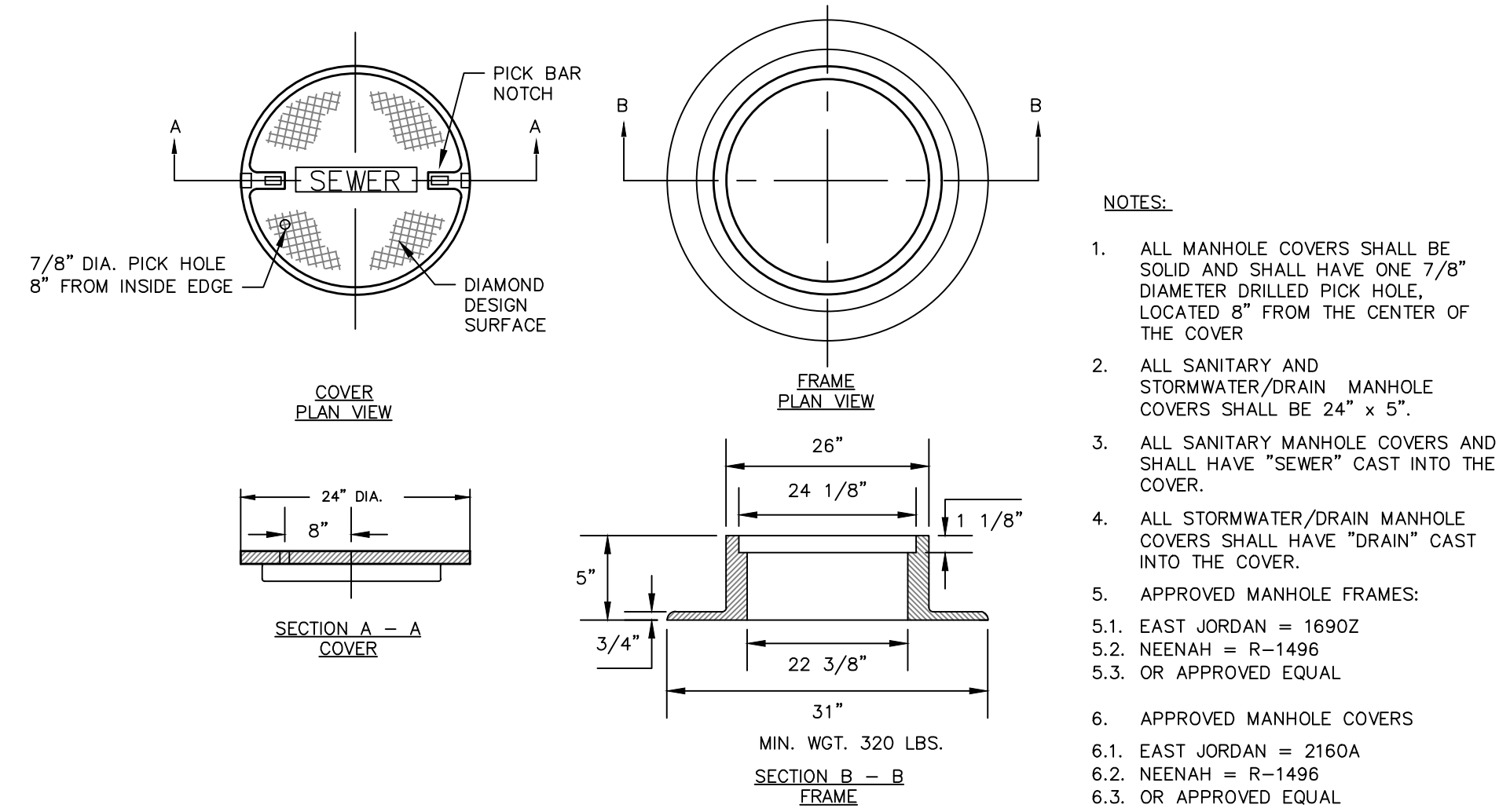
PRECAST CONCRETE MANHOLE - CITY OF PORTLAND
NOT TO SCALE



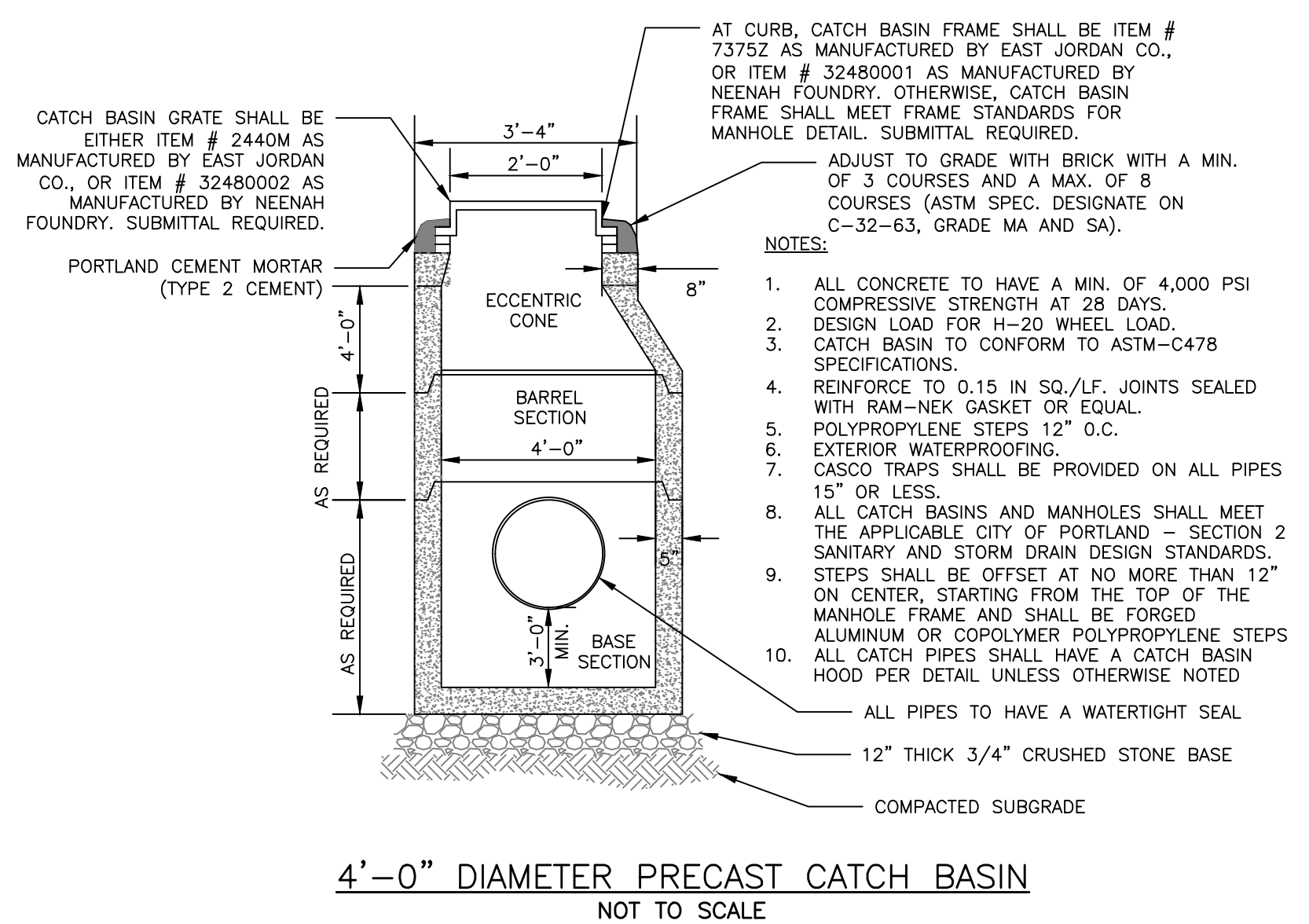
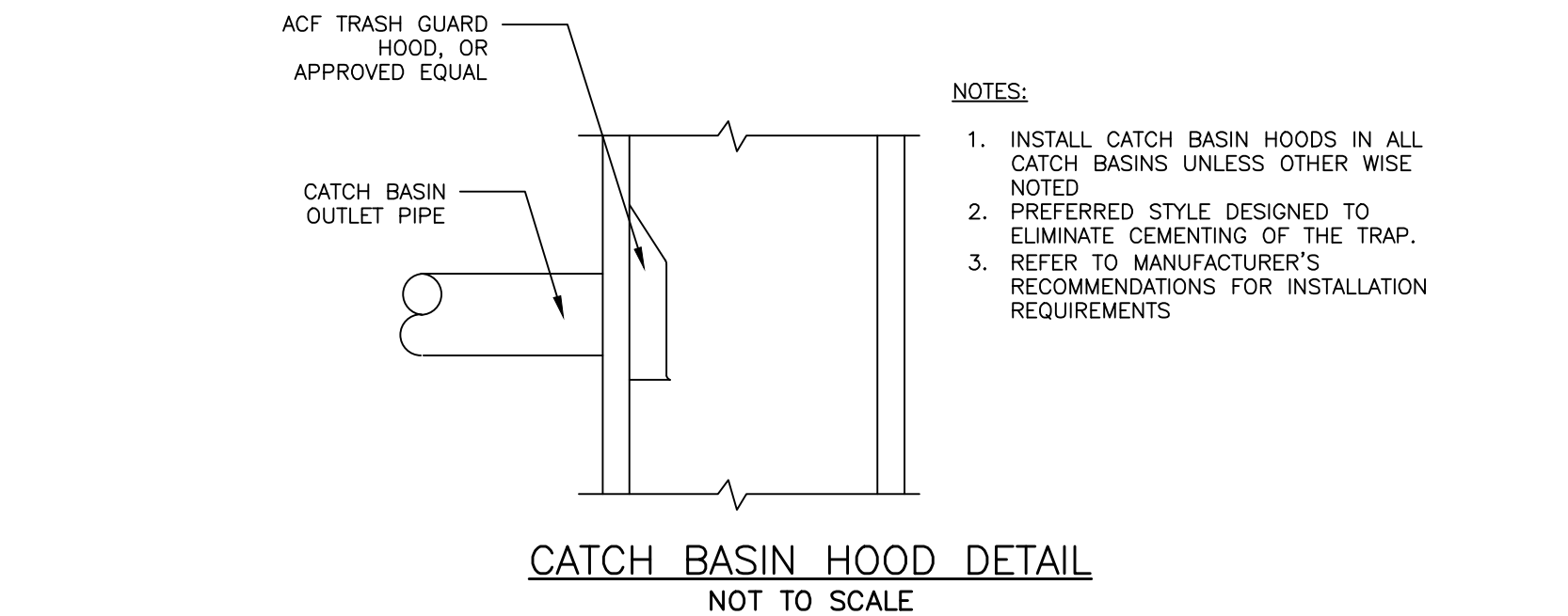
5'-0" DIAMETER PRECAST CATCH BASIN/MANHOLE
NOT TO SCALE

- ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 lbs. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
- MANHOLES MAY BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
- PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C-478.
- ALL STORM AND SEWER MANHOLE COVERS SHALL BE SOLD AND SHALL HAVE ONE " DIAMETER DRILLED PICK HOLE 8" LOCATED 8" FROM THE CENTER OF THE COVER.
- ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.
- ALL MANHOLE RISERS SHALL BE EITHERIDGE 24" OR APPROVAL EQUAL.
- SEWER BRICK SHALL CONFORM TO ASTM SPEC. DESIGNATE ON C-32-63, GRADE MA AND SA.
- ALL SANITARY MANHOLES SHALL HAVE A WATERPROOFING COATING APPLIED TO THE EXTERIOR SURFACE.
- CATCH BASIN FRAMES FOR TYPE 44 CATCH BASIN CURB INLETS SHALL BE EITHERIDGE DRSA OR APPROVED EQUAL.
- CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48-CLASS 35.
- EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
- ALL CATCH BASIN OUTLETS SHALL BE INSTALLED WITH A CASCO TRAP PER DETAIL.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS



CAST IRON MANHOLE COVER AND FRAME
NOT TO SCALE



4'-0" DIAMETER PRECAST CATCH BASIN
NOT TO SCALE

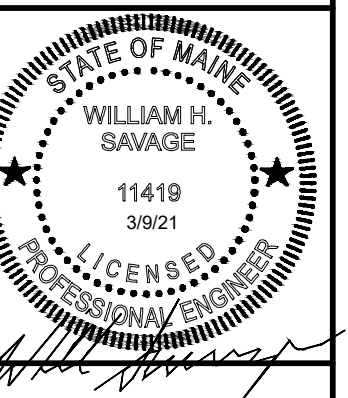
PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION

ISSUED FOR	BY
COST ESTIMATE	DATE
PRECON DESIGN	WHS
PRELIM PRICING	WHS
SITE PLAN	WHS
APPLICATION	WHS
CITY COMMENT	WHS
RESPONSE	WHS

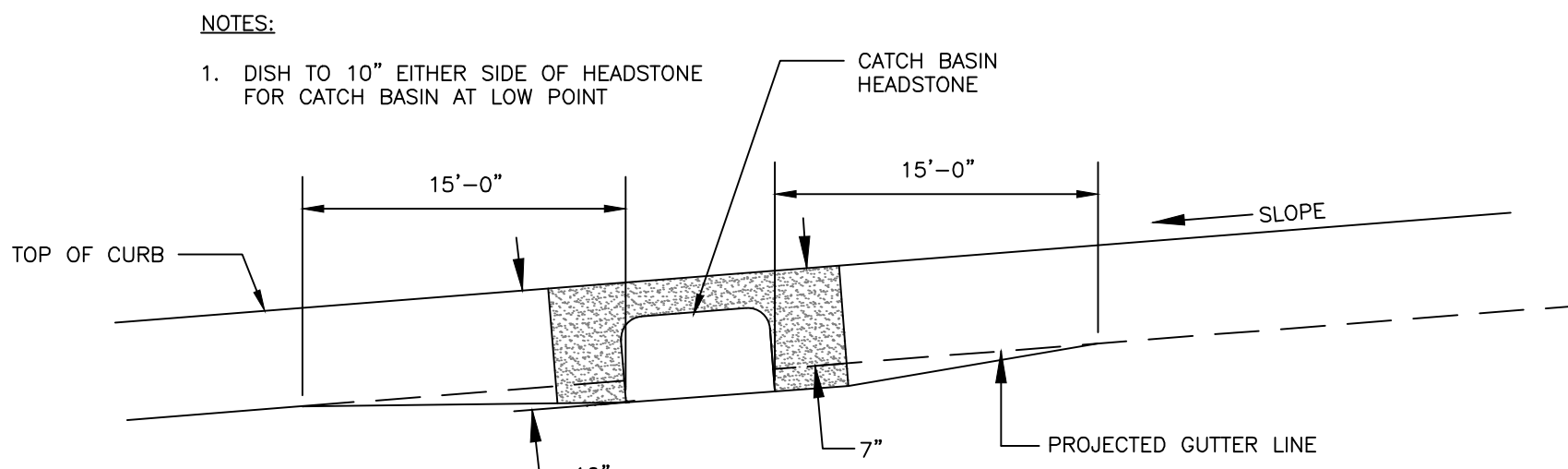
UTILITY DETAILS - 3	FEDERAL STREET DEVELOPMENT	REDFERN DOWNTOWN, LLC
DRAWING NAME	PROJECT NAME/ADDRESS	CLIENT/OWNER
	201 FEDERAL STREET W PORTLAND, ME 04101	PORTLAND, ME 04104

ACORN ENGINEERING, INC.	ENGINEERING, INC.
11419 3/9/21	11419 3/9/21
PROFESSIONAL ENGINEER	PROFESSIONAL ENGINEER

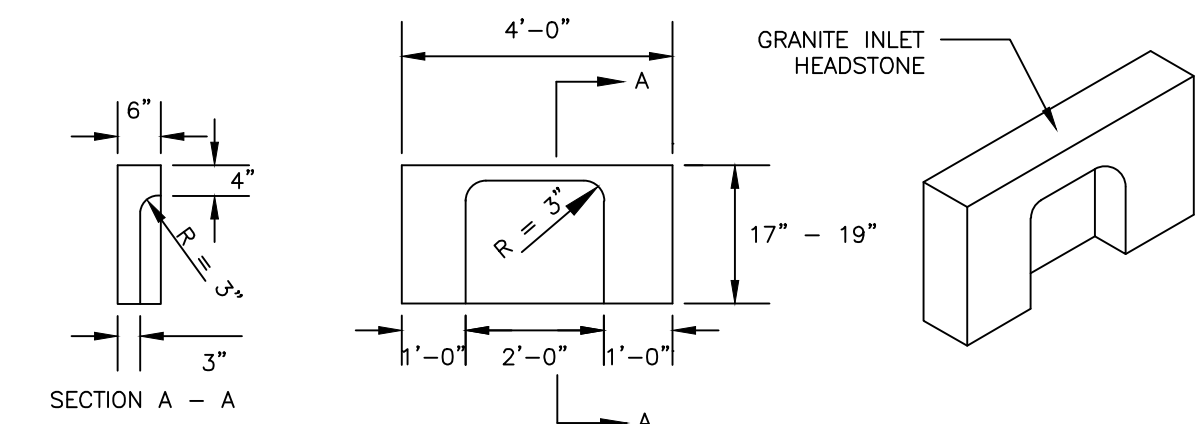
FILE:	1129_CIVIL
JN:	1129
SCALE:	AS NOTED
DESIGNED BY:	FRT
DRAWN BY:	FRT
CHECKED BY:	WHS/PH



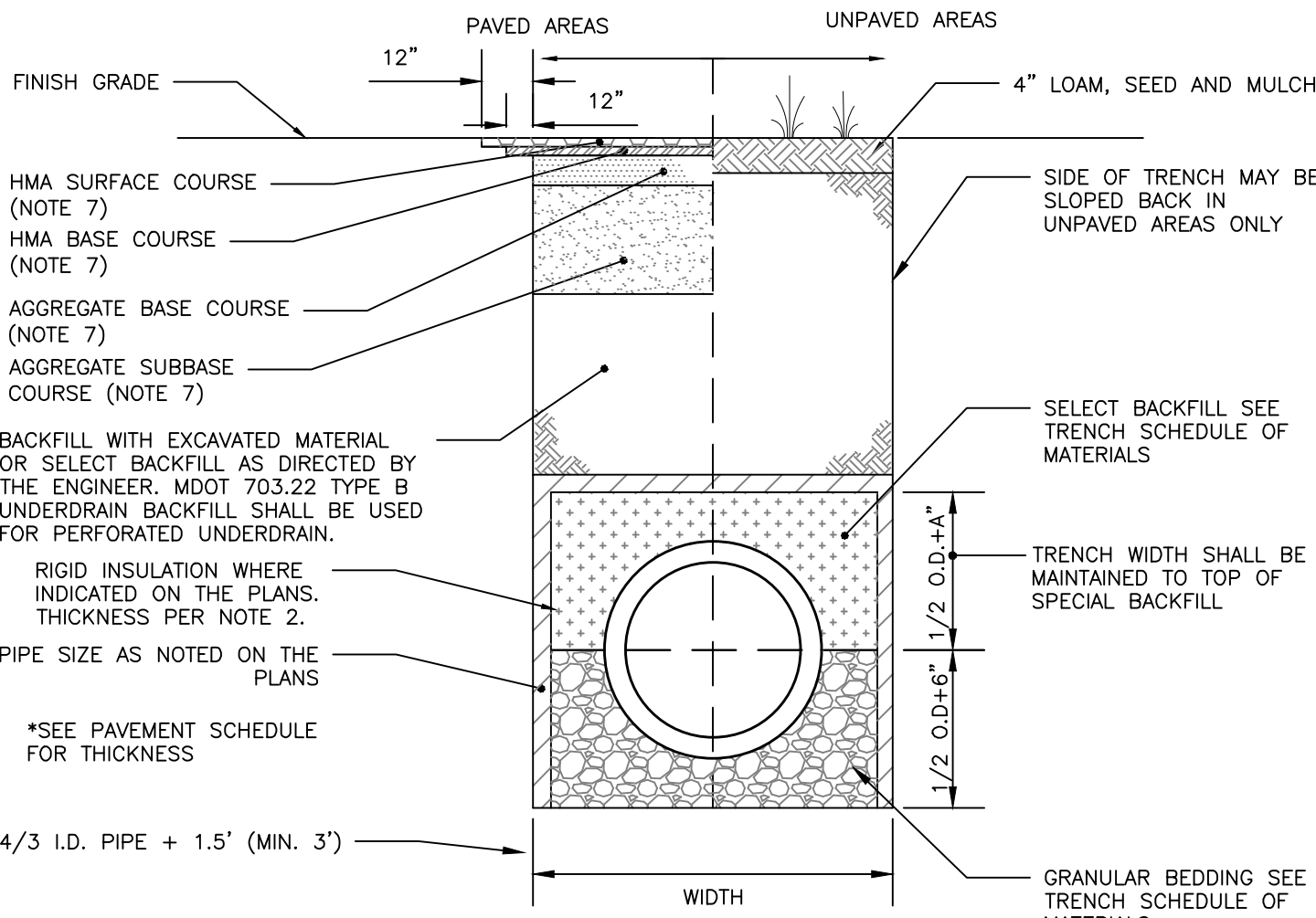
DRAWING NO.
C-44



PAVEMENT GRADING ON SLOPES FOR CATCH BASIN AND INLET
NOT TO SCALE



4' GRANITE HEADSTONE FOR CATCH BASIN INLET
NOT TO SCALE

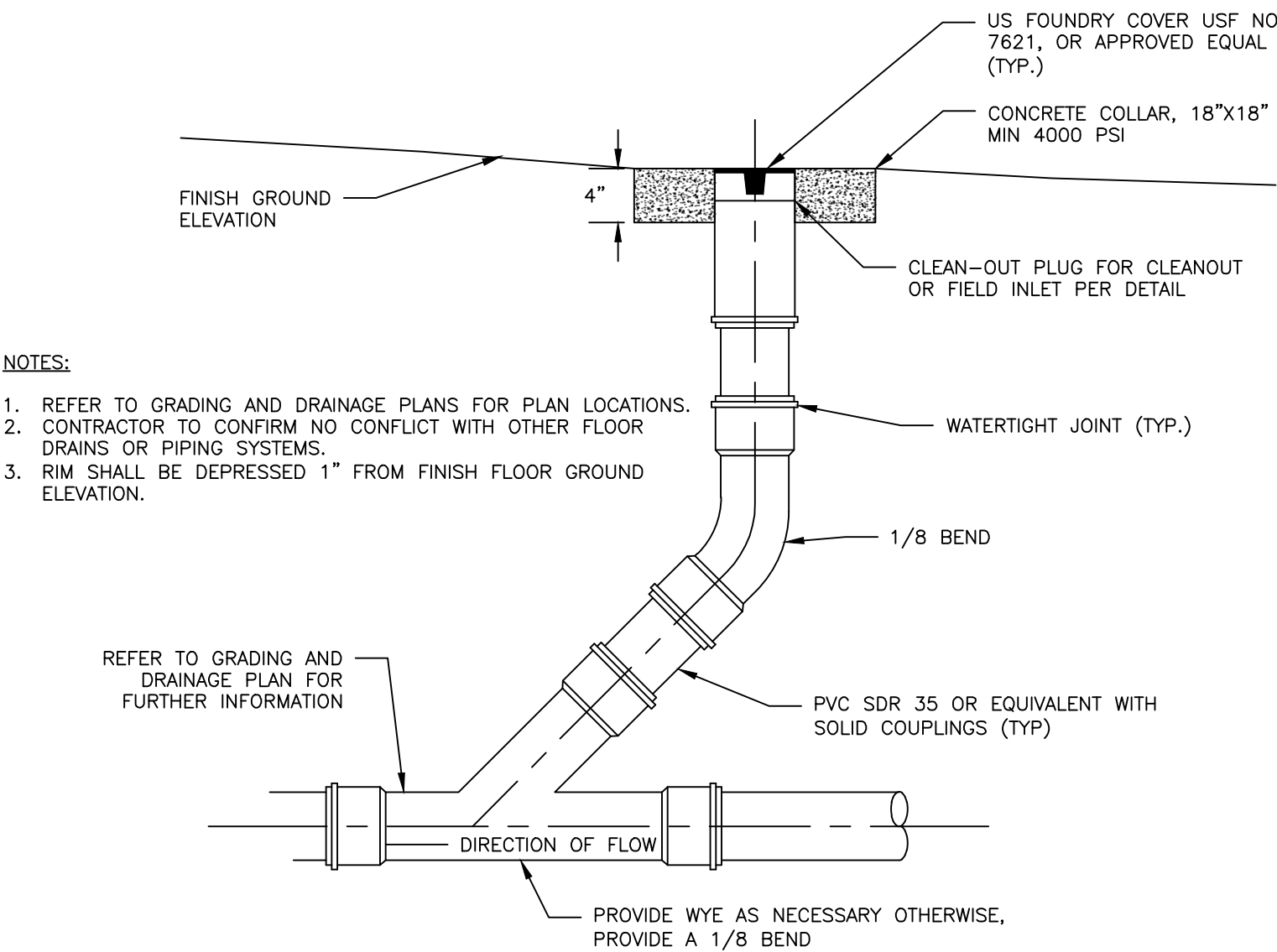


- ALLOWABLE PIPE MATERIALS:
- REINFORCED CONCRETE PIPE (RCP) MIN. STRENGTH OF CLASS III
 - PVC RING TYPE SEWER (SDR 35) OR EQUIVALENT, MIN PS-46 RATING
 - PVC RING TYPE SEWER PIPE MEETING ASTM F 789
 - DUCTILE IRON PIPE (DIP)
 - ADS N-12 HP TRIPLE-WALL MIN PS-46 RATING
 - ADS SANITITE HP MIN. PS-46

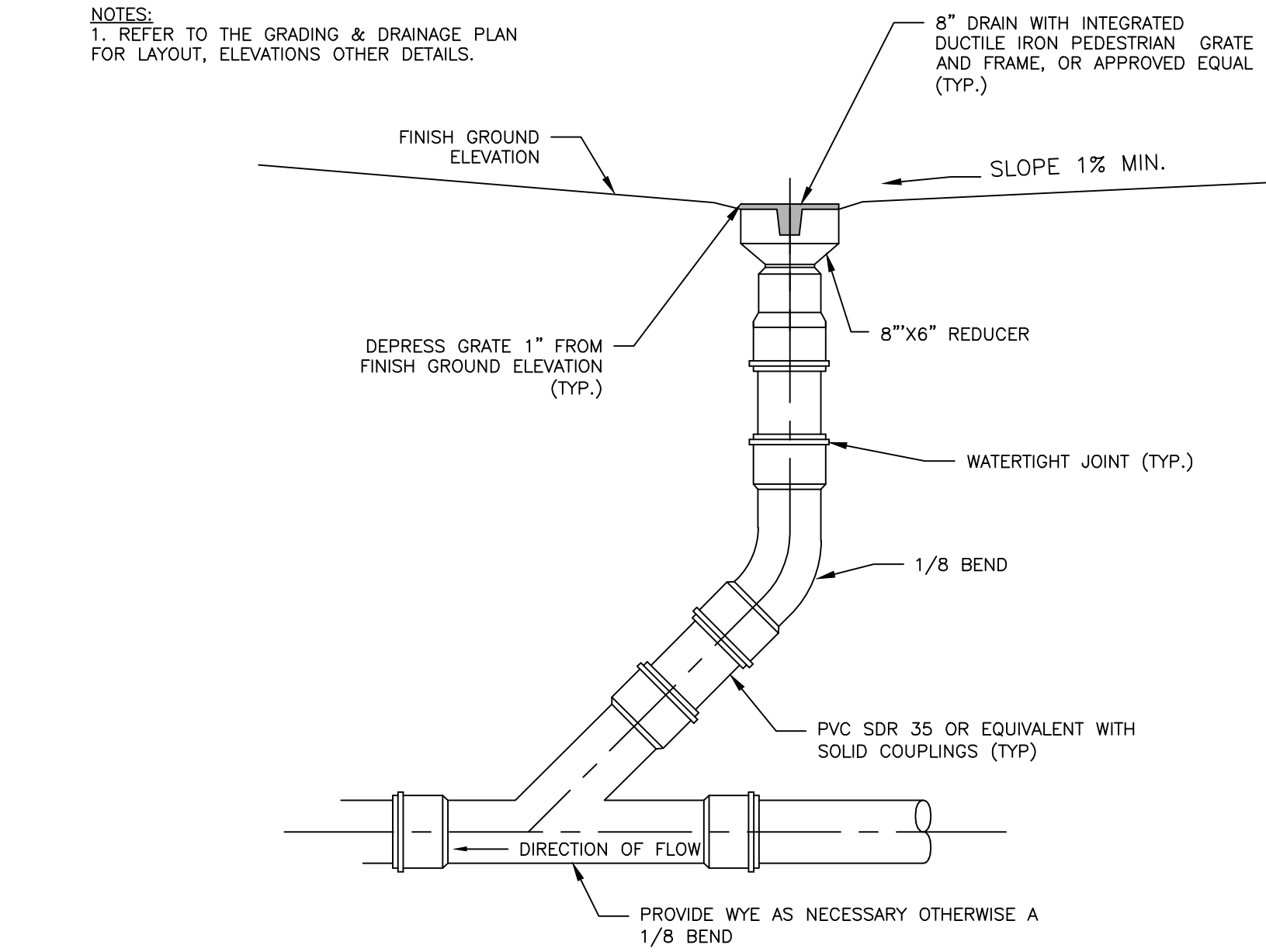
SCHEDULE OF MATERIALS		
TYPE OF PIPE	GRANULAR BEDDING	SELECT BACKFILL
CMP	MDOT 703.22 TYPE B UD BACKFILL	MDOT 703.22 TYPE B UD BACKFILL
PVC/HDPE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE B UD BACKFILL
CMP	MDOT 703.22 TYPE C 3/4" CRUSHED STONE	MDOT 703.22 TYPE C 3/4" CRUSHED STONE

- NOTES:
1. BRACING AND SHEETING OR OTHER TRENCH PROTECTION TO BE PROVIDED TO MEET APPLICABLE STATE AND O.S.H.A. SAFETY STANDARDS. ALL SUCH TRENCH PROTECTION TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
 2. PIPE COVER BETWEEN 2' AND 3' SHALL INCLUDE 4" THICK OF RIGID INSULATION. COVER BETWEEN 3' AND 4' SHALL INCLUDE 2" THICK RIGID INSULATION. OTHER UTILITIES: ADD 2" OF RIGID INSULATION FOR EACH FOOT OF COVER LESS THAN THE MINIMUM DEPTH. WIDTH OF INSULATION SHALL BE FOUR TIMES THE DIAMETER OF THE PIPE WITH A MINIMUM WIDTH OF 30".
 3. INSTALL WARNING TAPE DIRECTLY ABOVE UTILITIES AT THE TOP OF SUBGRADE.
 4. MINIMUM COVER
 - 4.1. 2'-0" - STORM DRAIN
 - 4.2. 5'-0" - SEWER
 5. NO TREES SHALL BE PLANTED WITHIN 5' OF A SEWER PIPE OR SERVICE
 6. THIS DETAIL SHALL BE APPLIED ONLY TO DRAINAGE PIPE TRENCHES OUTSIDE OF THE CITY OF PORTLAND ROW.
 7. THICKNESS AS NOTED BY SURFACE DETAILS

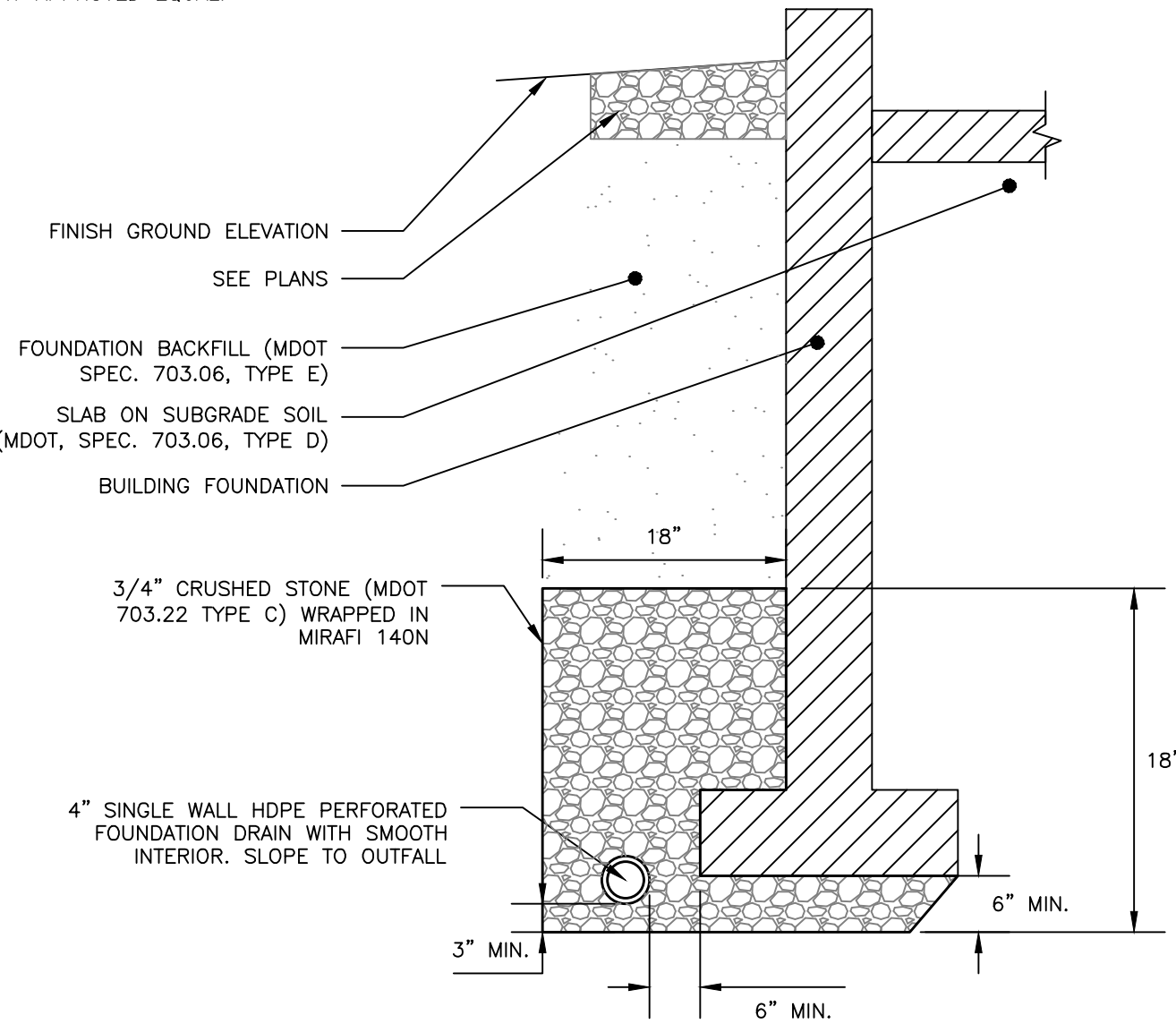
STORM DRAIN AND SEWER TYPICAL TRENCH SECTION: PRIVATE ROW
NOT TO SCALE



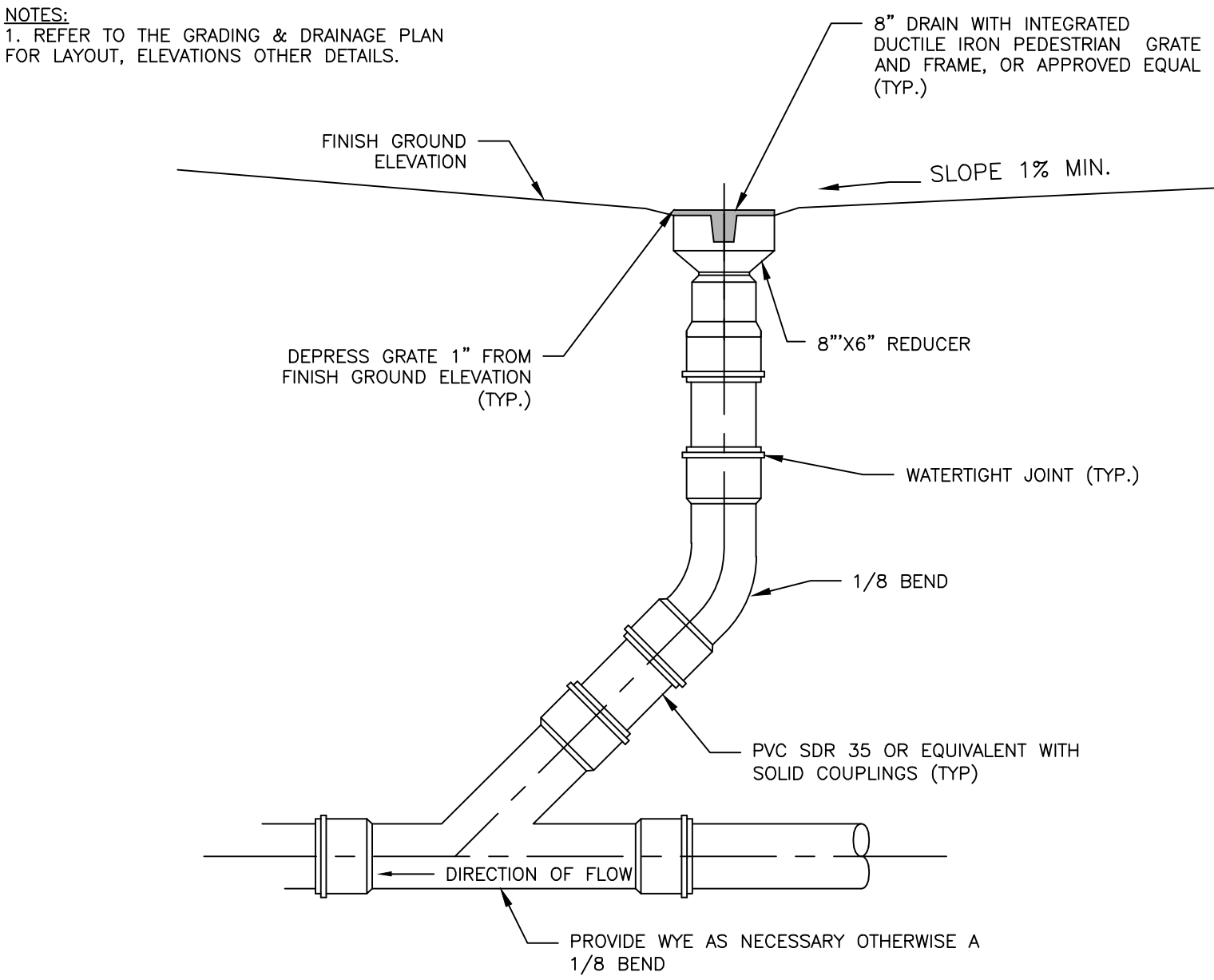
CONCRETE COLLAR FOR CLEANOUTS AND FLOOR DRAINS IN THE TRAVEL WAY
NOT TO SCALE



FIELD INLET DETAIL
NOT TO SCALE



FOUNDATION DRAIN DETAIL
NOT TO SCALE



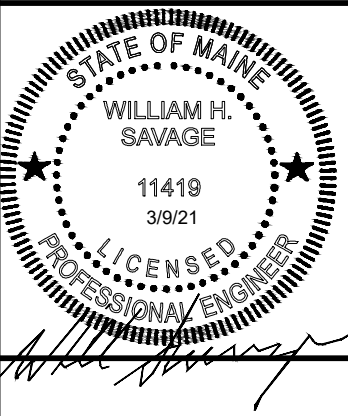
FIELD INLET DETAIL
NOT TO SCALE

ISSUED FOR	BY
COST ESTIMATE	WHS
PRELIM PRICING	WHS
SITE PLAN APPLICATION	WHS
CITY COMMENT RESPONSE	PFH

DRAINAGE DETAILS - 1	FEDERAL STREET DEVELOPMENT
PROJECT NAME/ADDRESS:	201 FEDERAL STREET W PORTLAND, ME 04101
CLIENT/OWNER:	REDFERN DOWNTOWN, LLC
	PORTLAND, ME 04104

ACORN ENGINEERING, INC.	ENGINEERING, INC.
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FILE:	1129_CIVIL
JN:	1129
SCALE:	AS NOTED
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CONSTRUCTION

0 EROSION CONTROL MEASURES AND SITE STABILIZATION

AS PART OF THE SITE DEVELOPMENT, THE FOLLOWING TEMPORARY AND PERMANENT EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IMPLEMENTED. DEVICES SHALL BE INSTALLED AS DESCRIBED IN THIS REPORT OR WITHIN THE PLAN SET. SEE THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES FOR FURTHER REFERENCE.

1.1 TEMPORARY EROSION CONTROL MEASURES

THE FOLLOWING TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES ARE PLANNED FOR THE PROJECT'S CONSTRUCTION PERIOD:

- 1.1.1 CRUSHED STONE STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ALL ACCESS POINTS TO THE PROJECT SITE WHERE THERE ARE DISTURBED AREAS. THE FOLLOWING SPECIFICATIONS SHALL BE FOLLOWED AT A MINIMUM:
- STONE SIZE SHALL BE 2-3 INCHES, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - THE THICKNESS OF THE ENTRANCE STONE LAYER SHALL BE NO LESS THAN 6 INCHES.
 - THE ENTRANCE SHALL NOT BE LESS THAN 20 FEET WIDE, HOWEVER NOT LESS THAN THE FULL WIDTH OF POINTS WHERE INGRESS OR EGRESS OCCURS. THE LENGTH SHALL NOT BE LESS THAN 50 FEET IN LENGTH.
 - GEOTEXTILE FABRIC (WOVEN OR NON-WOVEN) SHALL BE PLACED OVER THE ENTIRE ENTRANCE AREA.
 - THE ENTRANCE/EXIT SHALL BE MAINTAINED TO THE EXTENT THAT IT WILL PREVENT THE TRACKING OF SEDIMENT ONTO PUBLIC ROAD WAYS.
- 1.1.2 FILTER SOCKS SHALL BE INSTALLED DOWN GRADIENT OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL PERMANENT STABILIZATION IS ACHIEVED. THE FILTER SOCKS SHALL BE INSTALLED PER THE DETAILS PROVIDED IN THE PLAN SET AND INSPECTED BEFORE AND IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. REPAIRS SHALL BE MADE IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE SOCKS. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE SOCKS, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM.
- 1.1.3 HAY MULCH INCLUDING HYDRO SEEDING IS INTENDED TO PROVIDE COVER FOR DENUDEED OR SEEDED AREAS UNTIL REVEGETATION IS ESTABLISHED. MULCH PLACED BETWEEN APRIL 15TH AND NOVEMBER 1ST ON SLOPES OF LESS THAN 15 PERCENT SHALL BE COVERED BY FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. MULCH PLACED BETWEEN NOVEMBER 1ST AND APRIL 15TH ON SLOPES EQUAL TO OR STEEPER THAN 8 PERCENT AND EQUAL TO OR FLATTER THAN 2:1 SHALL USE MATS OR FABRIC NETTING AND ANCHORED WITH STAPLES IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- 1.1.4 AT ANY TIME OF THE YEAR, ALL SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH DOUBLE NET EROSION CONTROL BLANKET BIONET SC1508N BY NORTH AMERICAN GREEN OR APPROVED EQUAL, OR EROSION CONTROL MIX SLOPE PROTECTION AS DETAILED WITHIN THE PLANS.
- 1.1.5 MUD AND DUST FROM THE SITE TRACKED ONTO EXCHANGE STREET, FEDERAL STREET AND TEMPLE STREET SHALL BE REMOVED BY VACUUMING, PRIOR TO A PREDICTED RAIN EVENT, AND AS OTHERWISE DEEMED NECESSARY. ADD ADDITIONAL STONE TO THE STABILIZED CONSTRUCTION ENTRANCE TO MINIMIZE THE TRACKING OF MATERIAL OFF THE SITE AND ONTO THE SURROUNDING ROADWAYS.
- 1.1.6 DURING DEMOLITION, CLEARING AND GRUBBING OPERATIONS, STONE CHECK DAMS SHALL BE INSTALLED AT ANY AREAS OF CONCENTRATED FLOW. THE MAXIMUM HEIGHT OF THE CHECK DAM SHALL NOT EXCEED 2 FEET. THE CENTER OF THE CHECK DAM SHALL BE 6 INCHES BELOW THE OUTER EDGES OF THE DAM. THE CONTRACTOR SHALL MULCH THE SIDE SLOPES AND INSTALL STONE CHECK DAMS FOR ALL NEWLY EXCAVATED DITCH LINES WITHIN 24 HOURS OF THEIR CREATION. STORMDRAIN INLET PROTECTION SHALL BE PROVIDED TO STORMDRAINS THROUGH THE USE OF ANY OF THE FOLLOWING: HAY BALE DROP INLET STRUCTURES, SILT FENCE, DIRT FILTER, SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.8 AFTER EVERY RAINFALL EVENT AND REPAIRED AS NECESSARY, SEDIMENTS SHALL BE REMOVED WHEN ACCUMULATION HAS REACHED 1/4 THE DESIGN HEIGHT. DUST CONTROL SHALL BE ACCOMPLISHED BY THE USE OF ANY OF THE FOLLOWING: WATER, CALCIUM CHLORIDE, STONE, OR AN APPROVED MDEP PRODUCT. DUST CONTROL SHALL BE APPLIED AS NEEDED TO ACCOMPLISH DUST CONTROL.
- 1.1.10 TEMPORARY LOAM, SEED, AND MULCHING SHALL BE USED IN AREAS WHERE NO OTHER EROSION CONTROL MEASURE IS USED. APPLICATION RATES FOR SEEDING ARE PROVIDED AT THE END OF THIS REPORT.
- 1.1.11 STOCKPILES SHALL BE STABILIZED WITHIN 7 DAYS OF FORMATION UNLESS A SCHEDULED RAIN EVENT OCCURS PRIOR TO THE 7 DAY WINDOW, IN WHICH CASE THE STOCKPILE SHALL BE STABILIZED PRIOR TO THE RAIN EVENT. METHODS OF STABILIZATION SHALL BE MULCH, EROSION CONTROL MIX, OR EROSION CONTROL BLANKETS/MATS. SILT FENCE OR A WOOD WASTE COMPOST FILTER BERM SHALL BE PLACED DOWNHILL OF ANY SOIL STOCKPILE LOCATION.
- 1.1.12 FOR DISTURBANCE BETWEEN NOVEMBER 1 AND APRIL 15, PLEASE REFER TO WINTER STABILIZATION PLAN IN THIS REPORT AND THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR FURTHER INFORMATION.
- 1.1.13 IT IS OF THE UTMOST IMPORTANCE THAT STORMWATER RUNOFF AND POTENTIAL SEDIMENT FROM THE CONSTRUCTION SITE BE DIVERTED AROUND THE PROPOSED UNDERDRAINS UNTIL TRENCH IS BACKFILLED.

1.2 PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES ARE INTENDED FOR POST DISTURBANCE AREAS OF THE PROJECT.

- 1.2.1 ALL DISTURBED AREAS DURING CONSTRUCTION, NOT SUBJECT TO OTHER PROPOSED CONDITIONS, SHALL RECEIVE A MINIMUM 4" OF LOAM, LIMED, AND MULCHED. EROSION CONTROL BLANKETS OR MATS SHALL BE PLACED OVER THE MULCH IN AREAS NOTED IN PARAGRAPH 4.1 OF THIS REPORT.
- 1.2.2 ALL STORMWATER DEVICES SHALL BE INSTALLED AND TRIBUTARY AREAS STABILIZED PRIOR RECEIVING STORMWATER.
- 1.2.3 REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

2.0 EROSION AND SEDIMENTATION CONTROL PLAN

- 2.1 THE EROSION AND SEDIMENTATION CONTROL PLAN IS INCLUDED WITHIN THE PLAN SET.

3.0 DETAILS AND SPECIFICATIONS

- 3.1 EROSION CONTROL DETAILS AND SPECIFICATIONS ARE INCLUDED IN THE PLAN SET.

4.0 STABILIZATION PLAN FOR WINTER CONSTRUCTION

WINTER CONSTRUCTION CONSISTS OF EARTHWORK DISTURBANCE COVERED BETWEEN THE DATES OF NOVEMBER 1 AND APRIL 15. IF A CONSTRUCTION SITE IS NOT STABILIZED WITH PAVEMENT, A ROAD GRAVEL BASE, 90% MATURE VEGETATION COVER OR RIPRAP BY NOVEMBER 15, THEN THE SITE SHALL BE PROTECTED WITH OVER-WINTER STABILIZATION. ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP, OR GRAVEL BASE ON A ROAD SHALL BE CONSIDERED UNSTABILIZED.

THE CONTRACTOR SHALL LIMIT THE WORK AREA TO AREAS THAT WORK WILL OCCUR IN DURING THE SUBSEQUENT 15 DAYS AND SO THAT IT CAN BE MULCHED ONE DAY PRIOR TO A SNOW EVENT. THE CONTRACTOR SHALL STABILIZE WORK AREAS PRIOR TO OPENING ADDITIONAL WORK AREAS TO MINIMIZE AREAS WITHOUT EROSION CONTROL MEASURES.

THE FOLLOWING MEASURES SHALL BE IMPLEMENTED DURING WINTER CONSTRUCTION PERIODS:

4.1 SEDIMENT BARRIERS

DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS, FILTER SOCKS OR ANY OTHER RECOGNIZED SEDIMENT BARRIERS AS FROZEN SOIL PREVENTS THE PROPER INSTALLATION OF HAY BALES OR SILT FENCES.

4.2 MULCHING

ALL AREAS SHALL BE CONSIDERED TO BE DENUDEED UNTIL SEEDED AND MULCHED. HAY AND STRAW MULCH SHALL BE APPLIED AT A RATE OF 150 LB. PER 1,000 SQUARE FEET OR 3 TONS/ACRE (TWICE THE NORMAL ACCEPTED RATE OF 75-LBS./1,000 S.F. OR 1.5 TONS/ACRE) AND SHALL BE PROPERLY ANCHORED. EROSION CONTROL MIX MUST BE APPLIED WITH A MINIMUM 4 INCH THICKNESS. MULCH SHALL NOT BE SPREAD ON TOP OF SNOW. THE SNOW SHALL BE REMOVED DOWN TO A ONE-INCH DEPTH OR LESS PRIOR TO APPLICATION. AFTER EACH DAY OF FINAL GRADING, THE AREA SHALL BE PROPERLY SEED AND MULCH. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.

4.3 SOIL STOCKPILING

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. THIS SHALL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL.

4.4 SEEDING

BETWEEN THE DATES OF OCTOBER 15TH AND APRIL 1ST, LOAM OR SEED SHALL NOT BE REQUIRED. DURING PERIODS OF ABOVE FREEZING TEMPERATURES FINISHED AREAS SHALL BE FINE GRADED AND EITHER PROTECTED WITH MULCH OR TEMPORARILY SEEDED UNTIL MULCHING CAN BE COMPLETED. IF THE DATE IS AFTER NOVEMBER 1ST AND IF THE EXPOSED AREA HAS NOT BEEN LOAMED, FINAL GRADING WITH A UNIFORM SURFACE, THEN THE AREA MAY BE DORMANT SEEDED AT A RATE OF 3 TIMES HIGHER THAN SPECIFIED FOR PERMANENT SEED AND THEN MULCHED.

DORMANT SEEDING MAY BE PLACED PRIOR TO THE PLACEMENT OF MULCH OR EROSION CONTROL BLANKETS. IF DORMANT SEEDING IS USED FOR THE SITE, ALL DISTURBED AREAS SHALL RECEIVE 4" OF LOAM AND SEED AT AN APPLICATION RATE OF 5 LBS./1,000 S.F. ALL AREAS SEEDED DURING THE WINTER SHALL BE INSPECTED IN THE SPRING FOR ADEQUATE CATCH. ALL AREAS INSUFFICIENTLY VEGETATED (LESS THAN 90% CATCH) SHALL BE REVEGETATED BY REPLACING LOAM, SEED AND MULCH. IF DORMANT SEEDING IS NOT USED FOR THE SITE, ALL DISTURBED AREAS SHALL BE REVEGETATED IN THE SPRING.

4.5 OVER WINTER STABILIZATION OF DISTURBED SOILS

BY SEPTEMBER 15TH, ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15% SHALL BE SEEDED AND MULCHED. IF THE DISTURBED AREAS ARE NOT STABILIZED BY THIS DATE, THEN ONE OF THE FOLLOWING ACTIONS SHALL BE TAKEN TO STABILIZE THE SOIL FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION - BY OCTOBER 1ST, SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3LBS PER 1,000 S.F., LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 LBS PER 1,000 S.F., AND ANCHOR THE MULCH WITH PLASTIC NETTING. MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 1ST, THEN MULCH THE AREA FOR OVER-WINTER PROTECTION.

- STABILIZE THE SOIL WITH SOD - STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.

- STABILIZE THE SOIL WITH MULCH - BY NOVEMBER 15TH, MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 LBS PER 1,000 S.F. ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. IMMEDIATELY AFTER APPLYING THE MULCH, ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

4.6 OVER WINTER STABILIZATION OF DISTURBED SLOPES

ALL STONE-COVERED SLOPES SHALL BE CONSTRUCTED AND STABILIZED BY NOVEMBER 15TH. ALL SLOPES TO BE VEGETATED SHALL BE SEEDED AND MULCHED BY SEPTEMBER 1ST. A SLOPE IS CONSIDERED A GRADE GREATER THAN 15%. IF A SLOPE TO BE VEGETATED IS NOT STABILIZED BY SEPTEMBER 1ST, THEN ONE OF THE FOLLOWING ACTION SHALL BE TAKEN TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER:

- STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS - BY OCTOBER 1ST THE DISTURBED SLOPE SHALL BE SEEDED WITH WINTER RYE AT A SEEDING RATE OF 3 LBS PER 1,000 S.F. AND THEN INSTALL EROSION CONTROL MATS OR ANCHORED MULCH OVER THE SEEDING. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 90% F THE SLOPE BY NOVEMBER 1ST, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF EROSION CONTROL MIX OR WITH STONE RIPRAP.

- STABILIZE THE SOIL WITH SOD - THE DISTURBED SLOPE SHALL BE STABILIZED WITH PROPERLY INSTALLED SOD BY OCTOBER 1ST. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 3H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

- STABILIZE THE SOIL WITH EROSION CONTROL MIX - EROSION CONTROL MIX SHALL BE PROPERLY INSTALLED BY NOVEMBER 15TH. THE CONTRACTOR SHALL NOT USE EROSION CONTROL MIX TO STABILIZE SLOPES HAVING GRADES GREATER THAN 2H:1V OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

- STABILIZE THE SOIL WITH STONE RIPRAP - PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15TH. A REGISTERED PROFESSIONAL ENGINEER SHALL BE HIRED TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY ON THE SLOPE AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

5.0 INSPECTION AND MAINTENANCE

A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROLS, INCLUDING THE STANDARDS AND CONDITIONS IN THE PERMIT, SHALL CONDUCT PERIODIC VISUAL INSPECTIONS OF INSTALLED EROSION CONTROL MEASURES. THE FREQUENCY OF INSPECTION SHALL OCCUR AT LEAST ONCE EVERY TWO WORKING WEEKS, AS WELL AS AFTER A "STORM EVENT." A "STORM EVENT" SHALL CONSIST OF 0.5 INCHES OF RAIN OR SNOWMELT WITHIN A 24 HOUR PERIOD. THE FOLLOWING EROSION AND SEDIMENT CONTROL - BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSPECTED IN THE MANNER AS DESCRIBED. THE SCOPE OF INSPECTIONS INCLUDE DISTURBED AND IMPERVIOUS AREAS, MATERIAL STORAGE AREAS, VEHICLE ACCESS POINTS & ANY OTHER EROSION CONTROL MEASURES NOT DIRECTLY LISTED. THE CONTRACTOR SHALL PERFORM REPAIRS AS NEEDED TO ENSURE EROSION CONTROL MEASURES PERFORM AS DESIGNED. IF CORRECTIVE ACTION IS REQUIRED, THE CONTRACTOR SHALL BE STARTED BY NO LATER THAN THE END OF THE FOLLOWING WORKDAY AND COMPLETED WITHIN ONE WEEK, OR BEFORE THE NEXT PREDICTED "STORM EVENT." THE CONTRACTOR SHALL PROVIDE ALL NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING INSPECTION DATES AND NECESSARY WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS SPECIFIED IN THIS PLAN SET.

5.1 SEDIMENT BARRIERS

HAY BALE BARRIERS, SILT FENCES AND FILTER BERMS SHALL BE INSPECTED AND REPAIRED FOR THE FOLLOWING IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THEM. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES OF THE BARRIER, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THEM, SEDIMENT BARRIERS SHALL BE REPAIRED WITH A TEMPORARY CHECK DAM. THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER. FILTER BERMS SHOULD BE RESHAPED AS NEEDED. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHOULD BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.

5.2 FODS TRACKOUT CONTROL ENTRANCES

- THE FOLLOWING NOTES HIGHLIGHT THE INSTALLATION PROCEDURE FOR THE FODS TRACKOUT CONTROL ENTRANCES DURING THE PROJECT'S CONSTRUCTION PERIOD
- 5.2.1 CONTRACTOR TO FOLLOW THE MOST RECENT VERSION OF MANUFACTURER'S SPECIFICATIONS.
- 5.2.2 FOLLOW MANUFACTURER'S PROCEDURES FOR HANDLING AND SHIPPING.
- 5.2.3 FODS TRACKOUT CONTROL MAT SYSTEM: MANUFACTURER FODS, 844-200-3637
- 5.2.4 EXAMINE AREA WHERE TRACKING PAD WILL BE PLACED, TO DETERMINE WHAT PREPARATION IS NEEDED.
- 5.2.5 EXAMINE PANELS WHEN THEY ARRIVE ON THE SITE TO VERIFY THEY ARE UNDAMAGED AND SUITABLE FOR INTENDED PURPOSE.
- 5.2.6 GRADE TOPSOIL TO INSURE THAT INSTALLATION SITE IS FLAT, WITHOUT UNNEEDED HIGH SPOTS OR LOW SPOTS.
- 5.2.7 IF NECESSARY, REMOVE UNSUITABLE MATERIAL AND REPLACE WITH MATERIAL CAPABLE OF SUPPORTING CONSTRUCTION LOADS. COMPACT AS REQUIRED.
- 5.2.8 IF SUBSTRATE HAS A CBR OF 4 OR LESS, INCORPORATE AGGREGATE, GEOTEXTILE OR GEGRID INTO THE SUPPORTING STRATA.
- 5.2.9 INSTALL CULVERT, IF NEEDED, BEFORE INSTALLING TRACKING PAD, BACKFILL TO ADEQUATELY SUPPORT MINIMUM H-20 TRAFFIC LOADING.
- 5.2.10 INSTALL TRACKING PAD TO THE APPROXIMATE LINES AND GRADES INDICATED ON THE DRAWINGS. SIZE SHALL BE AS INDICATED ON THE DRAWINGS, OR, IF NO SIZE IS INDICATED, PAD LENGTH SHALL BE THE GREATER OF: 35 FEET; OR 3 TIMES THE CIRCUMFERENCE OF THE LARGEST TIRE THAT WILL CROSS IT DURING THE PROJECT.
- 5.2.11 PROVIDE NUMBER OF INDIVIDUAL PANELS OF TRACKING PAD TO MAKE UP THE SIZE REQUIRED. ADJACENT PANELS SHALL BE BUTTED TOGETHER AND BE AT APPROXIMATELY THE SAME ELEVATION. ANCHOR PANELS AGAINST SLIDING ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
- 5.2.12 PLACE H-BRACKET BETWEEN FIRST AND SECOND MAT, AND ALL ADJACENT MATS.
- 5.2.13 CONNECT MATS TOGETHER USING LONG-STEEL STRAPS PER MANUFACTURER'S INSTRUCTIONS.
- 5.2.14 ANCHOR MATS TO SURFACE PER MANUFACTURES SPECIFICATION PER SUBSTRATE.
- 5.2.15 PROVIDE EXTRA PANELS FOR TURNING RADII, IF NEEDED TO PREVENT TRUCKS FROM RUNNING OFF THE PAD DURING TURNS.
- 5.2.16 CLEAN DIRT AND DEBRIS FROM TRACKING PAD AS OFTEN AS NECESSARY OR ONCE DEBRIS HAS REACHED 2.5" IN THE LANE OF TRAVEL. PROPERLY DISPOSE OF MATERIAL REMOVED SO IT DOES NOT LEAVE THE SITE OR ENTER DITCHES OF STORMWATER PIPES.
- 5.2.17 ONCE THE SITE IS STABILIZED, OR WHEN THE PROJECT MOVES INTO A NEW PHASE SUCH THAT THE TRACKING PAD IS NO LONGER REQUIRED, REMOVE TRACKING PAD, TAKING CARE TO PROPERLY DISPOSE OF DIRT AND DEBRIS, AND RESTORE THE AREA AS DESCRIBED IN SECTION 31 25 01.

5.3 MULCHED AREAS

ALL MULCHES MUST BE INSPECTED PERIODICALLY, IN PARTICULAR AFTER RAINSTORMS, TO CHECK FOR RILL EROSION. IF LESS THAN 90% OF THE SOIL SURFACE IS COVERED BY MULCH, ADDITIONAL MULCH SHALL BE IMMEDIATELY APPLIED. NETS MUST BE INSPECTED AFTER RAIN EVENTS FOR DISLOCATION OR FAILURE. IF WASHOUTS OR BREAKAGE OCCUR, RE-INSTALL THE NETS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE. REPAIR AS NEEDED.

5.4 DUST CONTROL

WHEN TEMPORARY DUST CONTROL MEASURES ARE USED, REPETITIVE TREATMENT SHALL BE APPLIED AS NEEDED TO ACCOMPLISH CONTROL.

5.5 STORMWATER APPOINTMENTS

ALL UNDERDRAINS, STORM DRAINS, AND CATCH BASINS NEED TO BE OPERATING EFFECTIVELY AND FREE OF DEBRIS.

5.6 THE APPLICANT BEARS THE RESPONSIBILITY OF MAINTAINING FOR AT LEAST FIVE (5) YEARS, THE INSPECTION FORMS AND DOCUMENTATION OF CORRECTIVE ACTIONS TAKEN DURING CONSTRUCTION.

5.7 EROSION AND SEDIMENTATION CONTROL INSPECTIONS:

ACORN ENGINEERING HAS PERSONNEL QUALIFIED TO CONDUCT EROSION AND SEDIMENTATION CONTROL INSPECTIONS. FOR FURTHER INFORMATION CONTACT:

CONTACT: WILL SAVAGE, PE
TELEPHONE: (207) 775-2655

QUALIFICATIONS:

- ø MAINE PROFESSIONAL ENGINEERING LICENSE #11419
- ø MAINE DEP - CERTIFIED IN MAINTENANCE & INSPECTION OF STORMWATER BMP'S CERT #14
- ø CERTIFIED EROSION, SEDIMENT AND STORM WATER INSPECTOR (CESSWI) CERT #0293
- ø CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) CERT. #4620

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION AND SEDIMENTATION REPORT/PLAN, INCLUDING CONTROL OF FUGITIVE DUST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

6.0 IMPLEMENTATION SCHEDULE

THE FOLLOWING IMPLEMENTATION SEQUENCE IS INTENDED TO MAXIMIZE THE EFFECTIVENESS OF THE ABOVE DESCRIBED EROSION CONTROL MEASURES. CONTRACTORS SHOULD AVOID OVEREXPOSING DISTURBED AREAS AND LIMIT THE AMOUNT OF STABILIZATION AREA.

1. INSTALL A STABILIZED CONSTRUCTION ENTRANCE IN ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC WILL ENTER AND EXIT THE SITE.
2. INSTALL PERIMETER SILT FENCE OR EROSION CONTROL BERM.
3. INSTALL ALL OTHER EROSION CONTROL DEVICES AS NECESSARY THROUGHOUT THE REMAINDER OF THIS SCHEDULE.
4. COMMENCE INSTALLATION OF DRAINAGE INFRASTRUCTURE.
5. RELOCATE EXISTING UTILITIES.
6. COMMENCE EARTHWORK OPERATIONS, WALL AND FOUNDATION INSTALLATION.
7. COMMENCE INSTALLATION OF UTILITIES.
8. CONTINUE EARTHWORK AND GRADING TO SUBGRADE AS NECESSARY FOR CONSTRUCTION.
9. COMPLETE INSTALLATION OF DRAINAGE INFRASTRUCTURE, AS WELL AS OTHER UTILITY WORK.
10. COMPLETE REMAINING EARTHWORK OPERATIONS.
11. INSTALL SUB-BASE AND BASE GRAVELS IN PAVED AREAS.
12. INSTALL PAVING, CURBING AND BRICKWORK.
13. LOAM, LIME, FERTILIZE, SEED AND MULCH DISTURBED AREAS AND COMPLETE ALL MULCHING.
14. ONCE THE SITE IS STABILIZED, 90% CATCH OF GRASS HAS BEEN OBTAINED, OR LANDSCAPING OF LANDSCAPE AREAS IS COMPLETE REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
15. TOUCH UP AREAS WITHOUT A VIGOROUS CATCH OF GRASS WITH LOAM AND SEED.
16. COMPLETE SITE SIGNAGE AND STRIPING.
17. EXECUTE PROPER MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.

THE ABOVE IMPLEMENTATION SEQUENCE SHOULD BE GENERALLY FOLLOWED BY THE SITE CONTRACTOR. HOWEVER, THE CONTRACTOR MAY CONSTRUCT SEVERAL ITEMS SIMULTANEOUSLY. THE CONTRACTOR SHALL SUBMIT TO THE OWNER A SCHEDULE OF THE COMPLETION OF THE WORK. IF THE CONTRACTOR IS TO COMMENCE THE CONSTRUCTION OF MORE THAN ONE ITEM ABOVE, THEY SHALL LIMIT THE AMOUNT OF EXPOSED AREAS TO THOSE AREAS IN WHICH WORK IS EXPECTED TO BE UNDERTAKEN DURING THE FOLLOWING 30 DAYS.

THE CONTRACTOR SHALL RE-VEGETATE DISTURBED AREAS AS RAPIDLY AS POSSIBLE. ALL AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS OF FINAL GRADING OR BEFORE A STORM EVENT. THE CONTRACTOR SHALL INCORPORATE PLANNED INLETS AND DRAINAGE SYSTEMS AS EARLY AS POSSIBLE INTO THE CONSTRUCTION PHASE.

7.0 CONCLUSION

THE ABOVE EROSION CONTROL NARRATIVE IS INTENDED TO MINIMIZE THE DEVELOPMENT IMPACT BY IMPLEMENTING TEMPORARY AND PERMANENT EROSION CONTROL MEASURES. THE CONTRACTOR SHALL ALSO REFER TO THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL FOR ADDITIONAL INFORMATION.

1. SEEDING PLAN

1.1. SITE PREPARATION

1.1.1. THE SEEDED AREAS SHALL BE FEASIBLY GRADED OUT TO PROVIDE THE USE OF EQUIPMENT FOR SEEDED PREPARATION, SEEDING, MULCH APPLICATION, AND MULCH ANCHORING. IF NECESSARY, THE SITE MAY REQUIRE ADDITIONAL TEMPORARY EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL REPORT.

1.2. SEEDED PREPARATION

1.1.1. FERTILIZER SHALL BE APPLIED TO THE SITE AT A RATE OF 13.8 POUNDS PER 1,000 SQUARE FEET. THE COMPOSITION OF THE FERTILIZER SHALL BE 10-10-10 (N-P205-K20) OR EQUIVALENT. FERTILIZER SHALL NOT BE APPLIED TO INFILTRATION BASIN ONCE AMENDED.

1.1.2. LIMESTONE SHALL BE APPLIED TO THE SITE AT A RATE OF 138 POUNDS PER 1,000 SQUARE FEET.

1.2. SEEDING

1.1.1. THE COMPOSITION AND AMOUNT OF TEMPORARY SEED APPLIED TO A SITE SHALL BE DETERMINED BY THE FOLLOWING TABLE:

TEMPORARY SEED APPLICATION RATES			
SEED	LBS / ACRE	LBS / 1,000 SF	RECOMMENDED SEEDING DATES
WINTER RYE	112	2.6	8/15 to 10/1
OATS	80	1.8	4/1 to 7/1 8/15 to 9/15
ANNUAL RYEGRASS	40	0.9	4/1 to 7/1
SUDAGRASS	40	0.9	5/15 to 8/15
PERENNIAL	40	0.9	8/15 to 9/15
TOTAL	312	7.1	

PERMANENT SEED APPLICATION RATES	
SEED	LBS / ACRE
KENTUCKY BLUEGRASS	20.00
CREeping RED FESCUE	20.00
PERENNIAL RYEGRASS	4.80
TOTAL	44.8 LBS/ACRE

2. MULCHING

2.1. MULCH SHALL BE HARDWOOD AND APPLIED AT A RATE OF 70 LBS - 90 LBS PER 1,000 SQUARE FEET. THE MULCH SHALL BE INSTALLED AT A MINIMUM DEPTH OF 4 INCHES. THE SEEDED AREA SHALL BE MULCHED IMMEDIATELY AFTER SEED IS APPLIED.

2.2. MULCHING DURING THE WINTER SEASON SHALL BE DOUBLE THE NORMAL AMOUNT. REFER TO DETAIL FOR MORE INFORMATION.

3. HOUSEKEEPING

3.1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

3.1.1 NOTE: ANY SPILL OR RELEASE OF TOXIC OR HAZARDOUS SUBSTANCES MUST BE REPORTED TO THE DEPARTMENT. FOR OIL SPILLS, CALL 1-800-482-0777 WHICH IS AVAILABLE 24 HOURS A DAY. FOR SPILLS OF TOXIC OR HAZARDOUS MATERIAL, CALL 1-800-452-4664 WHICH IS AVAILABLE 24 HOURS A DAY. FOR MORE INFORMATION, VISIT THE DEPARTMENT'S WEBSITE AT : [HTTP://WWW.MAINE.GOV/DEP/SPILLS/EMERGSPILLSRESP/](http://www.maine.gov/dep/spills/emergspillsresp/)

3.2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL, DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

3.2.1. SEE APPENDIX D FOR LICENSE BY RULE STANDARDS FOR INFILTRATION OF STORMWATER.

3.2.2. NOTE: LACK OF APPROPRIATE POLLUTANT REMOVAL BEST MANAGEMENT PRACTICES (BMPs) MAY RESULT IN VIOLATIONS OF THE GROUNDWATER QUALITY STANDARD ESTABLISHED BY 38 M.R.S.A. §465-C(1).

3.3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEEP IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

3.3.1. NOTE: DEWATERING A STREAM WITHOUT A PERMIT FROM THE DEPARTMENT MAY VIOLATE STATE WATER QUALITY STANDARDS AND THE NATURAL RESOURCES PROTECTION ACT.

3.4. DEBRIS AND OTHER MATERIALS. MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

3.4.1. NOTE: TO PREVENT THESE MATERIALS FROM BECOMING A SOURCE OF POLLUTANTS, CONSTRUCTION AND POST-CONSTRUCTION ACTIVITIES RELATED TO A PROJECT MAY BE REQUIRED TO COMPLY WITH APPLICABLE PROVISION OF RULES RELATED TO SOLID, UNIVERSAL, AND HAZARDOUS WASTE, INCLUDING, BUT NOT LIMITED TO, THE MAINE SOLID WASTE AND HAZARDOUS WASTE MANAGEMENT RULES; MAINE HAZARDOUS WASTE MANAGEMENT RULES; MAINE OIL CONVEYANCE AND STORAGE RULES; AND MAINE PESTICIDE REQUIREMENTS.

3.5. EXCAVATION DE-WATERING. EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

3.5.1. NOTE: DEWATERING CONTROLS ARE DISCUSSED IN THE "MAINE EROSION AND SEDIMENT CONTROL BMPs, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION."

3.6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:

- (a) DISCHARGES FROM FIREFIGHTING ACTIVITY;
- (b) FIRE HYDRANT FLUSHINGS;
- (c) VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (ENGINE, UNDERCARRIAGE AND TRANSMISSION WASHING IS PROHIBITED);
- (d) DUST CONTROL RUNOFF IN ACCORDANCE WITH PERMIT CONDITIONS AND APPENDIX C(3);
- (e) ROUTINE EXTERNAL BUILDING WASHDOWN, NOT INCLUDING SURFACE PAINT REMOVAL, THAT DOES NOT INVOLVE DETERGENTS;
- (f) PAVEMENT WASHWATER (WHERE SPILLS/LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED, UNLESS ALL SPILLED MATERIAL HAD BEEN REMOVED) IF DETERGENTS ARE NOT USED;
- (g) UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
- (h) UNCONTAMINATED GROUNDWATER OR SPRING WATER;
- (i) FOUNDATION OR FOOTER DRAIN-WATER WHERE FLOWS ARE NOT CONTAMINATED;
- (j) UNCONTAMINATED EXCAVATION DEWATERING (SEE REQUIREMENTS IN APPENDIX C(5));
- (k) POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHINGS; AND
- (l) LANDSCAPE IRRIGATION.

3.7. UNAUTHORIZED NON-STORMWATER DISCHARGES. THE DEPARTMENT'S APPROVAL UNDER THIS CHAPTER DOES NOT AUTHORIZE A DISCHARGE THAT IS MIXED WITH A SOURCE OF NON-STORMWATER, OTHER THAN THOSE DISCHARGES IN COMPLIANCE WITH APPENDIX C (6). SPECIFICALLY, THE DEPARTMENT'S APPROVAL DOES NOT AUTHORIZE DISCHARGES OF THE FOLLOWING:

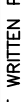
- (a) WASTEWATER FROM THE WASHOUT OR CLEANOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE

[illegible]

DRAWING NAME: **EROSION CONTROL DETAILS**

PROJECT NAME/ADDRESS: **FEDERAL STREET DEVELOPMENT**
201 FEDERAL STREET W PORTLAND, ME 04104

CLIENT/OWNER: **REDFERN DOWNTOWN, LLC**
PORTLAND, ME 04104

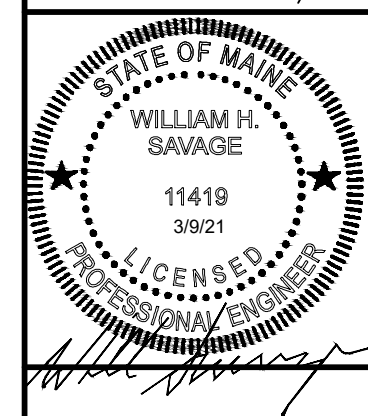

A C O R N

ACORN ENGINEERING, INC. 04101
 PO BOX 200000, ANN ARBOR MI 48101
 (313) 775-6659
 (313) 775-6659

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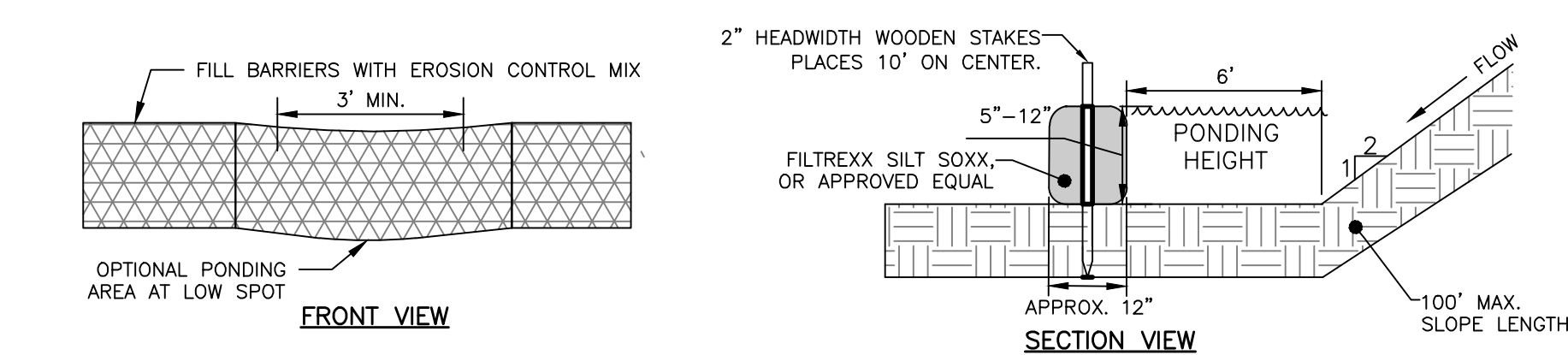
ENGINEERING, INC.

FILE:	1129_CIVIL
JN:	1129
SCALE:	AS NOTED
DESIGNED BY:	FRT
DRAWN BY:	FRT
CHECKED BY:	WHS/PFH

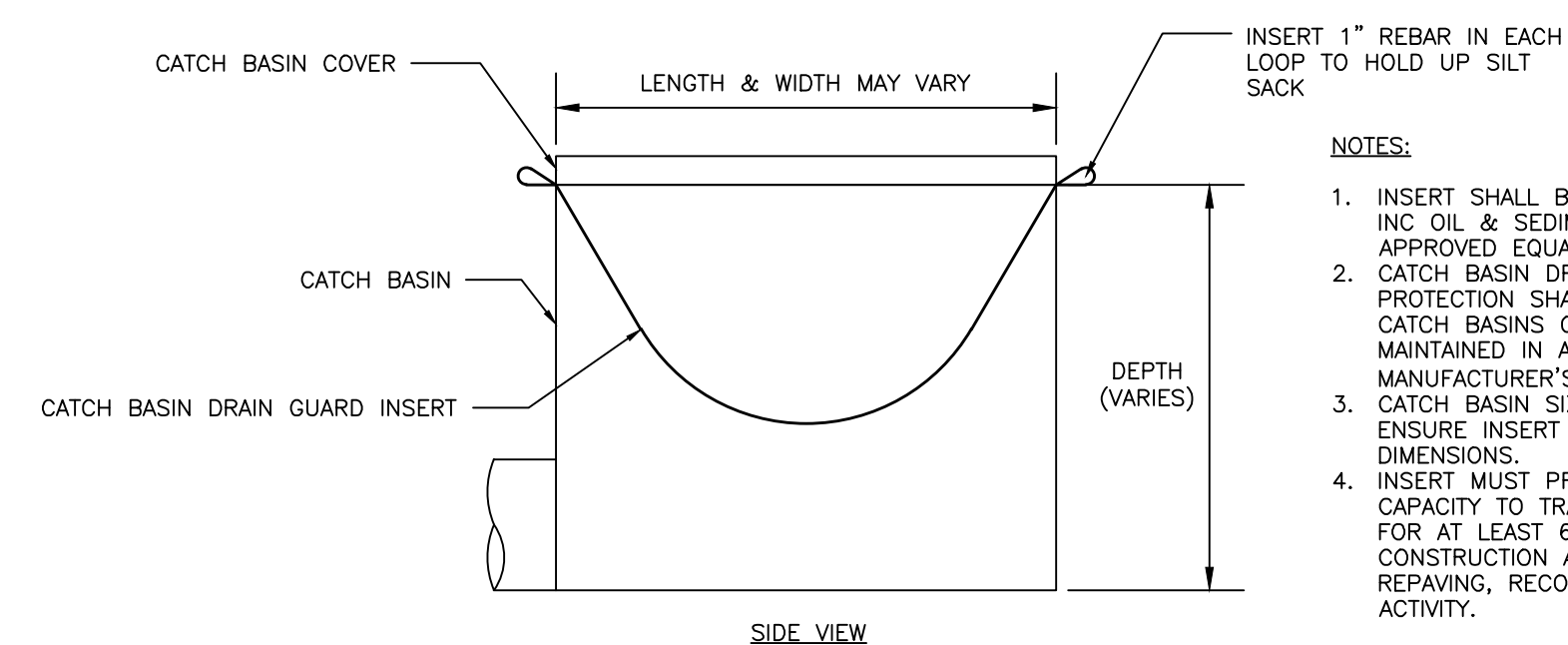


DRAWING NO.
C-47

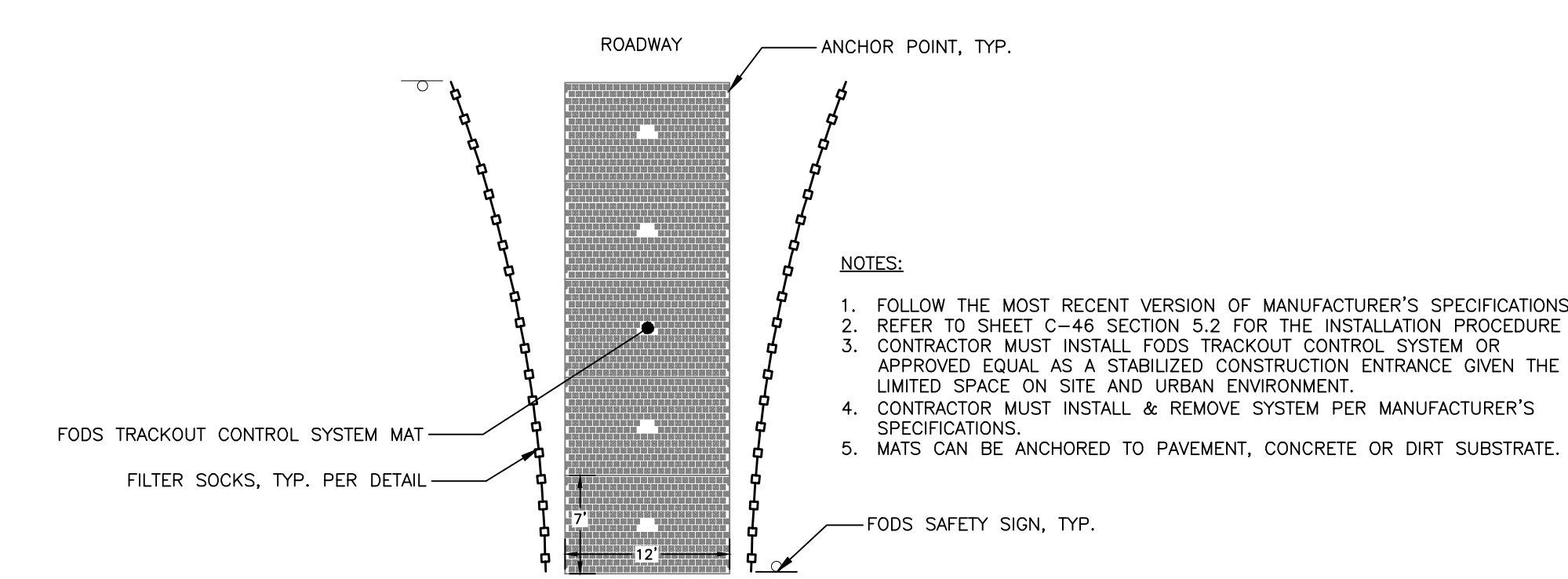
- NOTES:
1. FULL CONTACT WITH THE GROUND IS CRITICAL TO PREVENT SHORT CIRCUITING UNDER THE TUBE – THE GROUND SURFACE SHOULD BE SMOOTH AND LEVEL. IN WOODED AREAS, PROTRUDING ROOTS AND DEBRIS MAY NEED TO BE REMOVED. IN GRASSED AREAS, THE GRASS NEEDS TO BE EITHER MOWED OR COMPRESSED DOWN.
 2. UPON FINAL STABILIZATION, THE TUBE CAN BE CUT OPEN AND THE MATERIAL USED WITHIN LANDSCAPED AREAS. THE MESH MATERIAL SHOULD BE REMOVED.
 3. LOOSE COMPOST MAY BE BACKFILLED ALONG THE UPSLOPE SIDE OF THE COMPOST FILTER SOCK, IMPROVING FILTRATION AND SEDIMENT RETENTION.



FILTER SOCK DETAIL
NOT TO SCALE

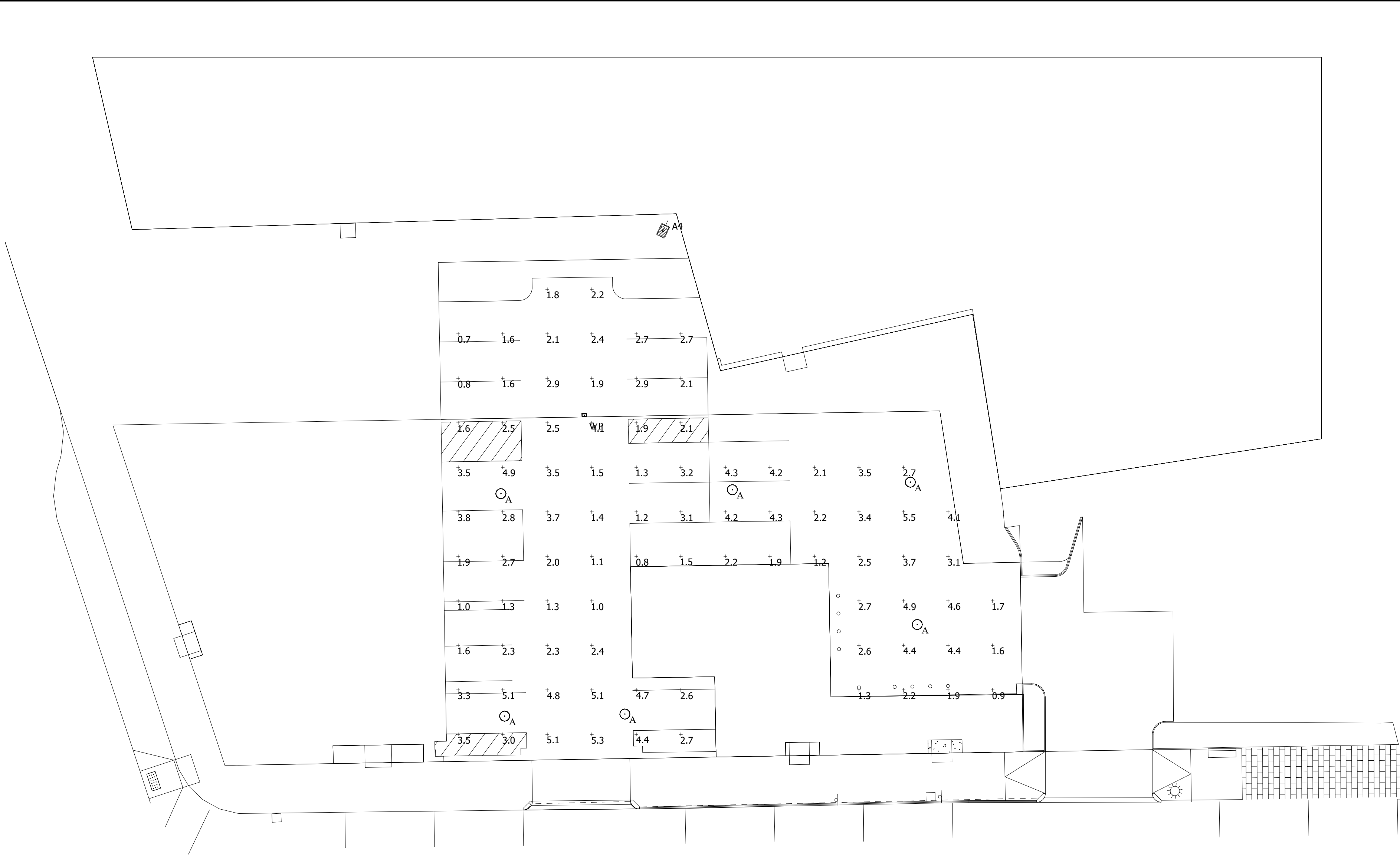


ULTRATECH DRAIN GUARD CATCH BASIN INSERT
NOT TO SCALE



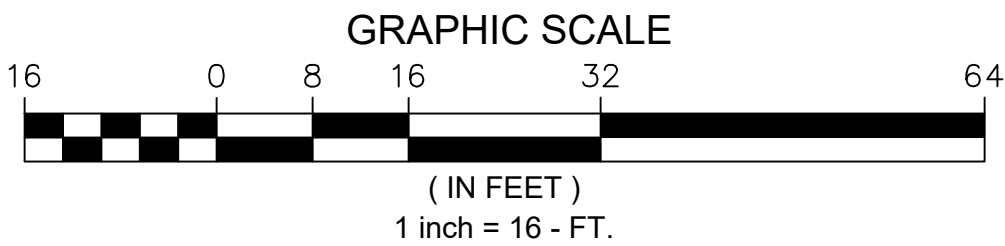
FODS TRACKOUT CONTROL SYSTEM
CONSTRUCTION ENTRANCE
NOT TO SCALE

PERMIT LEVEL
NOT ISSUED FOR
CONSTRUCTION



Luminaire Schedule							
Symbol	Qty	Label	Mounting Height	LLF	Lum. Lumens	Lum. Watts	Description
⊙	6	A	9' - 0" AFG	0.900	6089	51.2	SRT2-50-4K7-5QW
⊞	1	WP	12' - 0" AFG	0.900	2789	28	TRP1-12L30-4K7-4
⊞	1	A4	12' - 0" AFG	0.900	5909	55	VP-S-24L-55-4K7-4W

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Overall Area	Illuminance	Fc	2.74	5.5	0.7	3.91	7.86



1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO HUBBELL LIGHTING. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

TITLE:

FEDERAL STREET DEVELOPMENT
PORTLAND, ME
SITE PHOTOMETRIC PLAN

REVISED FROM DRAWING NUMBER(S):

R1: 11/14/20R2: 12/01/20R3: 12/07/20R4: 12/09/20



Hubbell Lighting, Inc.
701 MILLENNIUM BLVD.
GREENVILLE, SC 29607

DN BY:
DHK

REV BY:
DHK

QUOTE:
N/A

DATE:
11/14/19

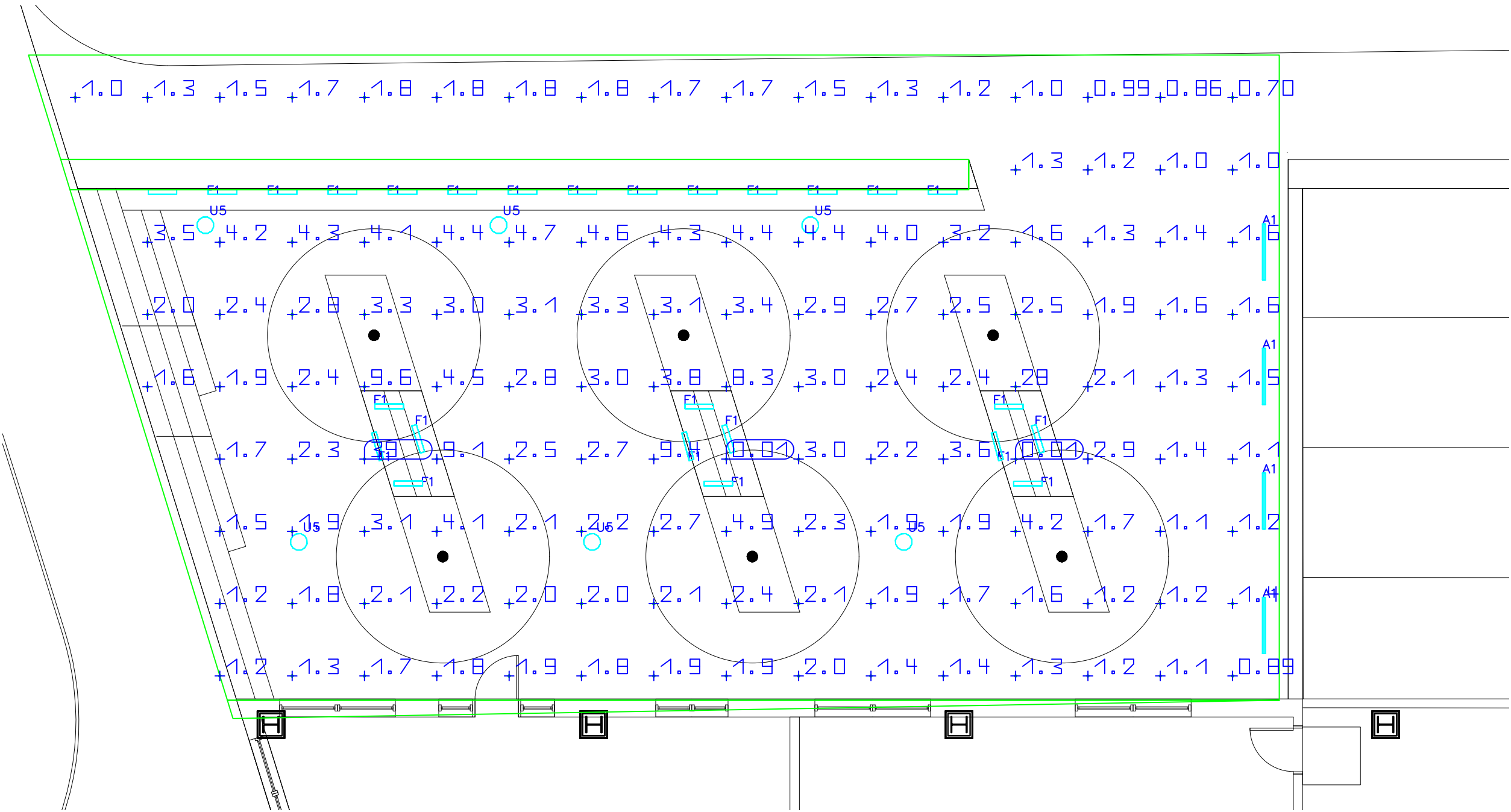
DATE:
12/09/20

DRAWING / DESIGN NO.:
1925339R4

CHK BY:
N/A

SCALE:
AS NOTED

Page 258



Luminaire list (Site 1)							
Index	Manufacturer	Article name	Item number	Luminous flux	Light loss factor	Connected load	Quantity
A1	KIM LIGHTING	INTENT WHITE	INT-4-48L-80-3K7-WG	9513 lm	0.90	78.6 W	4
F1	CLEAR	FPC	C-FR-F22B-CC-D24V-108-2700K	400 lm	0.90	0 W	27
U5	Beacon Products	URBAN SERIES	URB-21-24NB-27-3K-T5W	2601 lm	0.90	55.8 W	6

#	Name	Parameter	Min	Max	Average	Mean/Min	Max/Min
1	Courtyard	Perpendicular illuminance	0.010 fc	38.7 fc	2.88 fc	290.1	3891

1. THIS LIGHTING DESIGN IS BASED ON LIMITED INFORMATION SUPPLIED BY OTHERS TO HUBBELL LIGHTING. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

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3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

TITLE:

FEDERAL STREET
THE URBAN OASIS
EXTERIOR LIGHTING PLAN

REVISED FROM DRAWING NUMBER(S):

R1: 11/24/20

HUBBELL®
Hubbell Lighting, Inc.
701 MILLENNIUM BLVD.
GREENVILLE, SC 29607

DN BY:
DHK

REV BY:
DHK

QUOTE:
N/A

DATE:
11/08/20

DATE:
11/24/20

DRAWING / DESIGN NO.:
2027109R1

CHK BY:
N/A

SCALE:
AS NOTED

Page 259

MIXED-USE HIGH-RISE

200 FEDERAL STREET
PORTLAND, MAINE

PROGRESS DRAWINGS

JULY 20, 2020



ARCHITECT

RYAN SENATORE **ARCHITECTURE**

500 CONGRESS STREET, SECOND FLOOR, PORTLAND, MAINE 04101
207-650-6414

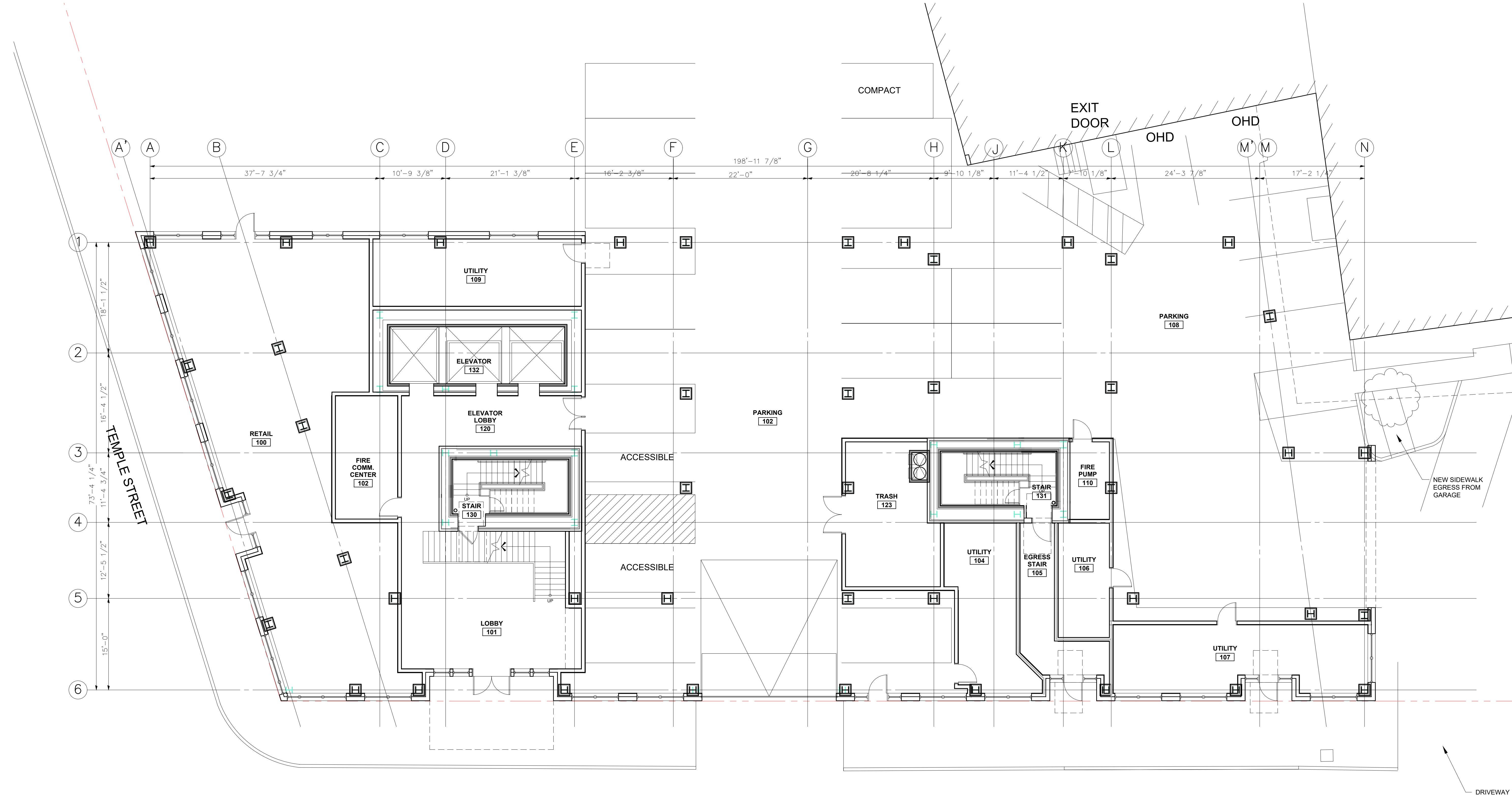
DRAWING LIST

SHEET NUMBER

G0-0 TITLE SHEET

ARCHITECTURAL

- | | |
|-------|-----------------------------------|
| 0-1 | INTERIOR WALL AND PARTITION TYPES |
| 0-2 | SLAB, FLOOR AND ROOF TYPES |
| 1-1 | FIRST FLOOR PLAN |
| 1-2 | SECOND FLOOR PLAN |
| 1-3 | THIRD FLOOR PLAN |
| 1-4 | FOURTH FLOOR PLAN |
| 1-18 | EIGHTEENTH FLOOR PLAN |
| 1-19 | ROOF PLAN |
| A2-0 | SOUTH ELEVATION |
| A2-1 | NORTH ELEVATION |
| A2-2 | EAST AND WEST ELEVATION |
| A3-0 | WALL SECTIONS |
| A5-0 | DETAILS |
| A5-1 | DETAILS |
| A7-0 | WINDOW SCHEDULE |
| A7-0A | PINNACLE WINDOW 1 |
| A7-0B | PINNACLE WINDOW 2 |
| 1 | CONCEPT IMAGE |
| 2 | CONCEPT IMAGE |
| 3 | CONCEPT IMAGE |
| 4 | CONCEPT IMAGE |
| 5 | CONCEPT IMAGE |
| 6 | CONCEPT IMAGE |
| 1 | SITE CONTEXT IMAGE |
| 2 | SITE CONTEXT IMAGE |



1 FIRST FLOOR PLAN
1/8" = 1'-0"

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ARCHITECTURE

MIXED-USE HIGH-RISE
200 FEDERAL STREET
PORTLAND, MAINE

RSA
RYAN SENATORE
ARCHITECTURE
500 CONGRESS STREET
PORTLAND, MAINE 04101
207-650-6414
senatorearchitecture.com

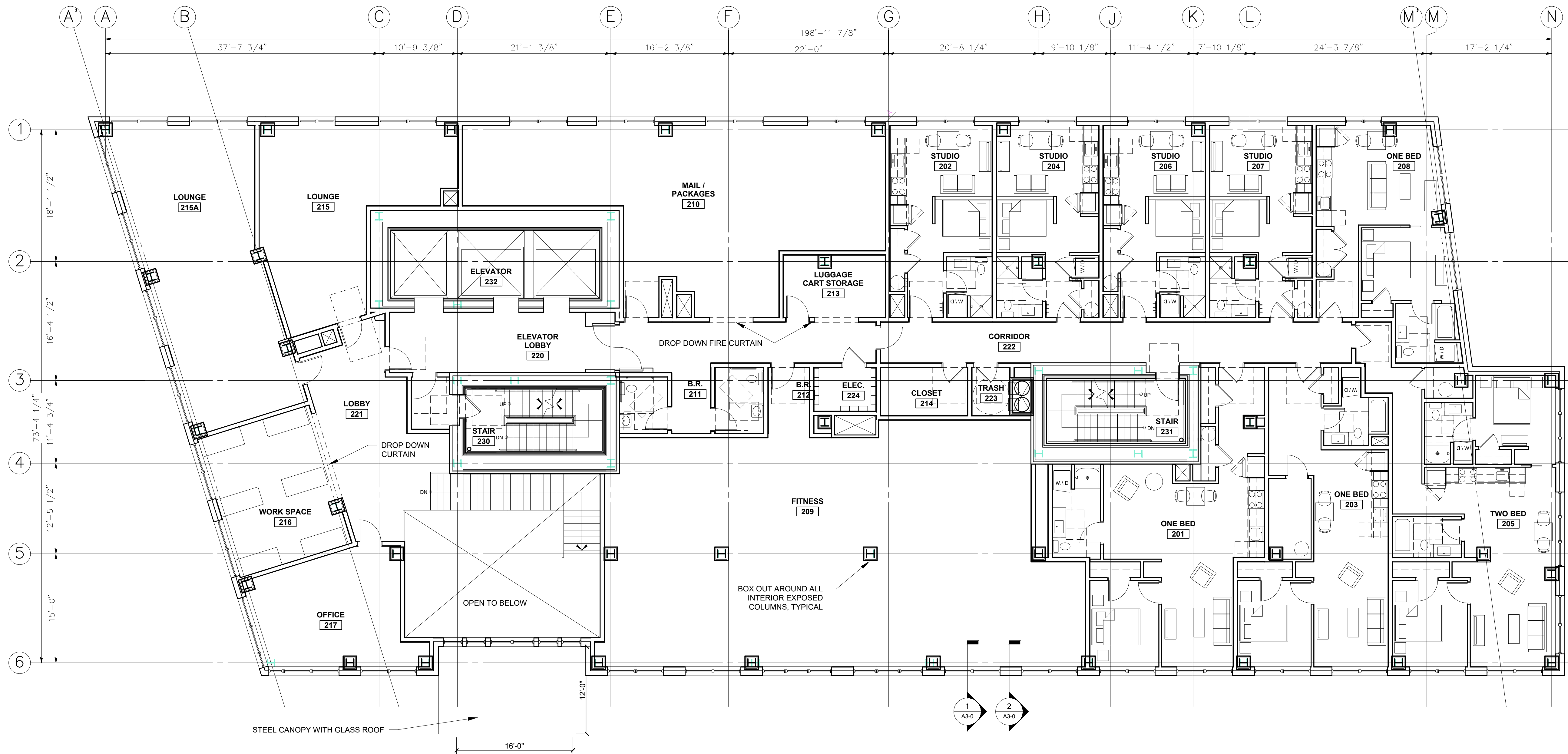
CONSULTANTS:

REVISIONS:
PROGRESS PRINT ONLY
Not for Construction
AUGUST 20, 2020

DATE: _____
PROJECT No. 1947
DRAWN BY: RRT, RJS
CHECKED BY: RJS
SCALE: AS NOTED

SHEET TITLE:
FIRST FLOOR
PLAN

A1-1



1 SECOND FLOOR PLAN
1/8" = 1'-0"

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AUGUST 20, 2020

DATE:

PROJECT No. 1947

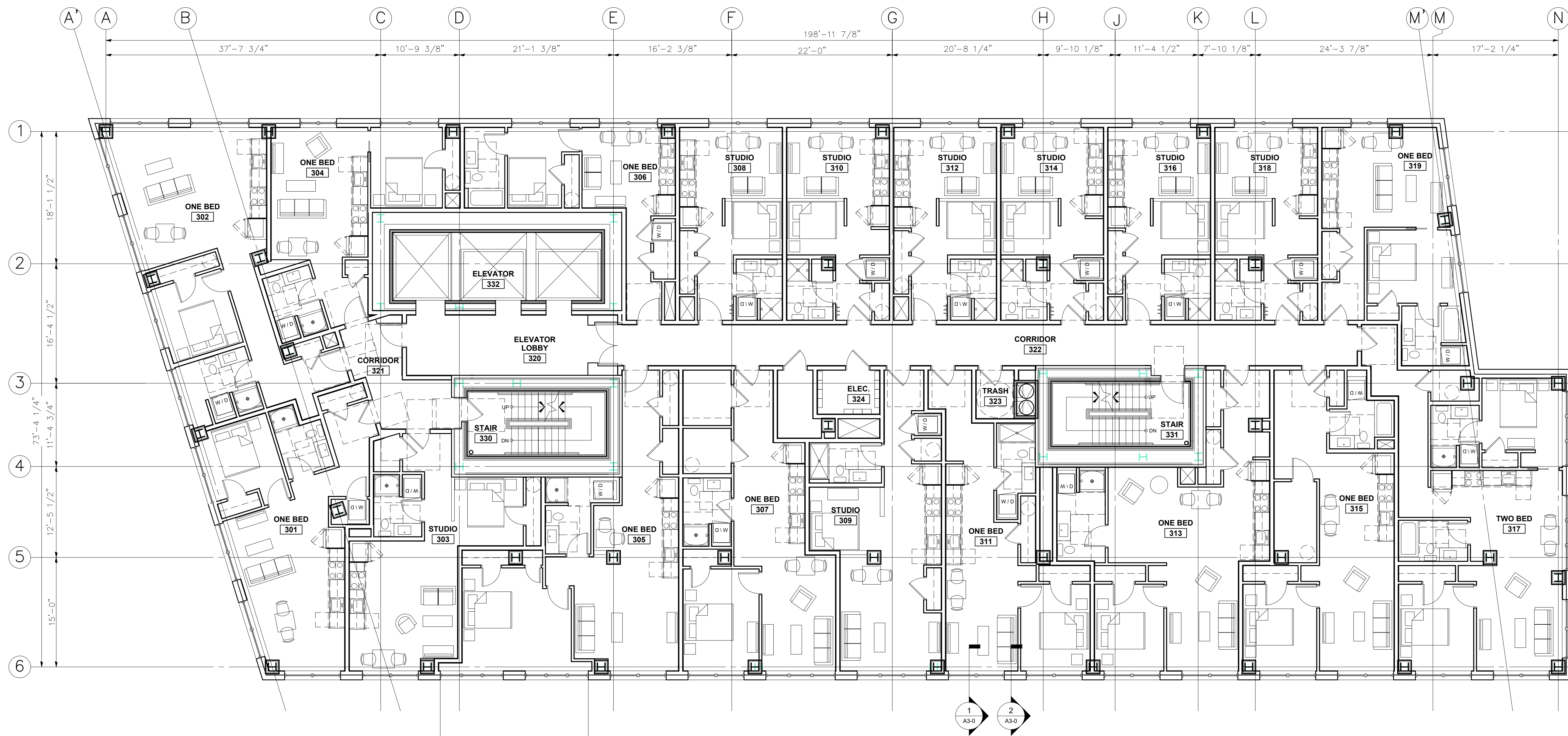
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CHECKED BY: RJS

SCALE: AS NOTED

SHEET TITLE:
SECOND FLOOR
PLAN

A1-2



1 THIRD FLOOR PLAN
1/8" = 1'-0"

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CONSULTANTS:

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AUGUST 20, 2020

DATE:

PROJECT No. 1947

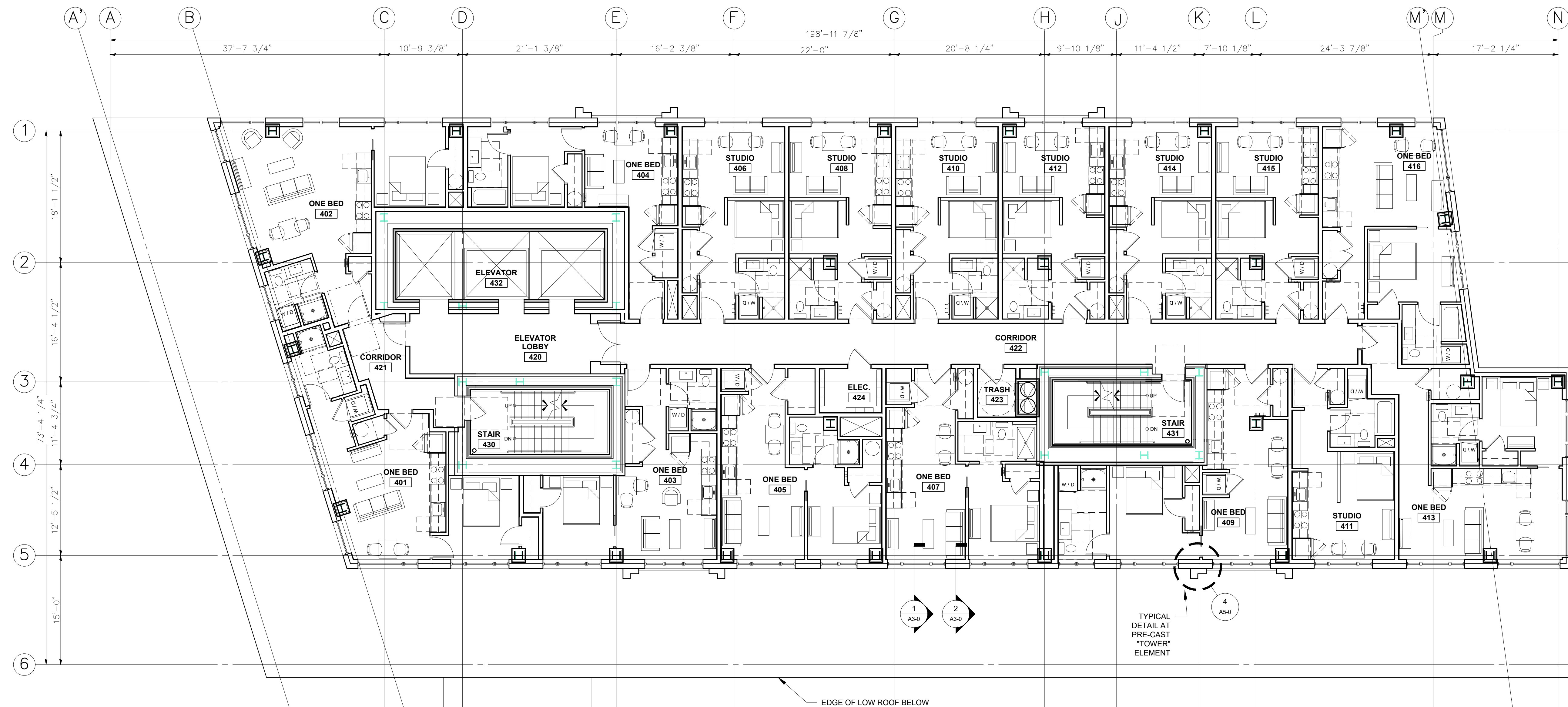
DRAWN BY: RRT, RJS

CHECKED BY: RJS

SCALE: AS NOTED

SHEET TITLE:
THIRD FLOOR
PLAN

A1-3



1 FOURTH FLOOR PLAN
1/8" = 1'-0"

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CONSULTANTS:

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PROGRESS PRINT ONLY
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AUGUST 20, 2020

DATE:

PROJECT No. 1947

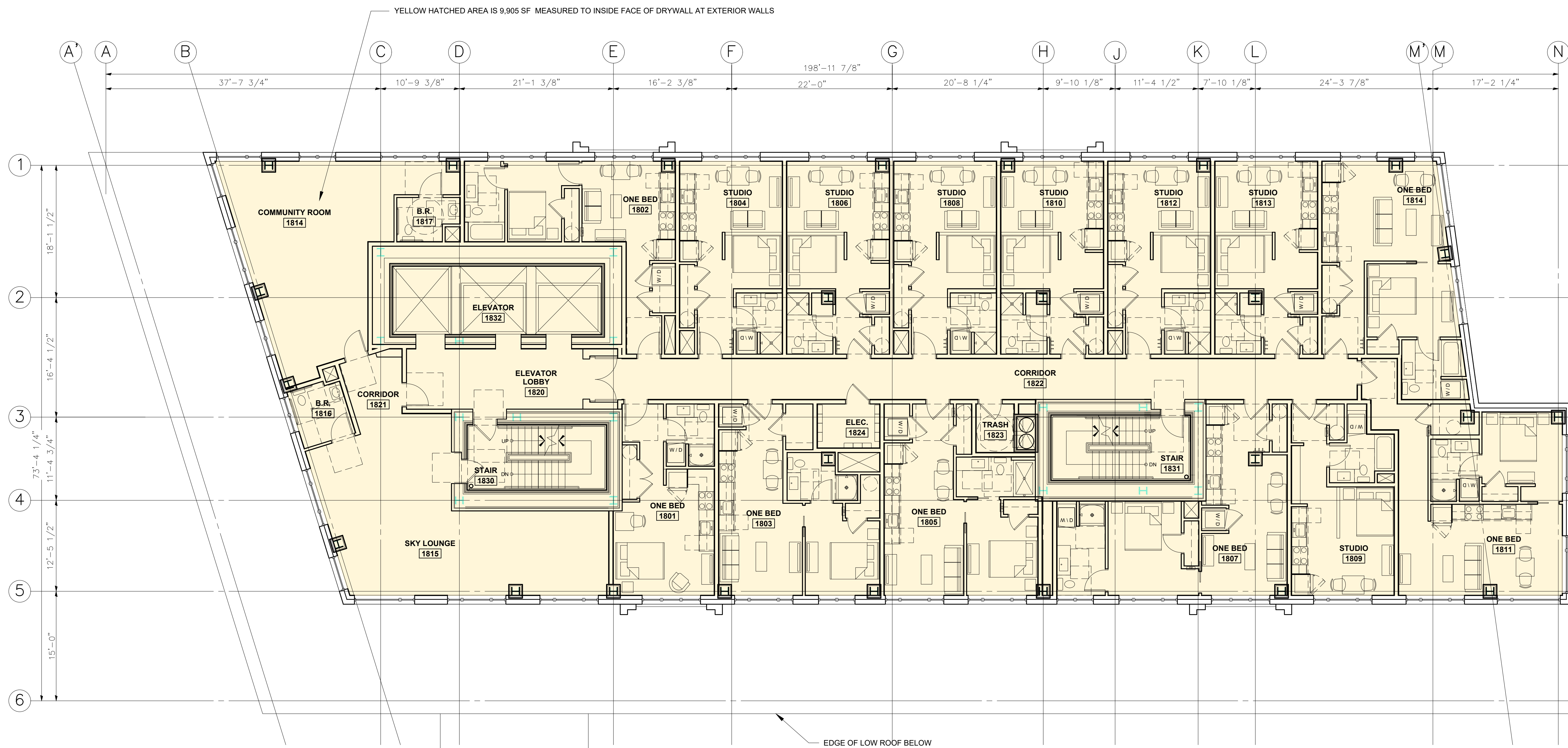
DRAWN BY: RRT, RJS

CHECKED BY: RJS

SCALE: AS NOTED

SHEET TITLE:
FOURTH FLOOR
PLAN

A1-4



1 EIGHTEENTH FLOOR PLAN
1/8" = 1'-0"

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ARCHITECTURE

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PORTLAND, MAINE

RSA
RYAN SENATORE
ARCHITECTURE
500 CONGRESS STREET
PORTLAND, MAINE 04101
207-650-6414
senatorearchitecture.com

CONSULTANTS:

REVISIONS:
PROGRESS PRINT ONLY
Not for Construction
AUGUST 20, 2020

DATE:

PROJECT No. 1947

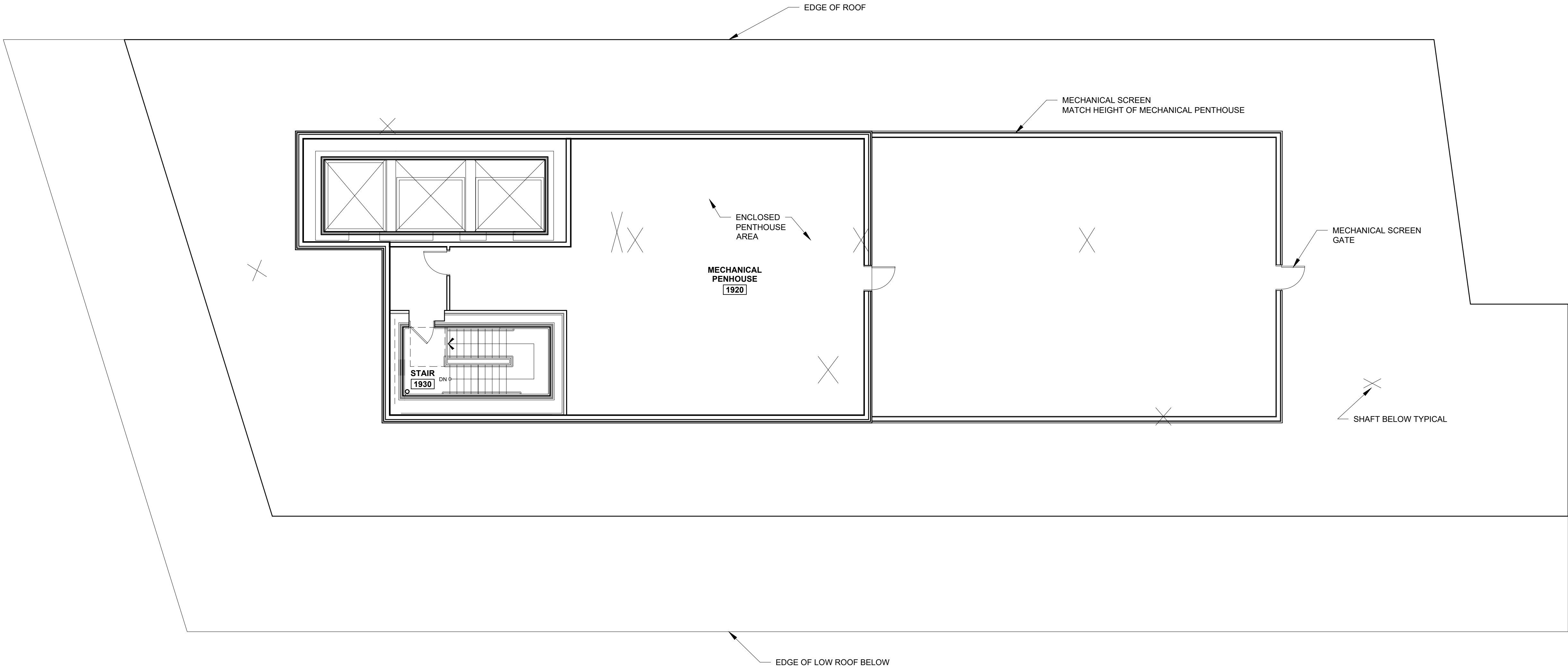
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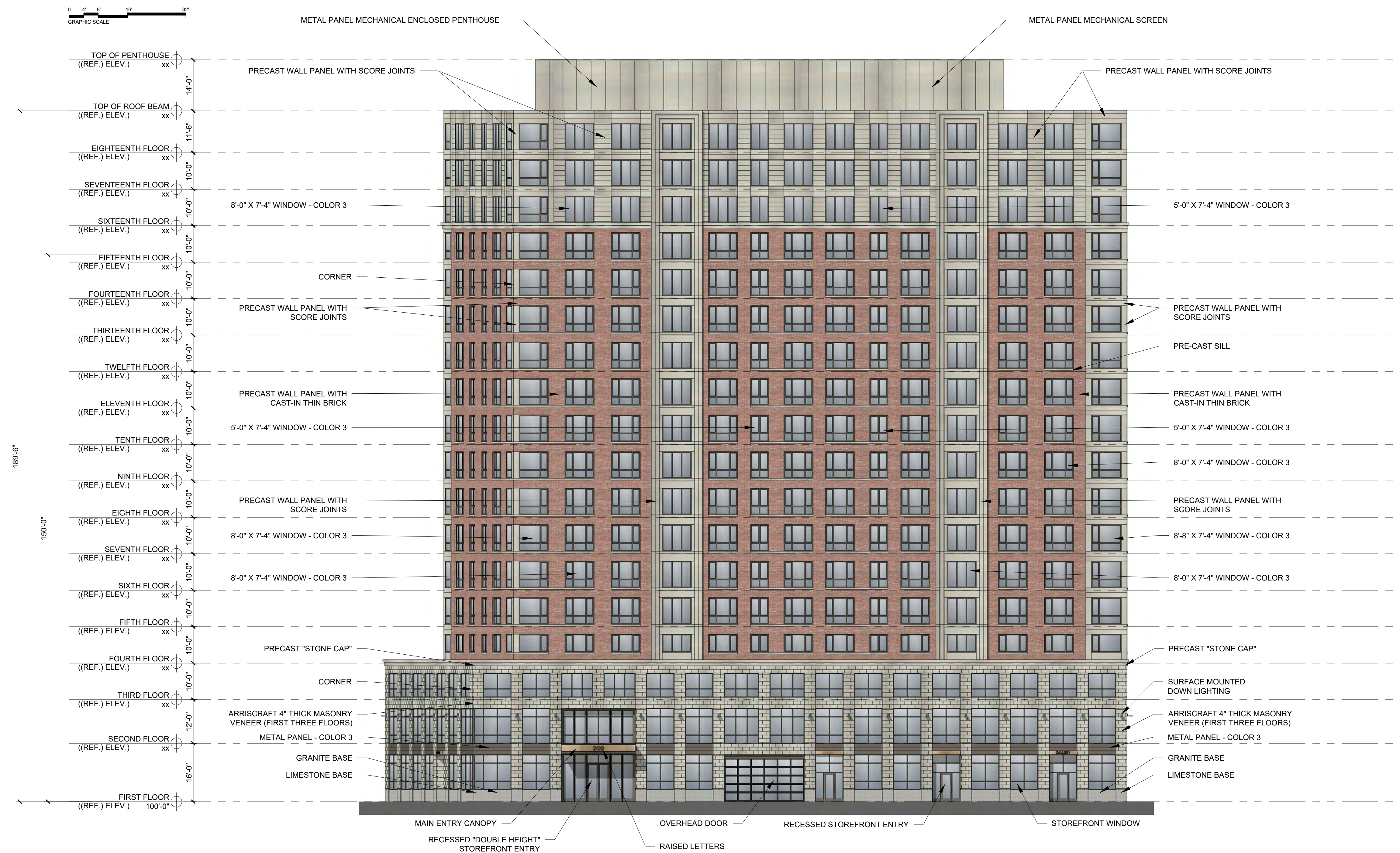
CHECKED BY: RJS

SCALE: AS NOTED

SHEET TITLE:
EIGHTEENTH
FLOOR PLAN

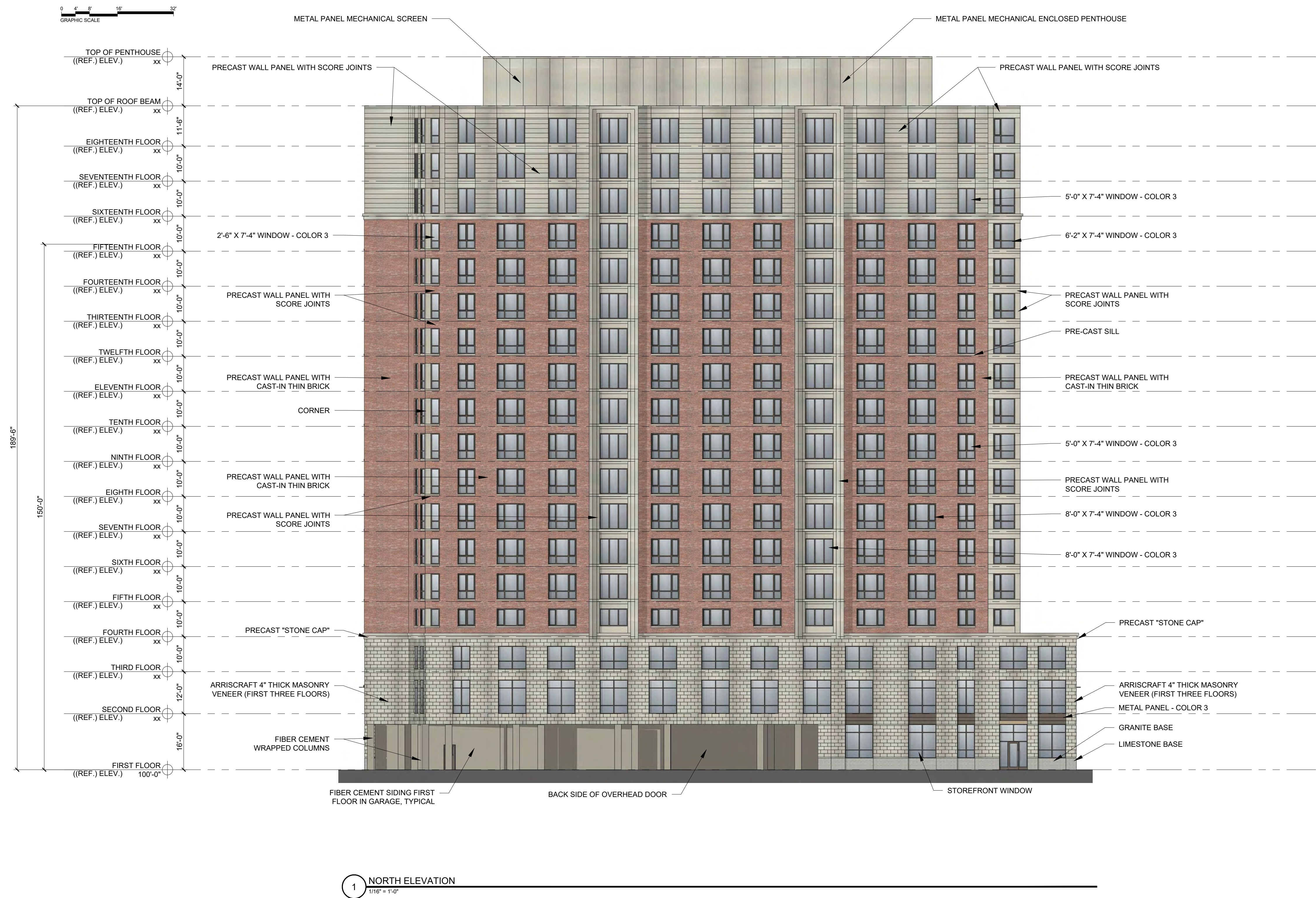
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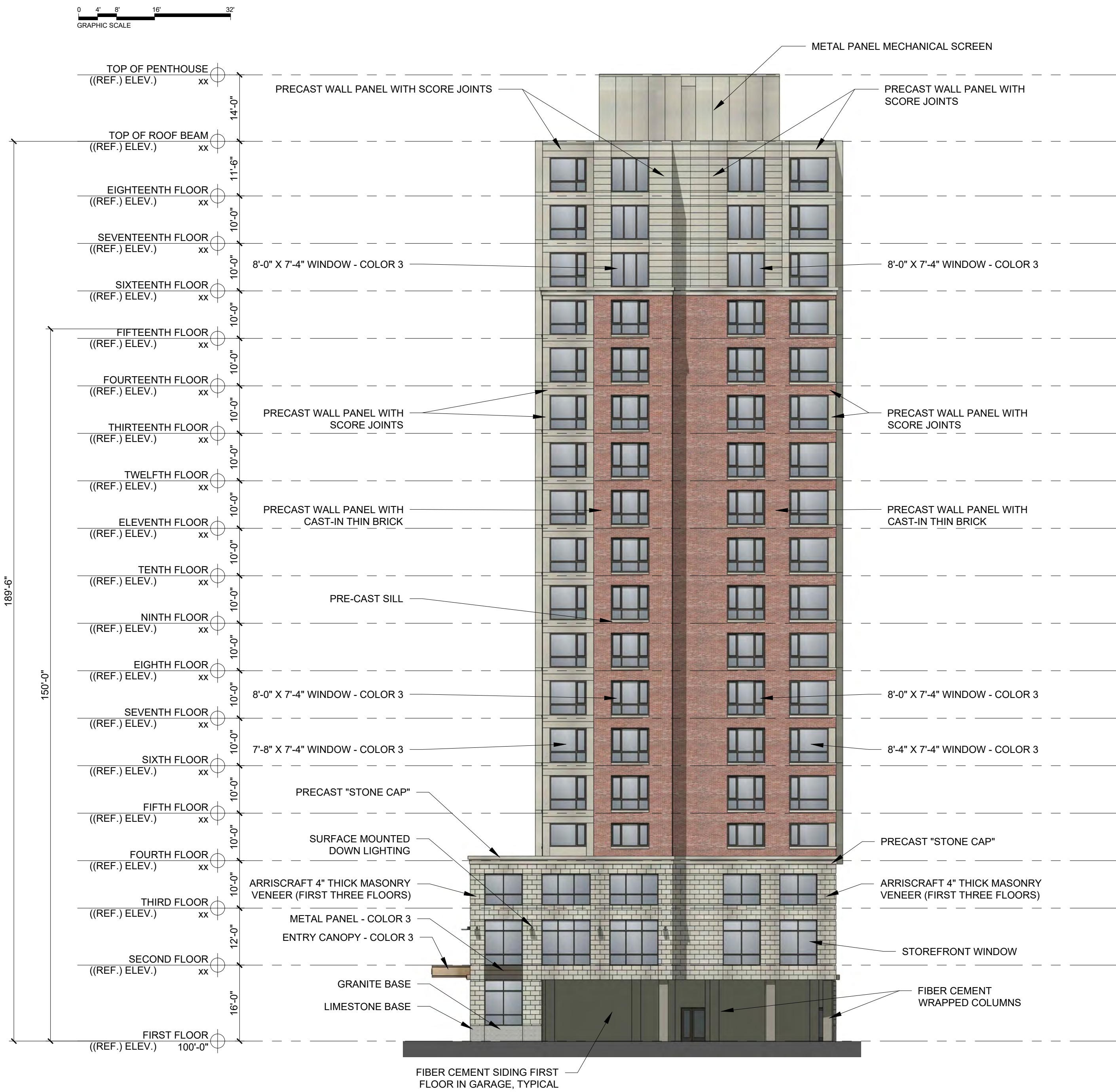


1 SOUTH ELEVATION
1/16" = 1'-0"

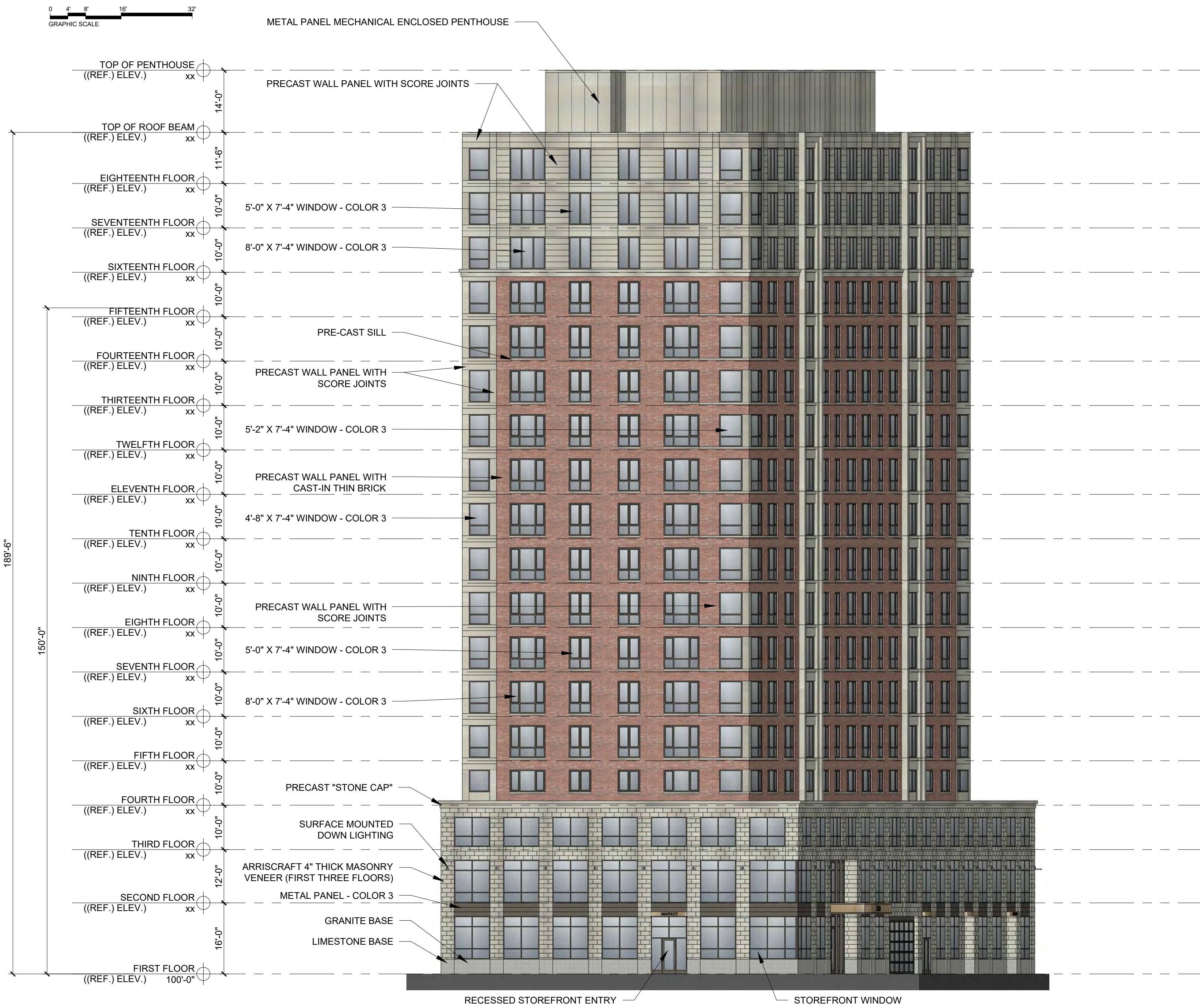
PROGRESS PRINT ONLY
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PROGRESS PRINT ONLY
Not for Construction

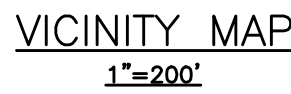


1 EAST ELEVATION
1/16" = 1'-0"



1 WEST ELEVATION
1/16" = 1'-0"

PROGRESS PRINT ONLY
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Memorandum
Planning and Urban Development Department



To: Brandon Mazer, Chair and Members of the Portland Planning Board
From: Matthew Grooms, Senior Planner
Date: April 9, 2021
Re: Map and Text Amendment, 165 Lambert Street
Applicant: Maine Cooperative Development Partners
Project #: ZN-001485-2021 **CBL:** 385-A-001
Meeting Date: April 13, 2021

I. INTRODUCTION

Maine Cooperative Development Partners is requesting to rezone an approximately 13-acre parcel of land located at 165 Lambert Street from R-2 to R-3 Residential, and amend Articles 6 and 7 of the Land Use Code with respect to dimensional and site configuration requirements for a Planned Residential Unit Development (PRUD). These actions would facilitate the development of City-owned property in accordance with a Request for Proposals (RFP) released in June of 2020, soliciting proposals for an environmentally sensitive, age-inclusive and affordable housing proposal at this location. The applicant has entered into a Purchase and Sale agreement with the City, and has identified that this text and map amendment are required to complete the project as presented in their bid.

The workshop was noticed to 88 neighbors and interested parties, and the public notice appeared in the *Portland Press-Herald* on April 2nd and 3rd 2021. The applicant held a Neighborhood Meeting on April 8, 2021, with notes to be made public prior to this workshop. As of the writing of this memorandum, staff have received three public comment.

Applicant: Maine Cooperative Development Partners (Matthew Peters, Liz Trice)



Figure 1: Subject Property, 165 Lambert Street as seen from the corner of Washington Ave Ext. and Lambert Street



Figure 2: Existing Zoning for the Property

II. EXISTING CONDITIONS

The 13.39-acre subject property is a large contiguous area of undeveloped land in the R-2 Residential zone, split between two separate parcels, owned by the City of Portland and located in North Deering, with frontage along Lambert Street, Washington Avenue Extension, and Auburn Street (ME-100). The property is entirely forested, with 5.43 acres of delineated wetlands and 4.17 acres of upland area suitable for development, as evidenced in a 2009 wetland delineation report prepared by Boyle Associates (Attachment 7).

The surrounding immediate context is comprised largely of single-family residential development, though areas of commercial development exist both to the west, along Riverside Industrial Parkway and Riverside Street, and to the north and south, along Auburn Street (ME-100). The site is accessible to public transit via METRO Route 9A/B which runs along both Washington Avenue and Auburn Street.



Figure 3: Wetland Delineation Plan

III. BACKGROUND

A. RFP for Disposition of 165 Lambert Street

In June of 2020, the City of Portland released an RFP to dispose of three separate city-owned properties, with the property at 165 Lambert Street being among them (Attachment 7). The criteria for consideration centered around the ability to provide high quality and age-inclusive affordable housing at-scale, integrated with the surrounding community, and designed so as to conserve and enhance existing natural features on-site.

With respect to affordability, the RFP stated that all units developed shall be ‘affordable’, meaning that the combined cost of paying rent or mortgage, along with utilities, taxes, insurance and condo/HOA fees, does not exceed 30% of a household’s gross income. Units shall be limited to households earning between 60% and 120% of the area median income (AMI). For the bid selected, these stipulations are to be in effect for a period of no less than 30 years for home ownership units, and the maximum period allowed for rental units.

Aside from affordability requirements, the RFP requires that the development be designed in accordance with Portland’s Green Building Code, and in a manner that is compatible with the pattern, scale, massing and materials of surrounding development. Bids were also to be evaluated by how effectively they preserved and incorporated natural features of the site. The City of Portland retains the right to preserve a conservation easement on the non-developable portions of the site.

Maine Cooperative Development Partners were selected as the winning bid, and entered into a purchase and sale agreement with the City on January 4, 2021 for development of this site.

B. Purchase and Sales Agreement for 165 Lambert Street

The purchase and sale (P&S) agreement (Attachment 6) provides a 13-month due diligence period from the date of the agreement which would end in February of 2022. This due diligence shall include preparation of a survey of the site along with a new legal description for the property, both of which would need to be reviewed and approved by Corporation Counsel and DPW. Closing on the property is required to occur within 15 months following the signing of the P&S agreement, which would be April of 2022. After that point, the developer is required to begin construction on the project within 12 months of the closing. This would require construction to begin no later than April of 2023.

The agreement specifies that the developer shall be responsible for the creation of a certain number of residential units. The requirement as listed is, “the greater of 20 three-bedroom dwelling units or the maximum number of dwelling units feasible under the current zoning’.

IV. DEVELOPMENT PROPOSAL

At this point in the process, the proposal for development remains conceptual in nature, as no site plan application has yet been submitted. Should the rezoning be approved by the City Council, a Major Site Plan application would be submitted by the applicant. The plans provided in support of the text and map amendment show a development with three separate built forms; mixed-use, live-work units, and townhomes, without specific detail on the number of units to be developed. Under this proposal, certain units would be vertically arrayed, meaning that they would be stacked one on top of the other. This configuration is currently only permitted within PRUDs in the R-5 & R-5a zones, and is the focus of one of the proposed text amendments.



Figure 4: Concept Plan A for 165 Lambert Street PRUD



Figure 5: Concept Plan B for 165 Lambert Street PRUD

The conceptual site plan offers two separate alternatives for consideration, with site ingress and egress being provided from Washington Avenue Extension in both alternatives. Given that the development will be a PRUD, the site plan shows a series of trails across the site in both alternatives, which are intended to satisfy new open space requirements for a PRUD, as proposed within this application.

A. Mixed-Use Proposal along Washington Avenue Extension

Since its initial submission, a key component of this proposal has been to provide an easily accessible neighborhood gathering place. Initially, the applicant requested that the property's frontage along Washington Avenue Extension be rezoned to B-1, so as to allow retail and restaurant uses, with the idea being to provide a market and/or coffee shop, in addition to other maker or home occupation spaces. Based upon the characteristics of Washington Avenue Extension and recommendations in *Portland's Plan 2030* for future land use consideration, staff recommended against B-1 in this location, citing that this stretch of Washington Avenue does not operate as a major node or corridor within the City, offers limited accessibility to pedestrian infrastructure and traffic, and provides no on-site parking.

Instead, staff has suggested that the applicant explore uses permitted under 'places of assembly', which are a conditional use in the R-3 Residential zone. This use may include neighborhood centers, community halls, and private clubs. Neighborhood centers for example may host a variety of recreational, artistic, social, educational, health and cultural activities, which may in part help achieve the mixed-use vision for the development.

V. Map Amendment

The development site is zoned R-2 Residential, which is a low-density residential zone that limits residential forms to single-family dwellings. The City, in developing its criteria for this RFP, prioritized applications that were able to maximize the number of affordable units on-site. Recognizing that the R-2 zone allows for fairly limited density, the City openly acknowledges in its RFP that zoning amendments may be appropriate to facilitate the type of development sought.

In their response to the RFP, Maine Cooperative Development Partners proposes to rezone the site from R-2 to R-3 Residential, as the R-3 zone allows for Planned Residential Units Developments (PRUD). A PRUD is a form of multi-family housing that is permitted on large lots in low- and medium-density residential zones. Coupled with new affordable housing density and dimensional bonuses and reductions as permitted under Article 18.2.4, the proposed development may include up to 60 residential units based upon the site's net land area of 4.53 acres.

While the intended outcome of this map amendment is to allow for the development of a PRUD, the rezoning would also unlock other uses as well. In general, there is little deviation between uses permitted in the R-2 and R-3 zones, with the most significant additions being PRUDs, hospitals, and off-site off-street parking for nearby commercial and industrial uses. Conversely, certain uses currently permitted in the R-2 zone would no longer be permitted, such as agriculture, cemeteries and post-secondary schools.

TABLE 6-A: PERMITTED AND CONDITIONAL USES IN RESIDENTIAL ZONES

	R-1	R-2	R-3
Residential			
Single-family dwellings	●	●	●
Two-family dwellings			●
Multi-family dwellings			●
Multiplex			●
Congregate care facilities			●
Handicapped family units	●	●	●
Planned Residential Unit Developments			●
Special needs independent dwelling units			●
Lodging houses			●
Sheltered care group homes	●	●	●
Elementary, middle, and secondary schools	●	●	●
Governmental uses	●	●	●
Hospitals			●
Intermediate care facilities	●	●	●
Long-term and extended care facilities	●	●	●
Places of assembly (<10,000 SF)	●	●	●
Places of assembly (>10,000 SF)	●	●	●
Preschool facilities	●	●	●
Post-secondary schools		●	
Bed and breakfasts			●
General offices (<5,000 SF)			●
Hostels			●
Comm.			
Agriculture	●	●	
Cemeteries	●	●	
Off-street parking			●
Parks and open spaces	●	●	●
Raising of domesticated animals	●		
Other			
Solar energy system (minor)		●	●
Utility substations	●	●	●

Figure 6: Dimensional Table Excerpt – Red arrows show new uses permitted under R-3, with blue arrows showing uses no longer permitted if property is rezoned.

Table 1: Comparison of Dimensional Requirements by Zone and Residential Form

	R-2 Zone	R-3 Zone		
Purpose Statement	To provide for low-density residential development characterized by single-family homes on individual lots in outlying areas of the city and along traffic corridors with limited additional traffic capacity.	To provide for medium-density residential development characterized by single-family homes on individual lots and also, to provide for planned residential unit developments on substantially sized parcels.		
Residential Form	Single-Family	Single-Family	PRUD	PRUD w/ Affordable Housing Bonus
Lot Area/ Dwelling Unit	10,000 SF	6,500 SF	6,500 SF	3,250 SF
Total # of Units Based upon Total or Net	58 units	89 units*	30 units**	60 units***

Land Area of 165 Lambert St.				
Minimum Lot Size	10,000 SF	6,500 SF	3 acres	3 acres
Front Setback	25'	25'	Setback from Property Boundary: 25' or 35' otherwise.	Minimum Setback from Property Boundary: 10'
Side Setback (depends on # of stories)	12-16'	8-16'		
Rear Setback	25'	25'		
Lot Coverage	20%	35%	N/A	40%
Street Frontage	50'	50'	N/A	N/A
Lot Width	80'	65'	N/A	N/A
Structure Height	35'	35'	35'	35'
Max Units Per Building	N/A	N/A	2 d.u. < 5 ac. 6 d.u. > 5 ac.	N/A
Avg Units Per Building	N/A	N/A	5 d.u. > 5 ac.	N/A
Building Length	N/A	N/A	100' w/out garages, or 140' w/ garages	N/A
Common Recreation Open Space	N/A	N/A	300 SF per d.u.	200 SF per d.u.
Building Separation	N/A	N/A	16'	16'
Notes	* While single-family and multiplex development density allotments are not specifically tied to 'net land area' as with a PRUD, the substantial areas of wetland would likely significantly reduce the total number of units from what is included in the table. ** PRUD density allotment is calculated using 'net land area', which subtracts watercourses, wetlands and areas of significant slope from the total site area. In the case of 165 Lambert Street, the net land area for the purposes of this review is estimated to be 4.53 acres, though that figure may change when more detailed plans are provided. *** The minimum lot area per dwelling unit is reduced by 50% for any PRUD development in which more than 50% of the units are low-income or workforce units for rent or for sale			

VI. TEXT AMENDMENT

Alongside the R-3 map amendment, the applicant is also requesting two text amendments; one to the Article 6 Use Standards, to allow PRUDs as either horizontally or vertically attached units, and the second, to the Article 7 Dimensional Requirements for PRUDs, which would make on-site open space requirements more flexible. Both text amendments were developed in close coordination with City staff with an aim

towards not only achieving this particular vision for 165 Lambert Street, but also towards refining the existing rubric to better serve new PRUDs.

A. Horizontal and Vertical Dwelling Units

In the project description provided with this application, the narrative indicates that this amendment is being sought so as to enable the development of smaller homes that facilitate multi-generational living, which could better be achieved through the vertical stacking of dwelling units. The impact of this amendment would be limited to the R-3 zone, as PRUDs within the R-5 zone already permit both horizontally connected or vertically stacked units.

The draft amendment (Table 6-A, footnote 4) reads as follows:

Must consist of ~~horizontally attached dwelling units or a series of such units in the R-3 zone and horizontally or vertically attached dwelling units in the R-5/R-5a zone~~, or a series of such dwelling units, with all land owned and used in common. PRUDs shall be subject to review and approval by the Planning Board under Article 15.

1. Staff Policy Analysis

At present, the PRUD is one of the few available forms of housing offered in low and medium density residential zones across the City that allow for higher on-site unit density. In recent years, affordable housing developers have made use of PRUDs in a number of off-peninsula locations in order to maximize the development potential of certain sites, and build at a scale that makes providing affordable units more economical than one- or two-family development, otherwise permitted in these zones.

In order to mitigate the impacts of these higher density developments, the zoning maintains stringent rules around eligible lots and built forms. PRUDs are only permitted on substantially sized lots, totaling more than 3 acres in the R-3 zone, with the total number of units dependent upon the area of developable land on-site. Sites are further constrained by the requirement to provide on-site recreational space and setbacks which exceed those required of a single-family dwelling, unless a development qualifies for additional relief under the affordable housing bonus. Buildings are limited in terms of the number of units permitted per building, the length of individual buildings, and a structure height that is equal to that permitted for single-family dwellings.

Without considering internal unit configuration, the presence of such controls already ensures a predictable range of building envelopes, unit counts and site designs; all of which account for the visual and physical impact such a development would have on public/private infrastructure and neighboring property. Further, as the applicant notes in their request, vertically attached units may allow for development with a smaller footprint and thus, a reduced environmental impact.

For these reasons, staff are supportive of this text amendment as drafted.

B. Recreation Open Space Requirements

The primary impetus for this second text amendment is to reduce overall environmental impacts from developing a large active-use field on-site for recreational purposes, which would necessarily result in the clearing of forest and wetland habitat areas. Instead, the proposal is to allow a variety of different passive and active use spaces to satisfy this requirement, and to eliminate the requirement that a portion of the space be level and of a certain width.

The draft amendment (Table 7-B, footnote 2) reads as follows:

~~Common Recreation open space area shall be designated on the site. The primary for recreation purposes of: Such open space recreation areas shall be for passive or active recreation. usable, level graded, dry, accessible and properly drained. Such spaces may include natural, landscaped or hardscaped elements. At a minimum, a contiguous area of 6,000 SF with a minimum dimension of 50 ft. shall be provided. which shall at least be usable as a multi-purpose field. Such recreation areas shall be located at least 25 ft. from dwelling units.~~

1. Staff Policy Analysis

The existing language around recreation open space for a PRUD very specifically anticipates and calls for a large and flat open space such as a playing field, playground or tennis/basketball courts, and does not offer alternatives for other less traditional recreational spaces. Trails, community gardens, landscaped areas, outdoor amphitheaters and numerous other recreational type spaces would not satisfy the requirement as currently written.

As is the case with 165 Lambert Street, this requirement is prohibitive to certain sites that contain significant grade variation, or those with prominent natural features that may in turn be enhanced and highlighted as a source of on-site recreation.

The amendment as drafted attempts to address these shortfalls by overtly allowing a broader variety of open space areas, so long as the primary purpose of that space is for passive or active recreation. The text is intentionally less prescriptive, so that open space schemes may evolve as trends in recreation change. Understanding that isolated pockets of open space across a site are less valuable than larger contiguous areas, the amendment maintains a requirement for a 6,000 square foot contiguous open space area, though no longer would require that it be rectangular with a minimum width of 50 feet. Similarly, as open space areas may now take a variety of different forms, the amendment would eliminate the requirement that such spaces be a minimum of 25 feet from residential units.

It is important to note that this amendment would not only affect PRUDs in the R-3 zone, but in the R-5 and R-5a zones as well. In fact, the developer selected to develop another City-owned parcel off of Douglass Street requested a similar amendment, and it is understood that this text amendment would also benefit that project.

For these reasons, staff are supportive of this text amendment.

VII. PUBLIC COMMENT

As of the writing of this memorandum, three written public comments have been received regarding this proposal. These comments pertain largely to on-site and on-street parking for the development, and anticipated impacts to wetlands along with the potential for flooding in nearby developed areas as a result of these impacts.

While these concerns are valid and should be addressed during site plan review, the application under consideration at this time is specifically for a zoning text and map. The site plan provided is conceptual in nature and subject to future change, as a full site evaluation is undertaken.

VIII. COMPREHENSIVE PLAN ANALYSIS

Portland's Plan 2030

Comprehensive Plan goals and policies (state and local) relevant to the proposed map and text amendments are included below. The map and text amendments align with these vision statements and goals, by creating a new opportunity for an affordable, environmentally sensitive and well-connected new housing development. The proposed text amendments would significantly reduce the overall environmental impact of the development, by allowing for smaller building footprints, and for the preservation of on-site forest and wetlands as a component of the site's open space scheme. Meanwhile, the map amendment allows for a PRUD style development, which increases the number of units that are permitted on-site, all of which will be provided as affordable units.



Vision Statements:

- Sustainable - Growth should respect and seek to preserve our spectacular natural resources.
- Secure - We will be committed to accessible housing and healthy food for all our residents.
- Authentic - The uniqueness and integrity of our neighborhoods will be maintained and enhanced.
- Connected - We will foster accessible linkages between where we live, work, shop, and play.
- Connected - We will enable meaningful access to the natural world and recreational opportunities as a central component of community health.

Environment

- Continue to develop land use policies which support complete neighborhoods.

Housing: A Livable City

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Reinforce existing housing tools, policies, and programs while continuing to explore emerging best practices.
- Evaluate whether current zoning allows for new development consistent with historic patterns of form, density, and/or use, as well as whether it allows for priority growth areas.
- Consider the sale of City-owned land that may be appropriate for housing development.
- Consider incentivizing affordability restrictions as part of City-owned property transactions, as well as the potential to return improved properties to the City's tax rolls.
- Create, promote, and facilitate safe, affordable, and practical housing solutions that will meet the evolving needs of Portland residents as they age.

Recreation & Open Space

- Pursue opportunities, in collaboration with partners, to create new open spaces in areas that are currently underserved.
- Pursue opportunities for new and enhanced walking and biking trails as a means of filling existing gaps and investigate paper streets, vacant land, medians, and other often overlooked areas for the potential for park linkages, trails, and other improvements to the urban landscape.

- Prioritize open space acquisition and programming toward creating linkages where there are gaps in the network, particularly between Stroudwater and the Fore River; Evergreen Cemetery and the Presumpscot River; Portland Transportation Center and Bayside; Martin's Point and the Back Cove; and the Western Waterfront and the Fore River.

Future Land Use

- *Complete Neighborhood* – Portland's Plan recognizes that strong, complete neighborhoods are fundamental to the city's overall health. Portland's intent for its predominantly residential neighborhoods is one where all residents regardless of age, ability, or income have access to the basic necessities of daily life - high quality and affordable housing, schools and other civic functions, food, open space, other amenities and services - within a walkable, bikeable distance.
- *Connecting the Chain* – Portland's Plan recognizes that physically integrated transportation systems, utilities, and open spaces provide the structure for the city's growth, and that a well-connected system is more efficient and more resilient. An integrated transportation system allows residents to access jobs, food, healthcare, and recreation from their homes while planning for an unbroken network of open space connects neighborhoods and improves access to the outdoors.

IX. NEXT STEPS

The April 13th workshop will be an opportunity for the Planning Board to provide initial feedback on the proposed zoning map and text amendments, review written public comment and feedback received in the neighborhood meeting, and take public testimony. Following this meeting, the applicant shall work with City staff to address any comments or questions posed by the Board, and will either proceed to another workshop or Planning Board public hearing, where the Board will make a recommendation to the City Council on both the text and map amendments.

X. ATTACHMENTS

A. Documents

1. Project Description
2. Map and Text Amendment Checklist
3. Proposed Map Amendment
4. Proposed Text Amendment
5. Consistency with Comprehensive Plan
6. Right, Title and Interest (P&S Agreement)
7. RFP for Disposition of 165 Lambert Street
8. Public Comment
 - a. PC1: Ed Eggleston (3.27.21)
 - b. PC2: Ed Eggleston (3.29.21)
 - c. PC3: Ed Eggleston (4.3.21)

B. Plans

- P1. Vicinity Plan
- P2. Conceptual Site Plan

Maine Cooperative Development Partners
 6 City Center, Fl 3
 Portland, ME 04101



February 8, 2021

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

Subject: Zoning Map and Text Amendment Application - 165 Lambert Street

To Whom it May Concern:

Maine Cooperative Development Partners is pleased to submit an application for zoning amendments to facilitate the development of 165 Lambert Street into a mixed use, transit-oriented development providing affordable homes and community connectivity.

Maine Cooperative Development Partners creates neighborhoods for people of all ages, backgrounds, and incomes to live in harmony with nature and their neighbors. Our neighborhoods aim to provide a balance of green space, transit-orientation, walkability, community, privacy, and affordability. We believe members of our community deserve to live in places that support connections with family, neighbors and nature, and more time to develop purposeful lives. Grounding principles for this work are:

- Walkable neighborhoods
- Transit-orientation
- Healthy buildings
- Celebration of beauty, art, and the natural environment.

Maine Cooperative Development Partners is working with the City of Portland to develop the site at 165 Lambert Street to create Lambert Woods: an affordable, green, transit-oriented, walkable, neighborhood center surrounded by conserved forest and wetlands.

The site at 165 Lambert Street on Washington Ave is roughly 14 forested acres with 1,000' of frontage on Washington Ave, with a stop sign at either end. There are no existing homes along this section of Washington Ave. To the North is the Falmouth highway spur and the Falmouth Crossing shopping area is about a mile away along Auburn Street. To the West is the Riverside Industrial Parkway area. To the South and East are neighborhoods of mixed single family houses and Planned Residential Unit Developments (PRUDS) in R2, R3, and R5 zones leading to the Northgate Shopping Center 1.5 miles to the South.

The City of Portland is requiring income restricted homes for moderate income households that remain permanently affordable. After two neighborhood meetings, a site walk, and dozens of individual communications with members of the surrounding neighborhood, the strongest common themes are to protect habitat and to increase the walkability of the neighborhood.

To build our vision and meet the expectations of the City and Neighborhood, we are asking for two zoning amendments.

1. To build the housing required by the city and to protect habitat, we are asking for a zoning map amendment to change the site from R2 to R3. Additionally, we are requesting the PRUD recreation standard be modernized through a text amendment to reduce the amount of forest needed to be removed by allowing for passive and non-traditional recreation areas to count toward the open space requirement.
2. To build a diversity of housing types including smaller homes that facilitate multigenerational living, we are asking for a text amendment to allow for vertically stacked units in R3 PRUD.

Our proposed changes are supported by the policy goals of the City of Portland, regional agencies, and members of the community. Our requested changes will enhance the livability of the North Deering area and complement employment and industrial uses in the vicinity.

Enclosed are the following supporting documents:

- A. Application
- B. Policy Alignment Summary
- C. Vicinity Maps
- D. Schematic Site Plan
- E. Proposed Zoning Map
- F. Proposed Land Use Code Text Amendments
- G. Right, Title, and Interest (Purchase and Sale Agreement with City of Portland)

Sincerely,

A handwritten signature in black ink, appearing to read 'Liz Trice', with a stylized, cursive script.

Liz Trice
Maine Cooperative Development Partners

CITY OF PORTLAND
Planning & Urban Development Department

MAP AND TEXT AMENDMENT SUBMISSION CHECKLIST	
* Please submit each document <u>and</u> drawing as a separate PDF file * Please submit all drawings in a <u>24 x 36 sheet size</u> * Please confirm each item by electronically checking the boxes to the left for each document/drawing	
GENERAL APPLICATION DOCUMENTS	
☒	Project Description Cover Letter with detailed project description
☒	Consistency with Comprehensive Plan Analysis of the consistency of the zone change request with the goals, policies and land use plan of Portland's Comprehensive Plan.
☒	Proposed Text Amendment Provide proposed language for text amendment(s) and cite the relevant sections to be revised in the Land Use code.
☒	Completed Checklist – Map and Text Amendment Application (this document)
☒	Right, Title and Interest Deeds, leases, or purchase and sales agreements
PLANS	
☒	Vicinity Map
☒	Proposed Map Amendment (please use the Portland zoning map as a reference)
☒	Site Plan (if applicable) On a separate sheet, please provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries.

TABLE 6-A: PERMITTED AND CONDITIONAL USES IN RESIDENTIAL ZONES

		R-1	R-2	R-3	R-4	R-5/R-5a	R-6/R-6a	Use Standards
Residential	Single-family dwellings	●	●	●	●	●	●	
	Two-family dwellings				●	●	●	
	Multi-family dwellings			○		○ ¹ /● ²	●	6.5.6(G)
	Multiplex				○	● ¹		6.4.12
	Handicapped family units	●	●	●	●	●	●	
	Planned Residential Unit Developments			● ⁴		● ⁴		
	Special needs independent dwelling units				●	● ¹	●	
Institutional	Lodging houses					○ ^{1,3}	●	6.4.9
	Sheltered care group homes	○	○	○	○	○	○	6.5.6(K)
	Congregate care facilities					● ²		
	Elementary, middle, and secondary schools	○	○	○	○	○ ¹	○	6.5.6(F)
	Governmental uses	●	●	●	●	●	●	
	Hospitals			○		○ ¹	○	
	Intermediate care facilities	○	○	○		○ ¹ /● ²	○	
	Long-term and extended care facilities	○	○	○		○ ¹ /● ²	○	6.5.6(F)
	Places of assembly (<10,000 SF)	○	○	○	○	○ ¹	○	
	Places of assembly (>10,000 SF)	○	○	○	○	○ ¹	○	
Comm.	Preschool facilities	○	○	○	○	○	○	6.5.6(I)
	Post-secondary schools		○			○ ¹	○	6.5.6(F)
	Bed and breakfasts						●/○ ⁵	6.4.4
	General offices (<5,000 SF)						○	6.5.6(C)
Other	Hostels						●/○ ⁶	6.4.8
	Agriculture	●	●					
	Cemeteries	○	○		●		●	
	Off-street parking			○	○	○ ¹	○	6.5.6(H)
	Parks and open spaces	●	●	●	●	●	●	
	Raising of domesticated animals	○						6.5.6(J)
	Solar energy system (minor)	●	●	●	●	●	●	6.4.16
	Utility substations	○	○	○	○	○	○	6.5.6(L)

¹ In the R-5 zone only.² In the R-5a zone only.³ Conversions of existing two-family or multiplex structures into lodging houses are permitted as a conditional use, provided that the lodging house shall not be located within 500 ft. of another as measured along street lines.⁴ Must consist of ~~horizontally attached dwelling units or a series of such units in the R-3 zone and~~ horizontally or vertically attached dwelling units ~~in the R-5/R-5a zone,~~ or a series of such dwelling units, with all land owned and used in common. PRUDs shall be subject to review and approval by the Planning Board under Article 15.⁵ Permitted if a conversion of a structure existing as of 3/3/97 to up to four guest rooms and conditional if a conversion of the same to five to nine rooms.⁶ Permitted if for no more than 10 overnight transient guests and conditional if for between 11 and 20 overnight transient guests. An owner, manager, or operator shall be a permanent resident of the building.

TABLE 7-B: PRUD DIMENSIONAL STANDARDS

	R-3	R-5	R-5a ³
Lot area ¹ (min.)	3 ac.	2 ac.	2 ac. ⁴
Net land area per dwelling unit (min.)	6,500 SF	3,000 SF	1,600 SF ^{4, 5}
Units per building (max.)	PRUD < 5 ac.: 2 PRUD > 5 ac.: 6	12	
Average number of units per building (max.)	PRUD > 5 ac.: 5		
Structure height (max.)	35 ft.	35 ft.	55 ft.
Building length (max.)	Without garages: 100 ft. With integral garages: 140 ft.	140 ft.	
Length of accessory garage structure (max.)		60 ft.	
Building setback from external subdivision property lines (min.)	3 or fewer D.U. in building: 25 4 or more D.U. in building: 35 ft.	Bldg. Length 100 ft. or less: 25 ft. Bldg. Length >100 ft.: 35 ft.	Bldg. Length 100 ft. or less: 25 ft. Bldg. Length >100 ft.: 35 ft.
Distance between detached PRUD dwelling units (min.)	16 ft.		
Common recreation open space area ² (min.)	300 SF/D.U.	300 SF/D.U.	200 SF/D.U. ⁴
Habitable space elevation	No habitable space in a PRUD shall be below grade, except basements that are a part of and below above-ground units.		

¹ Areas of special flood hazard as defined in Article 12 shall be excluded from lot area calculations.

² ~~Common Recreation~~ open space area shall be designated on the site. ~~The primary for recreational purposes of. Such open space recreation areas shall be for passive or active recreation usable, level graded, dry, accessible and properly drained. Such spaces may include natural, landscaped or hardscaped elements. At a minimum, a contiguous area of 6,000 SF with a minimum dimension of 50 ft. shall be provided. Such recreation areas shall be located at least 25 ft. from dwelling units.~~

³ In the R-5a zone, PRUD standards shall apply to PRUDs, multi-family development of 4 or more units, congregate care, and intermediate, extended, or long-term care facilities unless otherwise noted.

⁴ Does not apply to intermediate, extended, or long-term care facilities but does apply to PRUDs, congregate care, and multi-family development of 4 or more units.

⁵ Minimum land area per intermediate care facility resident: 8,000 SF lot area for first 35 residents, plus 350 SF for each additional resident.

⁶ For PRUD standards in island zones, see Table 7-D.

TABLE 7-C: R-5 SMALL RESIDENTIAL LOT DEVELOPMENT DIMENSIONAL STANDARDS¹

	Lot area (min.)	5,000 SF
		7 ft. ²
Side setback (min.)	Detached accessory (< 250 SF footprint)	5 ft.
	Side yard on side street	10 ft.
	Lot width (min.)	40 ft.
	Street frontage (min.)	40 ft.
	Lot coverage (max.)	50%

¹ Single-family homes may be built on small lots in the R-5 under small residential lot development dimensional requirements if the lot is: vacant; or used exclusively for parking; or contains structure(s) not used for residential purposes; or is created from a single lot division of a developed lot and results in a lot meeting the small residential lot dimensional requirements with the remaining developed portion meeting the standard dimensional requirements of the R-5 zone.

² The width of one side setback may be reduced 1 ft. for every foot that the other side yard is correspondingly increased, but no side yard shall be less than 4 ft. in width.

Policy Alignment Summary

The requested zoning amendments are well aligned with stated policy goals at a neighborhood, City, Regional, and State level. A common thread is increasing livability, reducing our region's impact on global climate change, and providing equity and opportunity for all types of households to access safe, affordable homes and affordable economic opportunities.

Alignment with City of Portland's Plan 2030 Concepts

One Portland: Provide access to homes, services, and community connection for all Portland residents by proximity, universal design, and affordability.

A principle of Future Land Use as outlined in Portland's Plan 2030 is One Portland, which stresses the importance of providing development spread throughout the City and providing equitable access to homes, services, and community connection for all Portland residents by proximity, universal design, and affordability. The proposed development supports all the goals of the One Portland vision by creating a more equitable, universally designed mix of homes than the traditional single family style predominantly found in the existing neighborhood. The diversity of housing combines with the preservation of more natural space to ensure that a broad range of households have equitable access to the city's natural spaces.

Connect the Chain: Support Transit-Oriented Neighborhoods

Another principle for Future Land Use decisions is Connect the Chain, which focuses on supporting transit oriented neighborhoods. The proposed amendments will support a transit oriented development that will strengthen and support broader transit infrastructure improvements, such bus shelters, indoor space for bus drivers and riders to take a break or wait for a bus, better crossings for school children, and reduced wait times.

Alignment with One Climate Future

Support Public Transit Networks, Transit Oriented Development, and Land Use for Smaller Carbon Footprint

The proposed development directly supports the goals of One Climate Future adopted by the Cities of Portland and South Portland, specifically those related to Transportation and Land Use and Climate Resilience. Significant relevant strategies include: TLU 1.1 Public Transit Networks, TLU 1.2 Inclusive Transit-Oriented Development, and TLU 1.7 Land Use for a Smaller Carbon Footprint. The transit oriented development is located along two bus routes connecting to multiple educational, institutional, and employment opportunities from North Deering to Downtown. Creating a strong node at the end of line opens up opportunities for flexible transit usage, supports expansion of existing infrastructure, and improves the inclusiveness and usability of the existing neighborhood. Climate Resilience strategies met by the proposed development include CR 2.1: Housing Affordability and Resilience and CR 2.5 Neighborhood Resources. The proposed amendment supports the goals of One Climate Future

by creating a residential center along Washington Ave integrated with green space and the city's existing transportation infrastructure.

Lambert Woods Neighborhood Center will result in lower Vehicle Miles Traveled (VMT) by Single Occupancy Vehicles by providing improved transit infrastructure, sidewalks, trails, and by providing places for neighbors to walk to. A cohesive neighborhood center will also build stronger community connections, civic engagement and disaster resiliency.

Supporting these proposed zoning amendments creates an opportunity for the immediate nature of this development to benefit the broader community and adjacent proposed homes through the preservation of additional green space made available to the community.

Alignment with 2019 Greater Portland Council of Governments Comprehensive Economic Development Strategy (CEDS)

In 2017, over 27% of households in Portland were cost burdened.
4% decrease in unfragmented habitat in Cumberland County 2008-2018

The proposed amendments address the challenges raised in the CEDS through the creation of housing that does not cost burden its residents and through the preservation of more of the existing unfragmented natural habitat.

Alignment with Maine 2021 Economic Recovery Committee Report

"Develop Robust Housing Policies and programs that enable Maine people to live and raise their families near their work. Create and preserve more affordable, efficient, and high-density housing options across the state through bonding, zoning, and land regulation.... Access to stable, affordable, and energy efficient housing is critical to attracting and keeping talent in Maine."

The proposed development expands housing options for middle income households, by providing strong community design and limited equity cooperative ownership.

"Address Structural Inequities: Make Maine a diverse, equitable, and inclusive state where all Mainers can reach their full potential."

The proposed mixed income and multigenerational limited equity cooperative model is highly inclusive and facilitates people of different incomes and backgrounds to connect and build community relationships over time.

Alignment with Maine Economic Development Strategy, 2020-2029

“Action E2: Establish an adequate and sustainable funding system for public transportation. Employers can and have started to provide assistance and incentives for its employees to carpool and use public transit. For public transportation, local governments can provide additional subsidies in order to expand bus lines and increase the frequency of service.”

“Action E3: Expand the production of workforce housing in Maine.

Increases in the cost of housing, particularly in southern and coastal Maine, are out-pacing wages. More production of affordable apartments and starter homes is needed to keep pace with demand... Local governments can reform their land use laws to permit higher-density (and thus lower- cost) housing.”

“Strategy G: Promote Hubs of Excellence

A Hub of Excellence is an area with conditions present for strong economic growth. What makes a hub economically competitive? Access to: (those relevant to our development listed)

- Cultural and social diversity
- Affordable housing
- Walkable neighborhoods
- Mass transit
- Arts and culture

The proposed zoning amendments support the policy goals of the Maine Economic Development Strategy by the creation of affordable, workforce housing, integrated with the Portland Hub of Excellence through public transit.

Alignment with Neighborhood Desires

To date, we have hosted two neighborhood meetings, a site walk, and dozens of one-on-one conversations. We also include the notes from a recent District 5 neighborhood meeting.

Neighbors currently describe their neighborhood as “rural, yet close to town.” They love that herds of deer move through their spacious backyards, and they lament that traffic is increasing in quantity and speed. They don’t like that there are no sidewalks or crosswalks, and it doesn’t feel safe to walk. They wish to protect the habitat for the deer, slow the traffic, have sidewalks and crosswalks, and places to walk to.

9/13/17 North Deering Meeting

Desires:

Better bike facilities

Fix sidewalk gaps

More green space

A community center

More local businesses
More affordable housing
More transit
Slow Traffic and cut-throughs
Coffee shop
More commercial zones - B1 and B2b

1/7/21 Lambert Neighborhood meeting

Desires:

Address undersized culvert under Lambert: floods 10-12 times/year
Preserve deer corridors
Protect southern portion of site
Sidewalks and Crosswalks on Lambert, Washington and Auburn
Solar
Place for small outdoor gatherings
Trail amenities
Community garden space
Small, well-lit retail spaces
Fitness trail
Reduce speed on Lambert

1/10/21 Site Walk

Desires:

Reduced traffic, Sidewalks, Crosswalk
Preserve Deer Corridors & Habitat
Increase bus service at night
Return paper street on Lambert to neighborhood
Minimize disruptions during development

1/21/21 Neighborhood Meeting

Desires: Same as above, plus Facilities for dog walkers

PURCHASE AND SALE AGREEMENT

THIS PURCHASE AND SALE AGREEMENT IS made this 4th day of January 2021 by and between the City OF PORTLAND, a body politic and corporate located in Cumberland County, Maine, (hereinafter referred to as “Seller” or “City”), and Maine Cooperative Development Partners, a Maine corporation, having a mailing address of 6 City Center, Fl. 3., Portland, Maine 04101 (hereinafter referred to as “Buyer”).

RECITALS

WHEREAS, the CITY is the owner of approximately 13.3874 acres of land at or near 165 Lambert Street, Portland, Maine (the “Premises”) and did advertise RFP #20068 dated April 10, 2020, entitled Request for Proposals for Disposition of City-Owned Property Located at 165 Lambert Street, a copy of which is attached hereto as Exhibit A and incorporated herein (the “Request for Proposals”) (the Premises is identified in the City’s tax records as CBL 385 A001 and 386 C001 and is generally depicted on Attachment C to the Request for Proposals); and

WHEREAS, Buyer submitted a proposal dated June 16, 2020 in response to the Request for Proposals, a copy of which is attached hereto as Exhibit B and incorporated herein (the “Proposal”); and

WHEREAS, Buyer desires to purchase and develop the Premises, and the City desires to convey the Premises to Buyer, subject to the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties, intending to be legally bound, hereby agree as follows:

1. **SALE.** City agrees to sell the Premises to Buyer, and Buyer agrees to purchase the Premises in accordance with the terms and conditions set forth in this Agreement. This Agreement is for the sale of land only.
2. **CONSIDERATION.** The purchase price for the Premises shall be One Dollar (\$1.00) (the “Purchase Price”).
3. **TITLE AND DUE DILIGENCE.**
 - a. **Due Diligence Period.** Buyer will have from the date of this Agreement until 4:00 PM Eastern Daylight Savings Time on the day that is thirteen (13) months after the date of this Agreement (the “Due Diligence Period”) to complete any surveys, environmental review, inspections, and title examinations, and to obtain any zone change, site plan approval, and any other permits and regulatory approvals required for the Project.
 - b. **Property Description.** The legal description of the Premises contained in the deed will be a survey description based upon a survey plan that will more specifically describe the Premises. The survey and description of the

Premises will be prepared by the Buyer at its sole expense and provided to the City for review two months prior to the expiration of the Due Diligence Period. City shall notify Buyer of any objections to the survey and description prior to the expiration of the Due Diligence Period.

- c. **Rezoning Contingency.** Buyer proposes to obtain the Portland City Council's approval to rezone the Premises (the "Rezoning Approval") to maximize residential density for its development of the Premises as described in the Proposal (the "Project"). The Buyer will be responsible for obtaining, at its sole expense, the Rezoning Approval and any other regulatory approvals required for the Project prior to Closing.
- d. **Financing Contingency.** The Buyer's obligation to close is contingent on obtaining construction and permanent financing for the Project that the Buyer, in its discretion, determines is sufficient to put the Project on a sound financial footing. That financing is anticipated to include, but not be limited to, the following: (i) permanent financing for the Coop in the form of a HUD Section 213 loan; and (ii) affordable housing tax increment financing from the City.
- e. **Title and Survey Objections.** Buyer will have until the end of the Due Diligence Period to deliver to City any written objections to title, environmental, or survey matters (other than the permitted exceptions identified herein) that materially affect insurability or use. Objections not made prior to the end of the Due Diligence Period will be deemed waived; provided, however, that objections pertaining to matters of record first appearing after the end of the Due Diligence Period may be made at any time prior to the closing.
- f. **Option to Cure.** In the event of a title or survey objection, City will have the option, but not the obligation, to cure the objection and will notify Buyer of its election within ten (10) business days after receipt of the objection. In the event that the City elects to cure the objection, it will have sixty (60) days from the date of the notice of election, or such other reasonable time as the parties may agree, to cure the objection. In the event that the City does not elect to cure the objection, or, having elected to cure the objection fails to timely do so to Buyer's reasonable satisfaction, Buyer will have the option to (1) terminate this Agreement (after which neither party will have any further obligation or liability to the other under this Agreement), (2) waive the objection and close, or (3) undertake the cure of such objection at its own expense (in which case it shall have 60 days to do so).
- g. **Deed.** City shall convey the Premises to Buyer at the closing in fee simple by a municipal quitclaim deed without covenant. Title shall be good and insurable title, free and clear of all encumbrances except (i) easements of record and easements described herein; (ii) easements for utilities servicing the property, (iii) zoning ordinances, and (iv) real estate taxes not yet due

and payable. Further, Buyer acknowledges that the deed shall contain a restriction stating that in the event that the Premises or any portion thereof shall be exempt from real and personal property taxes, by transfer, conversion, or otherwise, then the then-owner of the exempt portion shall make annual payments to the City in lieu of taxes in the amount equal to the amount of property taxes that would have been assessed on the exempt portion of the real and personal property situated on the Premises had such property remained taxable. Such restriction shall also confirm that Buyer and its successors and assigns shall possess and be vested with all rights and privileges as to abatement and appeal of valuations, rates, and the like as are accorded owners of real and personal property in Maine.

- h. Buyer's Right to Terminate. The Buyer may terminate this Agreement at any time during the due diligence period if, in the exercise of its sole discretion, it decides to not proceed with the Project by giving written notice of termination to the City in which case neither party shall have any further obligations to the other.

4. INSPECTIONS.

- a. During the Due Diligence Period, Buyer and its employees, consultants, contractors and agents shall have the right, at Buyer's expense, to enter on the Premises at reasonable times in order to (i) inspect the same, (ii) conduct engineering studies, percolation tests, geotechnical exams, environmental assessments, and other such studies, tests, exams, and assessments, and (iii) do such other things as Buyer determines, it is sole discretion, to be required to determine the suitability of the Premises for Buyer's intended use (collectively, the "Inspections"). The City acknowledges that such Inspections may include the digging of test pits, which the City hereby approves.
- b. Buyer agrees to defend, indemnify and hold harmless the City against any mechanics liens that may arise from the activities of Buyer and its employees, consultants, contractors and agents on the Premises.
- c. Buyer shall exercise the access and inspection rights granted hereunder at its sole risk and expense, and Buyer hereby releases the City from, and agrees to indemnify, defend, and hold the City harmless against, any and all losses, costs, claims, expenses and liabilities (including without limitation reasonable attorney fees and costs) (collectively, "Damages") suffered by the City on account of any injury to person or damage to property arising out of the exercise by Buyer of its rights hereunder, except to the extent that such Damages result from the act or omission of the City.
- d. Buyer shall cause any contractors, consultants or any other party conducting the Inspections to procure automobile insurance, if applicable, and commercial general liability insurance coverage in amounts of not less than Four Hundred Thousand Dollars (\$400,000.00) per occurrence for

bodily injury, death and property damage, listing the City as an additional insured thereon, and also Workers' Compensation Insurance coverage to the extent required by law; the forms of all such insurance to be subject to City's Corporation Counsel's reasonable satisfaction.

- e. In the event that Buyer does not purchase the Premises, Buyer agrees to either return the Premises as nearly as possible to its original condition after conducting the Inspections; provided, however, the City hereby acknowledges and agrees Buyer shall have no obligation to clean-up, remove or take any other action with respect to any disturbance of any pre-existing environmental contamination on the Premises caused by such inspections, studies, tests, exams, and assessments, and that Buyer shall have no obligation to clean-up, remove or take any other action with respect to any pre-existing environmental contamination disturbed thereby.
- f. The parties hereto acknowledge and agree that it is a condition to Buyer's obligations under this Agreement that the results of the Inspections be acceptable to Buyer in its sole discretion. If the results of such due diligence are not acceptable to Buyer in its sole discretion, and if Buyer exercises its right to terminate this Agreement, and neither party shall have any further obligations or liabilities under this Agreement except as expressly set forth in this Agreement.

5. **REAL ESTATE TAXES, PRORATIONS AND TRANSFER TAX.** Buyer shall be liable for all real estate taxes beginning as of the start of fiscal year following the closing and continuing thereafter. Because the Property is currently owned by the City of Portland, which is exempt from real estate taxes, no taxes were assessed or will be due for any portion of the current fiscal year, and no taxes will be prorated at the closing. Any utilities for the Property shall be prorated as of the closing. The Maine real estate transfer tax shall be paid for by Buyer in accordance with 36 M.R.S.A. § 4641-A. City is exempt from paying the transfer tax pursuant to 36 M.R.S.A. § 4641-C. The recording fee for the deed of conveyance and any expenses relating to Buyer's financing or closing shall be paid for by Buyer.

6. **DEFAULT AND REMEDIES.** In the event that Buyer defaults hereunder for a reason other than the default of the City, City may terminate this Agreement, and neither party shall have any further obligation to the other. In the event City defaults under this Agreement, and if Buyer is not then in default hereunder, Buyer shall have the right to pursue specific performance or terminate this Agreement, in which case neither party shall have any further obligation to the other.

7. **RISK OF LOSS.** The risk of loss or damage to the Premises by fire, eminent domain, condemnation, or otherwise, until transfer of title hereunder, is assumed by the City. The Premises is to be delivered in substantially the same condition as of the date of this Agreement unless otherwise stated. In the event City is not able to deliver the Premises as stated, Buyer may terminate this Agreement, and neither party shall have any further obligations or liabilities under this Agreement except as expressly set forth in this Agreement.

8. PROPERTY SOLD “AS IS, WHERE IS.” Buyer acknowledges that Buyer has had an opportunity to inspect the Premises, and to hire professionals to do so, and that Premises will be sold “as is, where is” and “with all faults.” City, and its agents, make no representations or warranties with respect to the accuracy of any statement as to boundaries or acreage, or as to any other matters contained in any description of the Premises, or as to the fitness of the Premises for a particular purpose, or as to development rights, merchantability, habitability, or as to any other matter, including without limitation, land use, zoning and subdivision issues or the environmental, mechanical, or structural condition of the Premises. Acceptance by Buyer of the Deed at closing and payment of the purchase price shall be deemed to be full performance and discharge by the City of every agreement and obligation contained herein.

9. ENVIRONMENTAL INDEMNIFICATION. Buyer covenants and agrees to indemnify, defend, and hold the City harmless from and against any and all claims, damages, losses, liabilities, obligations, settlement payments, penalties, assessments, citations, directives, claims, litigation, demands, defenses, judgments, costs, or expenses of any kind, including, without limitation, reasonable attorneys’, consultants’, and experts’ fees incurred in investigating, defending, settling, or prosecuting any claim, litigation or proceeding, that may at any time be imposed upon, incurred by or asserted or awarded against Buyer or the City and relating directly or indirectly to the violation of or compliance with any federal, state, or local environmental laws, rules, or regulations governing the release, handling or storage of hazardous wastes or hazardous materials and affecting all or any portion of the Premises, except to the extent that such a claim results directly from the City’s release, handling or storage of hazardous wastes or hazardous materials on the Premises. This duty to indemnify, defend, and hold harmless shall be included in a covenant in the deed and shall run with the land conveyed and be binding upon Buyer’s successors, assigns, and transferees.

10. CLOSING. Time is of the essence in the performance of this agreement. The closing shall be held at the offices of Buyer’s counsel at a time agreeable to the parties on or before the day that is fifteen (15) months after the date of this Agreement (the “Closing Date”). At the Closing:

- a. the City shall execute, acknowledge and deliver to Buyer a municipal quitclaim deed conveying to Buyer good and insurable title to the Premises, free and clear of all encumbrances except as otherwise set forth herein.
- b. Buyer shall deliver the Purchase Price to the City.
- c. Each party shall deliver to the other such other documents, certificates and the like as may be required herein or as may be necessary to carry out the obligations under this Agreement.
- d. Buyer shall deliver evidence, reasonably satisfactory to City’s Corporation Counsel, that the entity receiving title to the Premises is in good standing

under Maine law, and that the individuals acting at Closing and executing documents on behalf of Buyer are authorized to do so.

11. BUYER'S POST CLOSING OBLIGATIONS; RIGHTS OF CITY TO REPURCHASE PROPERTY.

- a. Within twelve (12) months after the Closing Date, Buyer shall commence construction of the Project, as the Project is generally described in the Proposal. The Buyer, in its discretion, may develop the Project in two phases. The first phase of the Project shall include the greater of 20 three-bedroom dwelling units or the maximum number of dwelling units feasible under the current zoning.
- b. Upon the issuance of a certificate of occupancy for all or a portion of the first phase of the Project or at such earlier time as the Buyer, in its discretion, may determine, the Buyer shall convey the Project to a Cooperative Affordable Housing Corporation (the "Coop") organized in accordance with the Maine Cooperative Affordable Housing Ownership Act, 13 M.R.S.A. §1741-1762, as may be amended (the "Act"). Notwithstanding anything to the contrary in the foregoing, the Buyer may retain the right to develop additional units on the Premises as a second phase of the Project which shall be conveyed to the Coop.
- c. Rent Restrictions. For a period of 99 years after the Project has been transferred to the Coop, all units and cooperative interests in the Project shall be affordable to low- and moderate-income households earning less than or equal to 100% of the area median income (AMI), adjusted for family size, in accordance with federal standards generally accepted at the time of incorporation under the Act. For purposes of this Agreement, "affordable" means that the percentage of income a household is charged in connection with its cooperative interest and other housing expenses, including utilities, shall not exceed 30% of the household's gross monthly income. Minimum household size allowed per unit and the formula for calculating maximum allowable monthly rent is detailed on Exhibit C, which is attached hereto and made a part hereof.
- d. Income Restrictions. In order to purchase a cooperative membership interest in, and reside in a unit owned by the limited equity cooperative, a household must not earn more than 100% of the AMI, adjusted for family size, as published by the U.S. Department of Housing and Urban Development ("HUD"). Household income is defined as adjusted gross income used by the IRS. This income test will be used only at the time of the household's purchase, and excludes transfers to family members or an estate beneficiary. At the time of initial sale of cooperative membership interests in the Coop, up to 20% of the cooperative membership interests may be sold to households earning up to 120% of AMI. All other sales and all subsequent sales of cooperative membership interests must be to households earning no more than 100% of AMI.
- e. Option to Repurchase. Unless the Project has been transferred to the Coop as set forth above, if Buyer, its successors, assigns, or transferees fails to commence construction of the Project on the Premises within 12 months after the closing, and construct the buildings which are part of the first

phase of the Project within thirty (30) months after closing, the City shall have the right, but not the obligation, to repurchase the Premises and the Project at the Purchase Price plus all documented, design, development, construction, and approval expenses incurred by Buyer, or successors, to that juncture. If the City exercises this right to repurchase, Buyer shall convey the Premises to the City and assign to the City all contracts, plans, and other documents related to the design, construction, and regulatory approvals for the Project. This right to repurchase shall be assignable by the City.

- f. The articles of organization for the Coop shall provide that in the event the Coop shall be dissolved, its assets will be distributed in accordance with § 1754(6) of the Act to the City or, at the City's option, to another organization permitted under § 1754(6) of the Act reasonably acceptable to the City.
- g. The provisions of this Section 11 will survive closing and will be included in greater detail in the City's deed to Buyer or in a Declaration of Covenants, Conditions and Restrictions executed before or at the time of Closing, which shall be recorded in the Cumberland County Registry of Deeds.

12. ENTIRE AGREEMENT. This Agreement represents the entire and complete Agreement and understanding between the parties and supersedes any prior agreement or understanding, written or oral, between the parties with respect to the acquisition or exchange of the Property hereunder. This Agreement cannot be amended except by written instrument executed by City and Buyer.

13. NON-WAIVER. No waiver of any breach of any one or more of the conditions of this Agreement by either party shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder.

14. HEADINGS AND CAPTIONS. The headings and captions appearing herein are for the convenience of reference only and shall not in any way affect the substantive provisions hereof.

15. BINDING EFFECT. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, administrators, successors and assigns.

16. TIME. The City and Buyer each confirm and agree that each of the time periods set forth herein are essential provisions of the terms of this Agreement.

17. GOVERNING LAW. This Agreement shall be construed in all respects in accordance with, and governed by, the laws of the State of Maine. All parties hereto hereby consent to the exclusive jurisdiction of the Superior Court for the County of Cumberland in the State of Maine, for all actions, proceedings and litigation arising from or relating directly or indirectly to this Agreement or any of the obligations hereunder, and any dispute not otherwise resolved as provided herein shall be litigated solely in said Court. If any provision of this Agreement is determined to be

invalid or unenforceable, it shall not affect the validity or enforcement of the remaining provisions hereof.

- 18. NOTICE.** All notices, demands and other communications hereunder shall be in writing and shall be deemed to have been duly given on the date of service if served personally on the party to whom notice is to be given, or on the first business day after the notice is delivered to an overnight delivery service with delivery confirmation, addressed to the recipients at the addresses set forth below. Either party may change addresses for purposes of this paragraph by giving the other party notice of the new address in the manner described herein.

FOR THE City: City of Portland
ATTN: City MANAGER
389 Congress Street
Portland, ME 04101

With a copy to: The Office of the Corporation Counsel at the same address.

FOR Buyer: Maine Cooperative Development Partners, 6
City Center, Fl. 3, Portland, ME 04101

With a copy to: David C. Pierson, Esq.
Eaton Peabody
P.O. Box 15235
Portland, ME 04112-5235

- 19. SIGNATURES; MULTIPLE COUNTERPARTS.** This Agreement may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement.
- 20. BROKERS.** The CITY and Buyer each represent and warrant that they have not dealt with a real estate broker in connection with this transaction. Buyer agrees to indemnify and hold harmless City from any claims made by any broker should Buyer's representation in this paragraph be false. Subject to the limitations of liability set forth in the Maine Tort Claims Act, City agrees to indemnify and hold harmless Buyer from any claims made by any broker should City's representation in this paragraph be false. The foregoing indemnities shall include all legal fees and costs incurred in defense against any such claim, and shall survive closing.
- 21. RECITALS INCORPORATED BY REFERENCE.** The recitals set forth above are incorporated herein by reference and made a part of this Agreement.

IN WITNESS WHEREOF, the parties have caused this instrument to be executed on their behalf by their duly authorized offices or representatives, on the day and year first written above.

Approved as to Form:

DocuSigned by:
Michael Goldman
58DA6A4D85584F1
Corporation Counsel's Office

City OF PORTLAND

DocuSigned by:
Jon P. Jennings
7321A75603411
Jon P. Jennings Its City Manager

**MAINE COOPERATIVE
DEVELOPMENT PARTNERS**

DocuSigned by:
Brian Eng
14F9ED9E0884B5...
Brian Eng
Its Principal

Ed Eggleston <eeggleston@gmail.com>
to planning@portlandmaine.gov

Mar 27, 2021, 8:47:34 AM (5 days ago)



Good afternoon,

I have been talking to my neighbors about this project and with the removal of the B1 zoning, one of the concerns has been addressed.

There are four or five condominiums and apartment complexes in the area. ALL of these have parking lots and it would seem logical (to us), to assume that the renters of these units would be similar to future renters of the project.

Our concerns are two fold. Based on the developers descriptions of the property, it would seem that parking shown on the plans would not be sufficient.

Many of the neighbors have stated concerns about any future parking on Washington Ave Extended. This is a busy street with commercial traffic and we feel there is a potential safety issue.

The developer has stated in their presentations that few of the residents would have cars, so parking would not be an issue.

However, with the nearest full service grocery store about a mile away (not counting Eddie's Store which has limited groceries), we believe that more than a few of the future residents would have cars for both shopping and work and would need off-street parking.

**Edward Eggleston
660 Auburn Street**

Ed Eggleston <eeggleston@gmail.com>
to planning@portlandmaine.gov

Mar 29, 2021, 11:21:21 AM (3 days ago)



Good morning,

One of the continuing concerns about the proposed project at 165 Lambert Street is resident parking. The plans show about 15 buildings and the developer is asking for a zoning change to allow multiple renters per building.

A number of neighborhood residents have said they do not want parking on Washington Ave extended. Even if parking is allowed, it most likely not be sufficient and there would be safety issues. (It is a busy street and crossing the street from any parking would not be very safe)

A survey of the area shows two points of interest:

1: The businesses in the area, Dentists, Condominiums, Apartments, stores (like Eddies), animal hospitals, all have dedicated off-street parking.

2: Aside from occasion short-term (visiting someone), there is no street parking on:

Washington Ave

Auburn Ave

Summit Street

Lambert Street

A number of the people living in the neighborhood request that the parking concerns be addressed prior to zoning change approval.

Thank you,

Ed Eggleston

660 Auburn Street

Ed Eggleston <eeeggleston@gmail.com>
to planning@portlandmaine.gov

Apr 3, 2021, 4:17:31 PM (2 days ago)



Good afternoon,

I just received your postcard about the planning meeting on April 13.

Based on comments during the two development zoom meetings, there seems to have been a lack of detail about the wetlands stream that runs in back of the proposed property housing.

There are also some concerns about resident parking which were mentioned in a previous email sent to the planning board by me.

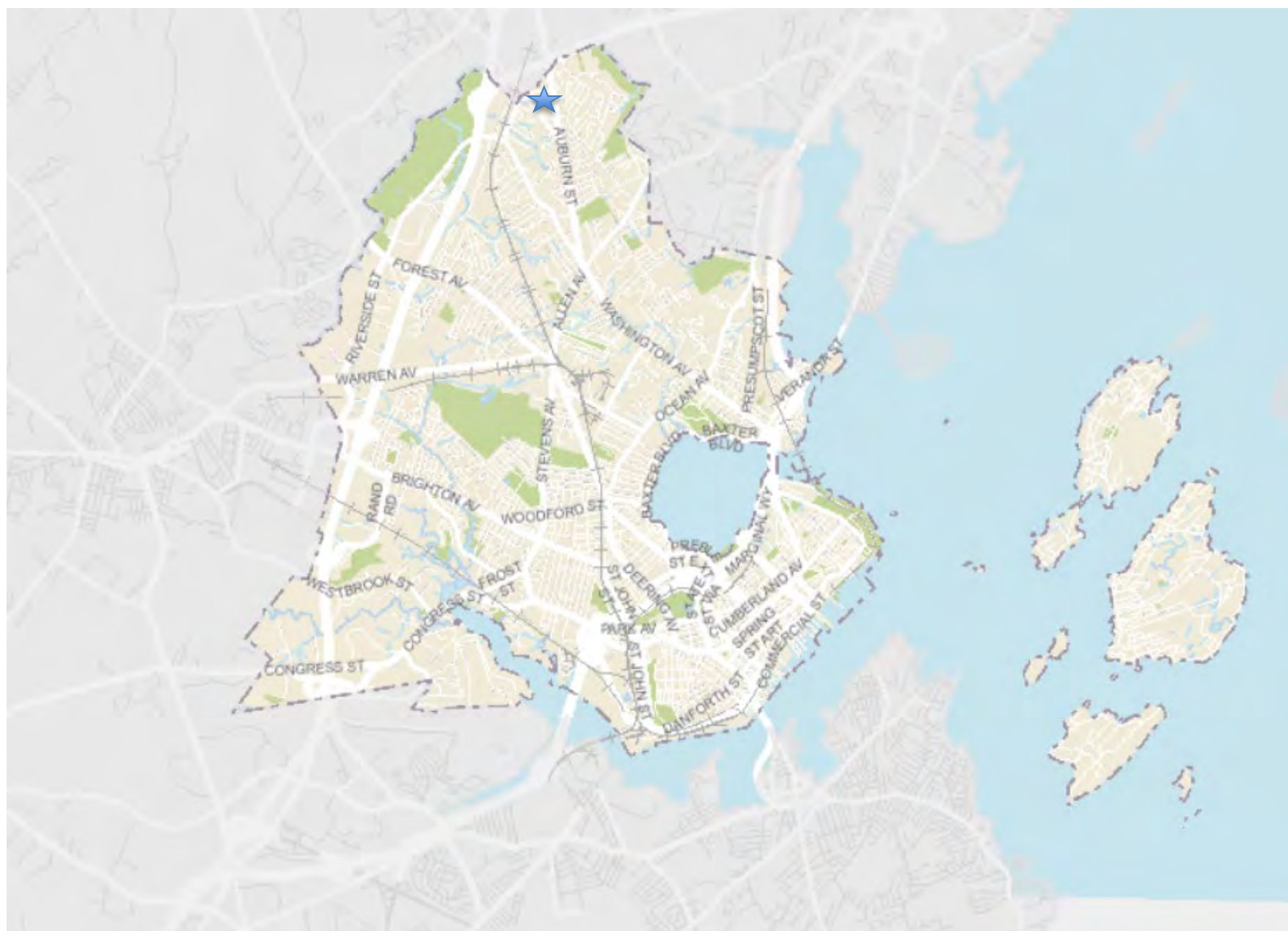
Since the last developer meeting, I have been contacted by some former residents who lived a few blocks downstream on Ballpark Drive. The point that was discussed was flooding from the stream between two houses on Ballpark. (Note: there have also been some concerns by one or two of the current residents on Lambert street.)

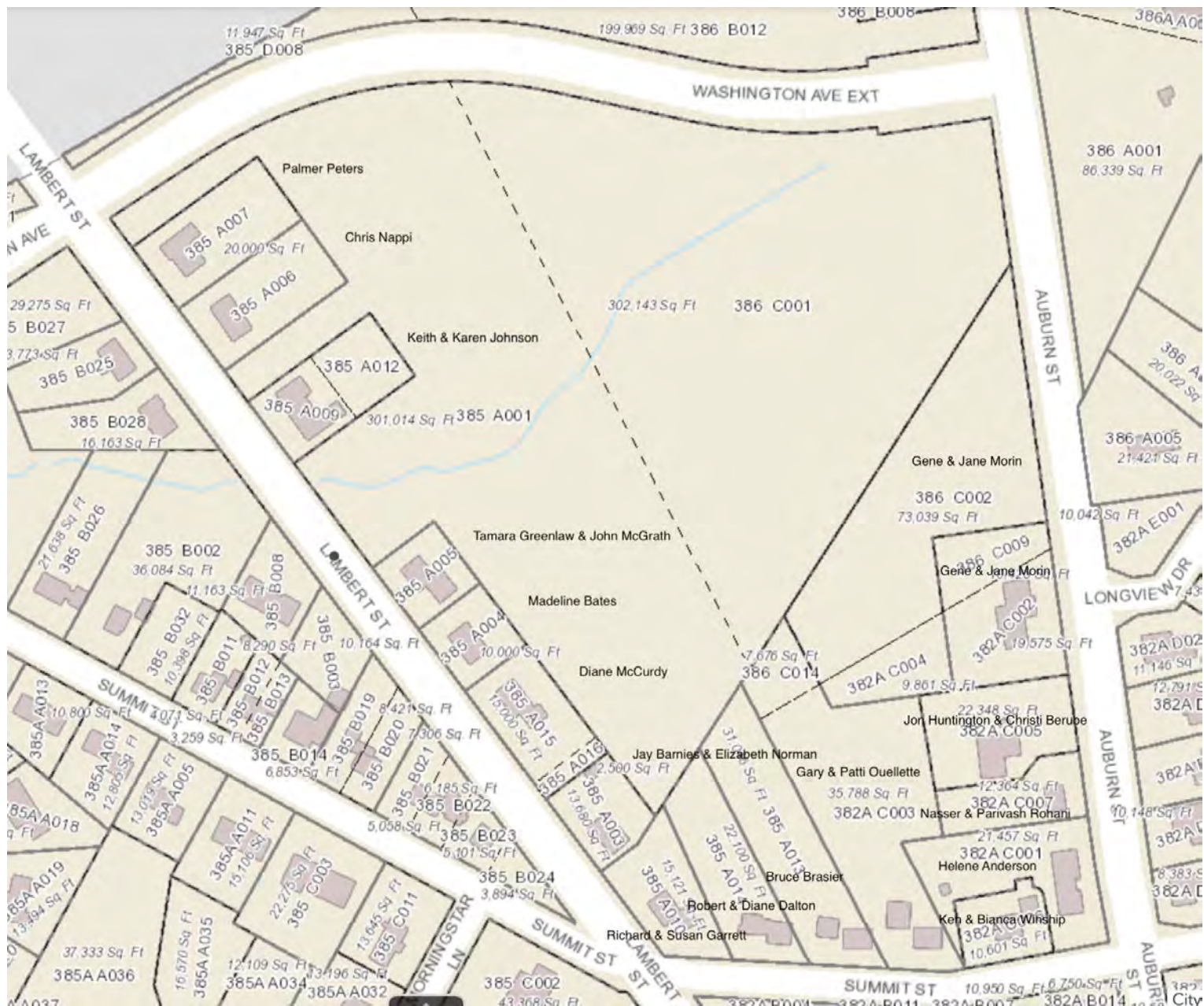
The general concern from myself and some of the current neighbors is that a fair amount of the land will be covered by housing or pavement and possibly cause overflows in the stream.

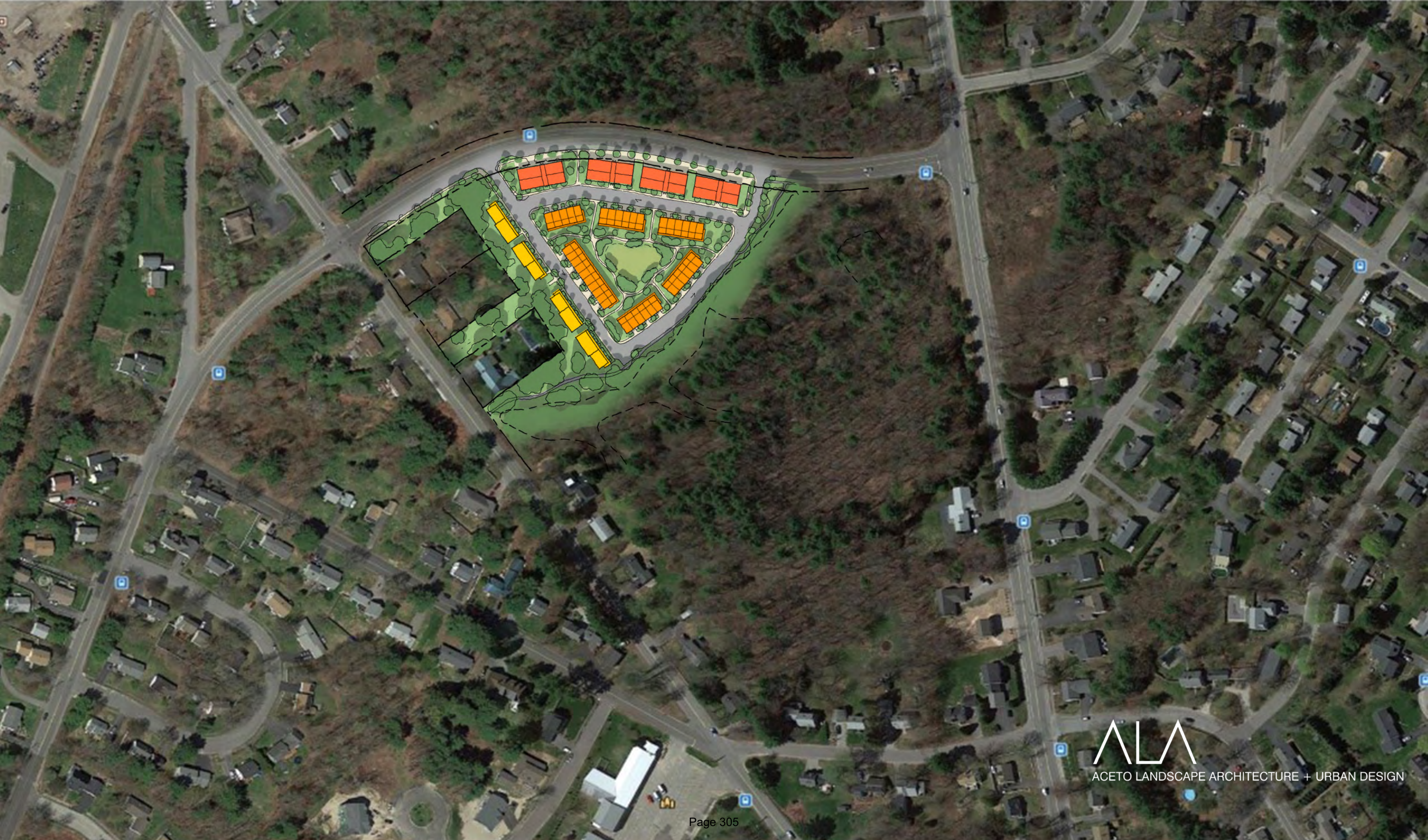
The question is if the developer should consider a rainwater catchment pond to reduce stream flooding and resulting house / basement flooding as part of the development.

Thank you,

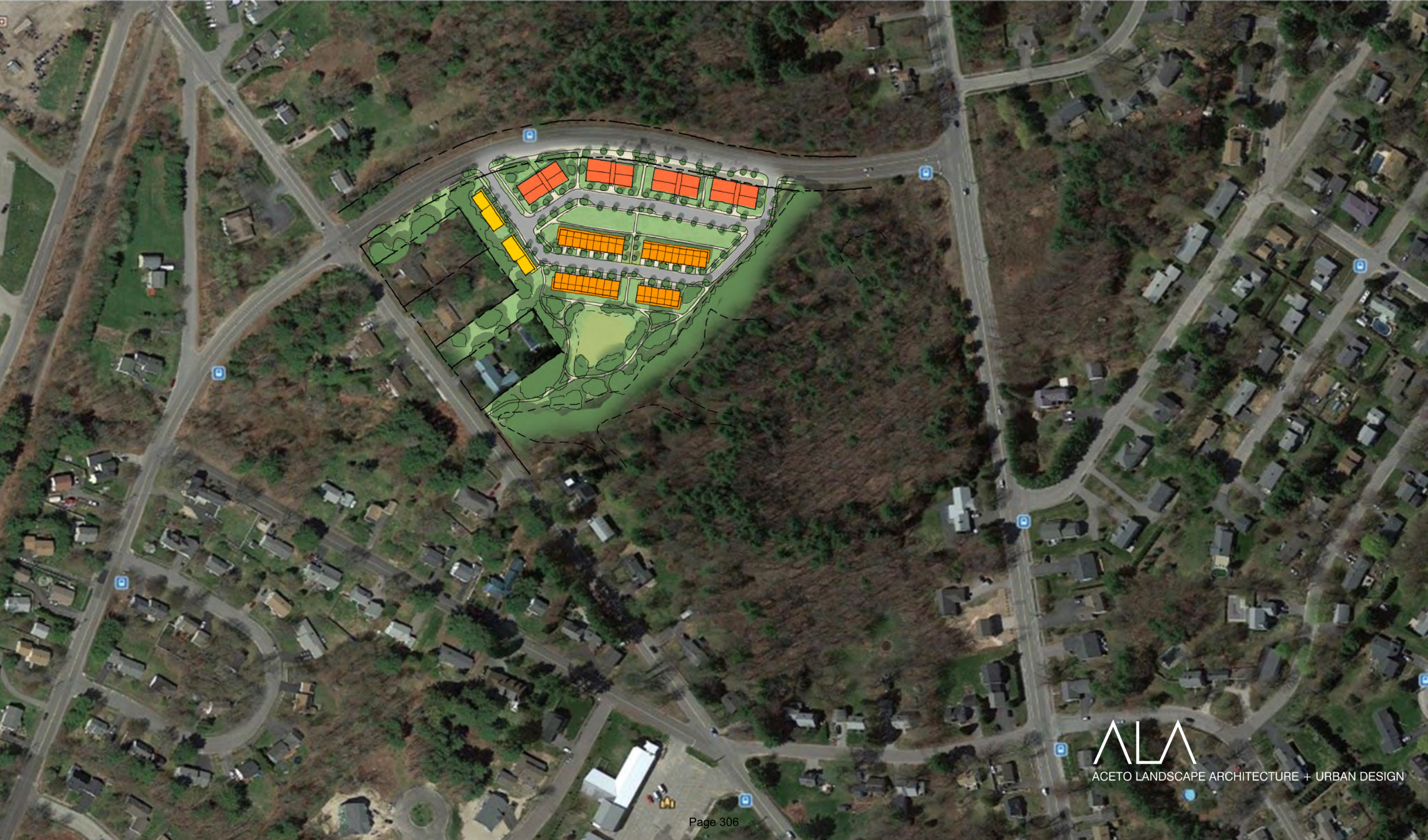
**Ed Eggleston
660 Auburn St, Portland, ME 04103**







ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN

ALTERNATIVE 'A'

LAMBERT WOODS
SKETCH PLAN | 01-21-20



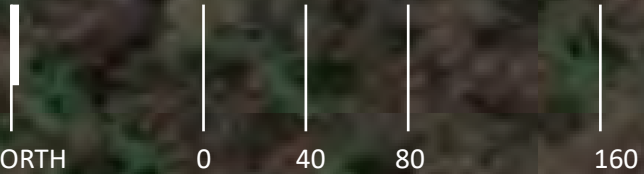
ALTERNATIVE 'B'

LAMBERT WOODS
SKETCH PLAN | 01-21-20



PLAN LEGEND

- MIXED USE (3 STOREY)
- LIVE WORK (2.5 STOREY)
- ROWHOUSE (2 STOREY)



ALA
ACETO LANDSCAPE ARCHITECTURE + URBAN DESIGN



Memorandum

Planning and Urban Development Department

To: Brandon Mazer, Chair and Members of the Portland Planning Board
From: Nell Donaldson, Director of Special Projects, Planning & Urban Development
Matthew Grooms, Senior Planner
Date: April 9, 2021
Re: ReCode Phase II Communication
Meeting Date: April 13, 2021

I. INTRODUCTION

In late 2020, the City Council adopted a new land use code under ReCode Phase I. As the Planning Board will recall, the Phase I process was in large part an organizational exercise – an effort to simplify and streamline the land use code to make it a more usable, and useful, document. Following directly on the heels of this work, staff in Planning & Urban Development embarked on Phase II of ReCode, which has always been envisioned as the heart of the land use code rewrite, focused on the more complicated work of ensuring that the land use code is addressing the vision and goals of *Portland's Plan*. The City released an RFP for Phase II consulting services in late 2020 as Phase I was drawing to a close, and in early 2021, Camiros, a consultant with national experience in the writing of land use codes, was selected. Camiros has done recent zoning work in Buffalo, Pittsburgh, Knoxville, Providence, and Baltimore, among others.

II. SCOPE OVERVIEW

The Phase II scope of work, as outlined by the consultant, includes two main elements:

1. *Land use code evaluation (Spring - Summer 2021)*: During the first stage of the project, the existing land use code will be evaluated through the lens of the *Portland's Plan*, other recent planning work (including *One Climate Future*), as well as the public input received during Phase I. Findings will be summarized in a technical report that identifies key issues, inconsistencies, omissions, and gaps in the existing code. There will be broad opportunities for the public to review and provide input on this technical report.
2. *Drafting & review of proposed code amendments (Fall 2021-Summer/Fall 2022)*: During the second stage of the project, code amendments will be drafted in response to the land use code evaluation, reviewed publicly, and revised. At each major draft and redraft, the work will be shared widely with the public for review and input. Ultimately, final draft amendments will progress through formal review channels towards Council adoption.

Over the course of this process, staff anticipates that Planning Board workshops will be held at key intervals, including after the code evaluation and as amendments are being drafted. As required by code, final draft amendments will come before the Planning Board in a public hearing setting.

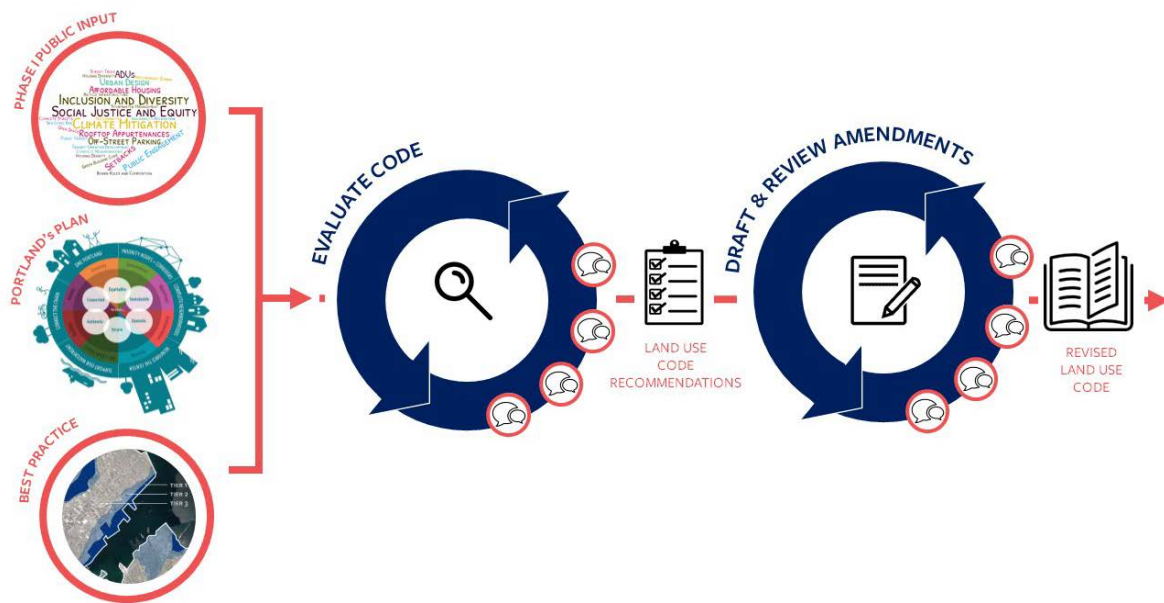


Figure 1: ReCode Phase II process

III. WORK TO DATE

Camiros began ReCode Phase II with a kickoff meeting and tour in early spring, and as of April, research for the land use code evaluation has begun. Over the last week of March, Camiros conducted a series of interviews with stakeholders representing a broad range of perspectives on issues relevant to the land use code. The code evaluation is expected to conclude with a technical report in the early summer. Broad public engagement will occur at that time, with the intent of sharing the report and gathering feedback.

In the meantime, staff is working to update content on www.recodeportland.me, which will continue to house information on ReCode throughout the Phase II process, including opportunities to engage with the project as they arise.



PLANNING BOARD REPORT PORTLAND, MAINE

Zoning Map Amendment from B-1 Neighborhood Business
to B-2b Community Business Zone
163 Washington Avenue
ZN-000540-2019
Jeffrey Curran, Newsapes, Inc., Applicant

Submitted to: Portland Planning Board
Public Hearing Date: April 13, 2021

Prepared by: Shukria Wiar, Planner
Date: April 9, 2021



Aerial view of 163 Washington Avenue

I. INTRODUCTION

Jeffrey Curran, the applicant, seeks a zoning map amendment for a property at 163 Washington Avenue, currently zoned B-1 Neighborhood Business, to B-2b Community Business to facilitate the operation of a brewery. The site is located on the easterly side of Washington Avenue between East Cove Street and the I-295 interchange in the East Bayside neighborhood and is currently occupied by a two-story, two-family residence.

The Board has held one workshop and one public hearing to consider the proposal and this report contains a potential recommendation to the City Council regarding the requested rezoning. Deliberation by the Board at the September 8, 2020 workshop emphasized a desire to examine zoning along the Washington Avenue corridor in a broader fashion than would be possible under a single,

Figure 1-Zoning Map of Washington Avenue



piecemeal zoning action focused on the subject property and its immediate surrounding area. In response to public comment, the Board also expressed a desire to limit the potential impacts to residential abutters that a rezoning of the subject property and adjacent parcels to B-2b could create. The Planning Board requested that Planning staff look into a text amendment to facilitate the desired use in lieu of the applicant's original map amendment request. In coordination with the applicant, staff developed a text amendment to help facilitate the brewery/distillery use under the low-impact industrial use category, which includes this use within its definition. The parcel on which the brewery/distillery use is proposed is 5,660 square feet in size, is currently occupied by a two-story, 950 square foot two-family residence, and is zoned B-1 Neighborhood Business. The proposed text amendments were presented in a public hearing on January 26, 2021. At the public hearing, the applicant informed the Planning Board that he preferred to rezone his property from B-1 to B-2b, rather than the text amendment to the B-1 zone. Upon hearing this, the Board decided to table the item to allow the applicant to work with Planning staff on an updated version of the original map amendment proposal.

The Planning and Urban Development Department mailed 152 notices advertising this public hearing to property owners within 500 feet of the site. A legal advertisement ran in the March 30 and 31, 2021 editions of the *Portland Press Herald* and was posted on the City's webpage.

Owner/ Applicant: Jeffrey Curran, Newsapes, Inc.

Applicant Rep: Marshall Tinkle, Esq., Thompson, MacColl & Bass, LLC

II. PROPOSED MAP AMENDMENT

Current Zoning:	B-1 Neighborhood Business
Proposed Zoning:	B-2b Community Business
Current Uses at Site:	Two Family Residential
Proposed Uses at Site:	Mixed Use (ground-floor brewery and upper floor residential)
Total Parcel Area:	± 5,660 SF
Area to be Rezoned:	± 5,660 SF

III. BACKGROUND

A. *Location of the Proposed Site:*

The 163 Washington Avenue site consists of three parcels with a total area of 5,660 square feet. The subject property contains a two-story, two-unit building of 1,872 square feet in size on the eastern half of the site. The remainder of the site is dedicated to surface parking. The building has approximately 40 feet of frontage on Washington Avenue, is 103 feet deep, and was constructed in 1890, according to the City Assessor's records.

Figure 2 – Photo of the Property in 1924



Figure 3, Street Level Views



Washington Avenue is a priority corridor that contains a mixture of uses, building types and scales, including single family, two-family, and multi-family residential, and a wide range of non-residential uses such as restaurants, retail, offices, a bicycle shop, a redemption center, and light industrial uses, including breweries in an approximately half mile stretch. The corridor contains a mixture of residential and commercial on both sides of the street. Commercial uses in this section include the newly constructed bathhouse (145 Washington Avenue) and Northern Burner Supply building (185 Washington

Avenue). The Avesta-operated Thomas Heights Apartments at 134 Washington Avenue, an 18-unit multifamily building housing a veteran population, is in the vicinity of the proposed site, as are numerous other neighborhood scale residential and commercial buildings.

Prior Zoning Actions:

1. 2014 Rezoning from R-6 to B-1 for the Proposed Site and Surrounding Abutters

In October 2014, the Planning Board voted to recommend a zoning map amendment from R-6 to B-1 to the City Council for a mixed-use development consisting of commercial uses along Washington Avenue, and residences in the form of apartments and townhomes. The Planning Board had determined that the easterly side of Washington Avenue between the I-295 interchange and Walnut Street warranted rezoning in connection with a development proposal and recommended the B-1 zone in lieu of the initial proposal for a B-2b zone. The choice of B-1 over B-2b was driven by the range of allowable uses and development intensity permitted by the former over the latter. Both B-1 and B-2 permit medium-level residential and neighborhood-scale commercial uses by right, but the uses allowed by the B-1 zone facilitate commercial development at a smaller scale than B-2b. At the time, the Board also felt that the B-1 zone was the more contextual choice of zone for this specific section of the street, due to the nearby residential development along Walnut Street., East Cove Street, and Sheridan Street. The rezoning was approved by the City Council in January of 2015.

2. 2006 Rezoning from R-3 to B1-b for Gould Street to I-295 Ramp:

In 2006, the parcels from Gould Street to the I-295 ramp on the west side of Washington Avenue were rezoned from R-3 to B1-b. Planning staff examined the B1-b, B2-b or B2-c zones for this location, and ultimately recommended B1-b because it would allow for mixed-use development while also maintaining residential development that would complement existing patterns of density in the vicinity. The report noted concern over the potential for use conflicts between the successful neighborhood businesses - many of which were located within small commercial lots - and the need for vehicle access to the nearby I-295 interchange.

B. Current Zoning and Uses in the Vicinity

The area surrounding 163 Washington Avenue is an urban mix of residential and commercial uses. Washington Avenue and the East Bayside neighborhood in general are emerging as areas of mixed-use redevelopment. The subject property lies at the intersection of several zones. The property itself is zoned B-1; as such, it is surrounded on two sides by mostly residential uses, including some large multi-family housing to the east. Most of the adjacent housing is of a scale characteristic of the city's East End. A B-2b zone lies across Washington Avenue, the B-2b zone includes restaurant, retail, office, and residential uses. To the northwest (also across the street), about a block away, is the B-1b zone.

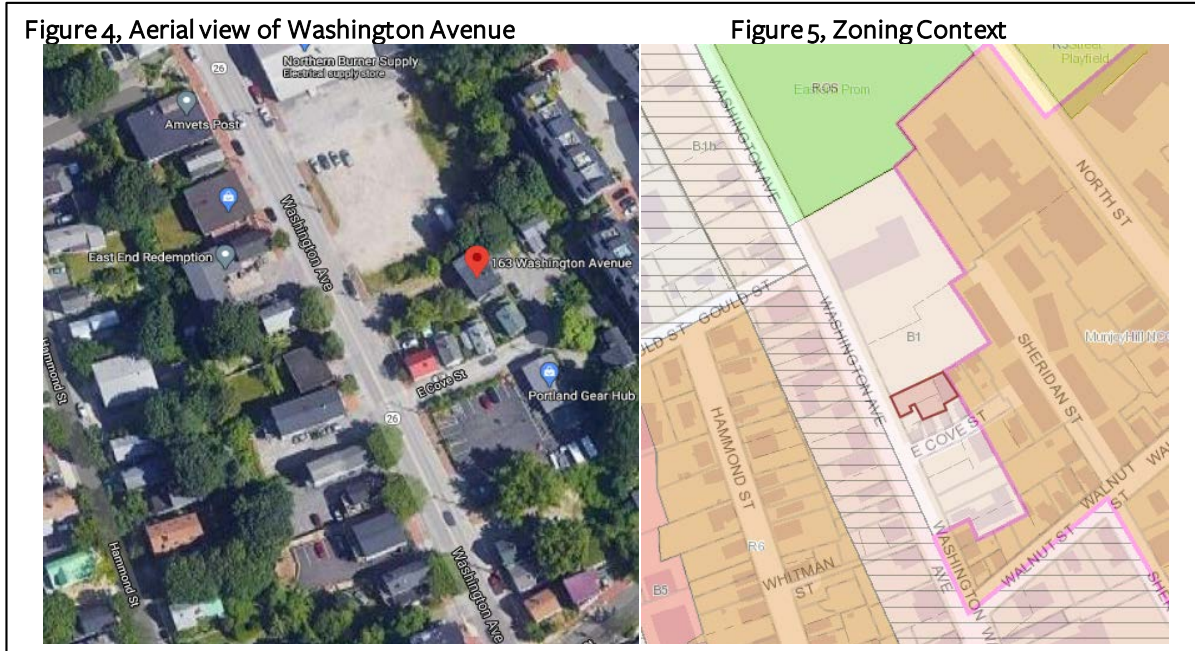
B-1 Zone: As previously stated, the subject block was rezoned from R-6 to B-1 in 2014. At that time, the City Council approved the extension of the B-1 zone along the east side of Washington Avenue from the intersection of Washington Avenue and Walnut Street (with the exception of the first three lots) to the Recreation and Open Space (ROS) zone near the I-295 on-ramp at exit 5. As a result of that rezoning, two projects have been approved for two of these lots, one of which is being constructed at 145 Washington Avenue and consists of a mixed-use residential and commercial development.

B-1b Zone: The B-1b zone extends along the western side of Washington Avenue between Gould Street and the I-295 ramp at Tukey's Bridge. This area is comprised of single and multi-family residential development. Residential uses within this zone must conform to the zoning requirements of the abutting or nearest residential zone. In this case, the nearest residential zone is R-6 Residential. In any structure with commercial use on the first floor, multifamily dwellings are permitted above the first floor.

B-2b and R-6: The western side from Gould Street and eastern side of Washington Avenue is a mix of R-6 Residential and B-2b Community Business. Surrounding non-residential uses include the Oil Burner Supply Company across

Washington Avenue, facing Gould Street. In the B-2b zone, surrounding uses include the AM- VET VFW Post, a screen-printing business and the East End Redemption Center. Single and multi-family residential dwellings are interspersed throughout the area.

ROS: Further down Washington Avenue is City owned property, which is part of the Eastern Promenade parkland and is zoned ROS- Resource Open Space.



IV. PROPOSED CONCEPTUAL DEVELOPMENT

The applicant seeks this map amendment to allow for the conversion of the first-floor residential unit in the building at 163 Washington Avenue into a brewery use with a tasting area and outdoor seating; this use was in operation previously at this location before business operations ceased pursuant to a notice of violation issued by the City for operation of that use in the B-1 zone, where it is not a permitted use. While the applicant has not submitted any conceptual site plan materials, the future use at the subject property will be required to meet City site plan, technical, and design standards. In addition, the applicant would be required to meet any applicable City licensing requirements.

V. ZONING ANALYSIS

The mixed-use element of the applicant's proposal, with a proposed brewery use on the ground floor, is prohibited in the B-1 zone. For this reason, the applicant originally requested a rezoning to the B-2 zone, which allows a broader range of commercial uses, such as retail and restaurant uses, as well as low-impact industrial uses including distilleries, and breweries by right. The B-2 zone also includes more intensive uses, such as auto- related and auto-oriented business uses and drive-through. The Planning staff worked with the applicant to apply for a rezoning to B-2b instead, which grants the same dimensional flexibility, the potential for mixed-use developments, and low-impact industrial uses such as breweries and distilleries.

The existing B-1 zone is intended to "provide limited areas for the location of small-scale commercial establishments... [which are] complimentary, quiet, and generally do not disturb the comfort and enjoyment of the adjoining neighborhood" (*Table 5-D*). It should be noted that the B-1 business zone explicitly encourages mixed-use buildings which allow for commercial development and high residential density, and that the B-2b likewise encourages neighborhood and community retail, and business and service establishments. The stated purpose of the B-2b zone shares some characteristics with the existing zoning. As with the other zones, the B-2b zoning is explicitly intended to increase housing opportunities by the higher density and encourage mixed-use activities. Table 1 compares the purposes of the two zones as written in the ordinance.

Table – 1 Mixed-Use Zone Purpose Statements

B-1	To provide limited areas for the location of small-scale commercial establishments intended to serve a local market. Uses that are complimentary, quiet, and generally do not disturb the comfort and enjoyment of the adjoining neighborhood environment are encouraged, and should be designed for the pedestrian scale and to provide convenient access for nearby residents and workers to walk in to purchase goods and services. Buildings and uses shall be designed with attractive storefronts or similar features, with windows and doors convenient to a public sidewalk. This zone encourages mixed-use buildings, such as commercial first floor with residential uses above or combined retail/office uses in a multi-story structure. The zone also provides the opportunity for high residential density. Suitable locations for this zone may include street intersections and arterial streets with existing or proposed traditional neighborhood retail and service uses.
B-2b	To provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate in areas where a more compact urban development pattern exists or where a neighborhood-compatible commercial district is established which exhibits a pedestrian scale and character. Such locations may include the peninsula and other arterials and intersections with an existing urban or neighborhood-oriented building pattern. The B-2b should provide locations for moderate to high-density housing in urban neighborhoods along arterials.

Permitted Uses

The change from B-1 to B-2b would allow low-impact industrial uses such as a brewery/distillery use within the building. As stated previously, the nearest commercial zone is the B-2b zone, which is located across Washington Avenue to the west. The 163 Washington Avenue site is located near Tukey's Bridge and within a compact, neighborhood-oriented development context. The B-2b zone does not require that residential uses be located on the upper stories within this zone, however, in any structure that has commercial uses in the first floor, multi-family dwellings are permitted above the first floor. As mentioned above, the B-2b zone allows a wider range of uses than the B-1, including brewery/distillery uses and drinking establishments, but does so in a limited square footage capacity. The B-2b also permits major and minor auto service stations existing as of 1999, car washes, drive-throughs associated with a permitted use adjacent to residential zones, and automobile dealerships, as well as a number of other uses which are prohibited uses in the B-1 zone.

As the purposes indicate, the B-2b zone permits the more intensive range of uses of the two zones considered here. In keeping its purpose statement, the B-1 generally permits fewer intensive uses than the B-2b. The B-1 limits development almost exclusively to residential and small-scale commercial uses (< 5,000 SF), with an exception for low-intensity, compatible uses such as cemeteries, parks, bed and breakfasts, and lodging houses. Some slightly more intense uses, including schools, extended care facilities, places of assembly, and hospitals, are allowed under a conditional use permit. The B-1 allows residential density under the regulations of the nearest residential zone (in the case of 163 Washington Avenue, the R-6 zone).

TABLE 6-C: PERMITTED AND CONDITIONAL USES IN MIXED-USE ZONES

	B-1/B-1b	B-2/B-2b/ B-2c	B-3/B-3b/ B-3c ¹¹	B-4	B-5/ B-5b	B-6	B-7	Use Standard
Residential	Single-family dwellings	●	●		●	●	●	
	Two-family dwellings	●	●		●	●	●	
	Multi-family dwellings	● ¹	●		●	●	●	
	Congregate care facilities		●					
	Handicapped family units		●		●	●	●	
	Combined living/working spaces	●	●		●	●	●	
	Lodging houses	● ²	●	●	●		●	6.4.9
–	Clinics	● ²	●		●		●	

Commercial/Service	Cultural facilities				●	●	●	●	
	Elementary, middle, and secondary schools	● ²	●	●		●	●	●	
	Emergency shelters			○	○	○			6.5.6(B)
	Governmental uses	● ²	●	●	●	●		●	
	Intermediate care facilities		●	●					
	Long-term and extended care facilities		●						
	Places of assembly (< 10,000 SF)	● ²	●	●	●	●	●	●	
	Places of assembly (> 10,000 SF)		●	●	●	●	●	●	
	Preschool facilities	● ²	●	●	●	●	●	●	
	Post-secondary schools		●	●	●	●	●	●	
	Adult business establishments		● ³	● ³					6.4.2
	Auto, boat, and related dealerships		○		●				6.5.6(A)
	Auto service stations		○ ⁴		●	●			6.5.6(A)
	Bars		● ⁵	● ⁵	●	●	●	●	6.4.3
	Bed and breakfasts	●	●	●				●	6.4.4
	Exhibition, meeting, and convention halls			●		●	○	●	
	Funeral homes		●		●				
	General offices (<5,000 SF)	● ²	●	●	●	●	●	●	6.4.6
	General offices (>5,000 SF)		●	●	●	●	●	●	
	General services (<5,000 SF)	● ²	●	●	●	●	●	●	6.4.6
	General services (>5,000 SF)		●	●	●	●	●	●	
	Hostels	●		●		●		●	6.4.6, 6.4.8
	Hotels		●	●	●	●	● ¹³	●	
	Marijuana retail store		●/○ ⁶	●	●			●	6.4.10
	Recreation and amusement centers				●	●		●	
	Registered marijuana dispensary		●/○ ⁶	●	●			●	6.4.10
	Restaurants	● ²	●	●	●	●	●	●	6.4.3, 6.4.6
	Retail (< 5,000 SF)	● ²	●	●	●	●	●	●	6.4.6, 6.4.15
	Retail (5,000 – 25,000 SF)		●	●	●	●	●	●	6.4.15
TABLE 6-C (CONT.): PERMITTED AND CONDITIONAL USES IN MIXED USE ZONES									
Industrial		B-1/B-1b	B-2/B-2b/ B-2c	B-3/B-3b/ B-3c ¹¹	B-4	B-5/ B-5b	B-6	B-7	Use Standards
	Retail (>25,000 SF)		●	●	●	●	●	●	6.4.15
	Small-scale marijuana caregiver		●	●	●			●	6.4.10
	Theaters and performance halls		●	●	●	●	●	●	
	Veterinary services		●		●			●	
	Communication studios		●	●	●	●	●	●	
	Dairies		● ⁷		●				
	High-tech manufacturing							○	6.5.6(D)
	Intermodal transportation facilities					●	●	●	
	Laboratory and research facilities		○		●		○	●	6.5.6(E)
	Low-impact industrial (<10,000 SF)		● ⁸	○	●	●	●	● ⁸	6.5.6(E)
	Low-impact industrial (>10,000 SF)		● ⁸		●	○			
	Marijuana testing facilities				●				
	Marijuana manufacturing facilities				●				6.4.10
	Marijuana cultivation facilities (<7,000 SF plant canopy)				●				

Other	Printing and publishing	● ⁹	●	●	●	●	●	
	Repair services	●	●	●	●	●	●	
	Studios for artists and craftspeople	● ²	●	●	●	●	●	
	Tow lots			●				6.4.17
	Warehousing, storage, and distribution	● ¹⁰	● ¹⁰	●	● ¹⁰	● ^{10,14}	● ^{10,14}	6.5.6(E)
	Marine uses				●	●		6.4.11
	Correctional pre-release facilities			●				6.4.7
	Off-street parking		●/● ¹²		●	●	●	6.5.6(H)
	Parks and open spaces	●	●	●	●	●	●	
	Solar energy system (minor)	●	●	●	●	●	●	
	Solar energy system (major)			●				6.4.16
	Utility substations	●	●	●	●	●	●	6.5.6(L)
	Wind energy system (minor)	●	●	●	●	●	●	6.4.18

Dimensional Requirements and Form

Lastly, the two zones vary slightly in terms of the form of building that is promoted through the dimensional requirements, with the B-2b allowing a maximum building height of 45 feet (50 feet if the first floor is partially or wholly occupied by a commercial use), whereas the maximum building height in the B-1 zone on-peninsula is 45 feet.

TABLE 7-E: MIXED-USE ZONE DIMENSIONAL STANDARDS

		B-1/B-1b	B-2/B-2b/B-2c	B-3/B-3b/B-3c	B-4	B-5/B-5b	B-6	B-7
Lot area (min.)	School	20,000 SF						
	Place of assembly	10,000 SF			10,000 SF			
Lot area per dwelling unit (min.)	On-peninsula	435 SF	435 SF					
	Off-peninsula	1,000 SF	1,000 SF, except 435 SF if active street frontage ³					
Lot area per rooming unit (min.)	On-peninsula	150 SF	150 SF					
	Off-peninsula	350 SF	350 SF					
Street frontage (min.)		20 ft.	20 ft.	15 ft.	60 ft.			
Front setback (from all street frontages) (max.)		10 ft., or the average front yard depth of nearest developed lots if < 10 ft.	10 ft.	5 ft.	20 ft.	None, except 10 ft. in B-5b	10 ft. ⁷	10 ft.
Rear setback (min.)	Principal	None, except 10 ft. if abutting a residential zone	10 ft.		20 ft.			
	Accessory	None, except 5 ft. if abutting a residential zone	5 ft.		7 ft.			
Side setback (min.)	Principal	None, except 5 ft. if abutting residential zone	None		10 ft.			
	Accessory		5 ft.		5 ft.			
Stepbacks (above 35 ft. when property line abuts a residential zone) (min.)		Side: 10 ft.	Side: 5 ft.					
		Rear: 15 ft.	Rear: 15 ft.					
Structure height (max.)			B45 ft., except: 50 ft. if first floor is in commercial use and 65 ft. in B-2 and B-2c on lots >5 ac. if required side and rear setbacks are increased by 1 foot for each foot of height over 45 ft.	See Downtown Height Overlay Map	B-4 65 ft.	B-5/B-5b 65 ft., except in B-5b along W. Commercial St. south of Danforth St. ⁵ and 120 ft. on Thompson's Point ⁶	B-6 65 ft. or as otherwise governed by the B-6 Building Height Overlay Map	
		On-Peninsula: 45 ft., except 50 ft. along Congress Street if commercial first floor and residential above ²						
		Off-Peninsula: 35 ft.						

VI. LAND USE POLICY ANALYSIS

The applicant has submitted their analysis of the project's conformance with the Comprehensive Plan (refer to Attachment D). The staff has identified the following goals and policies which are relevant to the proposed zoning amendment and finds the proposal in conformance with both the housing and economic development goals of the Comprehensive Plan, as well as the future land use vision. As stated, the purpose of the B-2b zone is:

The B-2b zone is intended to provide neighborhood and community retail, business and service establishments that are oriented to and built close to the street. The B-2b zone is appropriate in areas where a more compact urban development pattern exists such as on-peninsula or in areas off-peninsula where a neighborhood compatible commercial district is established which exhibits a pedestrian scale and character. Such locations

may include the peninsula and other arterials and intersections with an existing urban or neighborhood-oriented building pattern.

The 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 this instance, that the City's goals for job growth and transforming Portland through orderly growth and development:



A Vibrant City

Promote an economic climate that increases job opportunities and overall economic well-being.

2. SUPPORT LOCAL BUSINESS RETENTION AND RECRUITMENT

- Pursue policies that create, nurture, and retain local businesses.
- Support job creation and business growth through public initiatives and private, institutional, and regional partnerships.
- Strengthen City programs and services that support business development.

5. TARGET AREAS FOR JOB GROWTH

- Ensure that new employment can be accommodated in priority growth areas across the City.
- Evaluate zoning and the condition of existing infrastructure in priority areas - downtown, in identified neighborhood nodes, and along transit corridors – to ensure that employment and housing growth can be supported.
- Expand possibilities for live/work spaces – residential living space with integrated creative work space.
- Modify ordinances and make strategic investments to better promote business development and job creation in priority areas.

FUTURE LAND USE

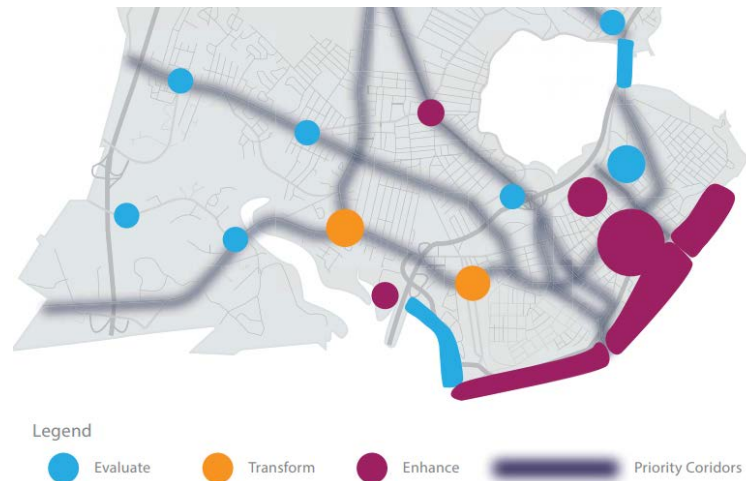
Portland's plan for Future Land Use places emphasis on areas most important to its growth over the next ten years. It includes three maps: a map depicting current dominant land use patterns, a map showing a connected network of trails and open spaces, and a map of corridors and nodes that are poised to accommodate additional growth. These maps are best understood in the context of the plan's principles for future growth. The Washington Avenue area is one of the priority corridors identified in the plan as an area for transformation.

Priority growth areas include the following elements:

1. Priority Nodes: These are areas with concentrated mixed-use activity, which can occur at varying scales and serve varying catchment areas - Portland's downtown supports a large successful node, for example, but nodes can also be found at smaller convergences and intersections throughout the City. As mapped, nodes are not meant to sharply delineate boundaries, but to indicate general areas in need of further planning or investment. The nodes identified by the map may have seen disinvestment, grown in sprawling patterns, or simply have the potential to serve as focal points for change in density or, height, streetscape, or uses to better serve neighborhood needs. These nodes are placed into three broad categories that correspond with their respective stage of planning or investigation at the present time.

- Evaluate: Areas as diverse as East Bayside and Allen's Corner, where the City recognizes the need to review existing conditions and develop a strategy for future change. These nodes should be assessed for their ability to address neighborhood needs and serve as centers for complete neighborhoods;

- Transform: Areas such as Morrill's Corner, which have been previously recognized as areas of significant potential transformation, but which need comprehensive revisioning; and
- Enhance: Areas such as Woodford's Corner, or the Eastern, Central and Western Waterfronts, which have been studied and are awaiting or in the midst of plan implementation.



2. Priority corridors: The Priority Nodes & Corridors Map identifies key corridors - those that connect major nodes and neighborhoods and therefore serve as major commuter routes - as areas for additional planning and investment. Priority corridors are major arterials that often see heavy

vehicular traffic, but also have the capacity to improve mobility by capitalizing on their potential for increased walking, bicycling, and transit use. Priority corridors can also serve as areas of additional mixed-use, higher density growth to take advantage of the transit benefits and services that well-designed, diverse corridors can offer. The Washington Avenue Corridor on the Peninsula is one of Portland's priority corridor.

VII. PUBLIC COMMENT/NEIGHBORHOOD MEETING

The City has received written public comments from five abutters as well as a signed petition from the neighborhood. Ron Gan and Christian MilNeil are in support of the original application for a map amendment, but the rest of the neighbors have concerns about a brewery and the related concerns, such as noise, light pollution, screening, and hours of operation for the proposed business. The owner of Northern Burner Supply has also inquired about the proposed rezoning. He does not oppose the proposal but wanted to express that he does not plan on providing parking spaces to the development.

The applicant held a neighborhood meeting on December 10, 2020. 13 members of the public attended, voicing the same concerns as mentioned in the above paragraph.

VIII. CONSIDERATION OF EXTENDED REZONING AREA

Generally, when a Zoning Map Amendment is reviewed, the Planning Board examines the proposed boundaries comprehensively and considers other adjacent areas that may be appropriate candidates for a similar rezoning. This may result in the Board contemplating and noticing for a larger geographic area for the purposes of holding a public hearing, which can be reduced in scope when the Board formulates its recommendation to the City Council. The applicant has requested a map amendment for their site only, 163 Washington Avenue (CBL 012 Foo8001). However, upon further consideration, the Board may wish to extend the rezoning area to include the additional lots abutting the parcel to the north on Washington Avenue, 165 Washington Avenue (CBL 010 Doo1001) in order to rationalize the zoning boundaries; please see map below.

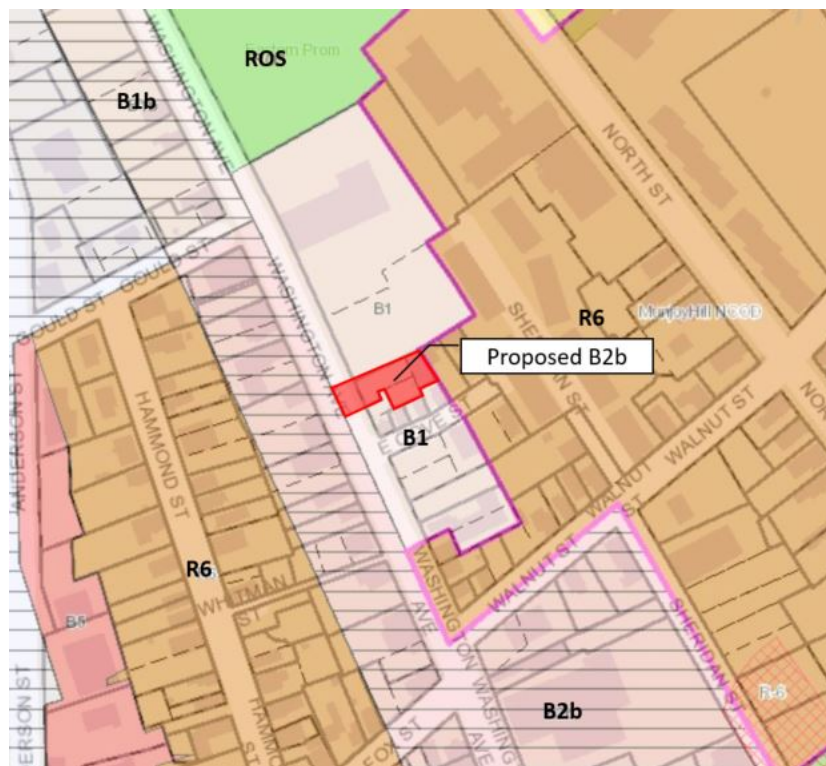


Figure 6: Applicants Proposed Rezoning Area

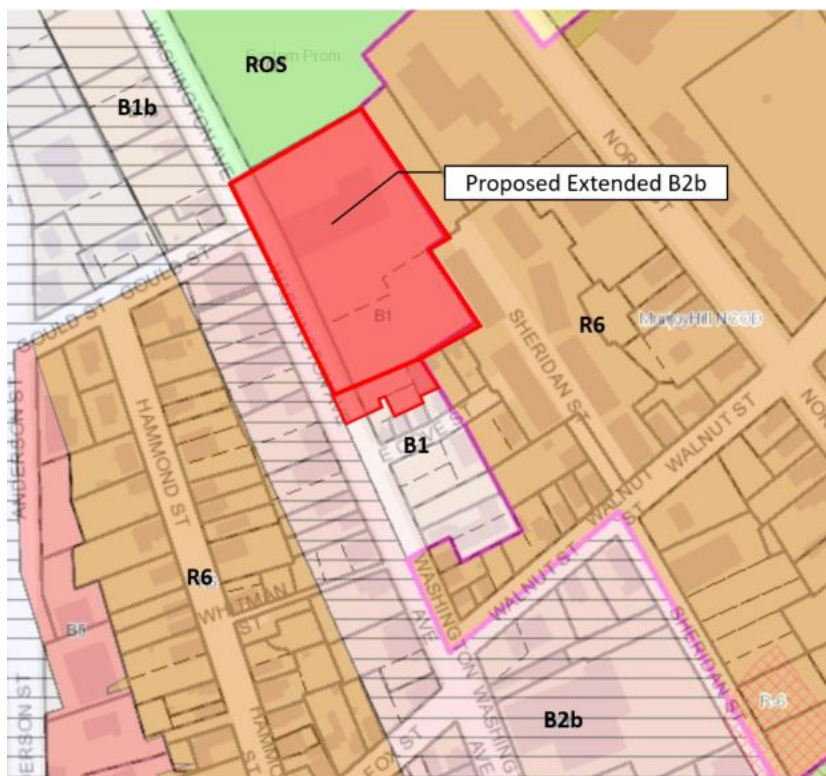


Figure 7: Staff's Proposed Extended Rezoning Area

As stated previously, the B-2b zone allows for more intense uses than the B-1 zone. Commercial and mixed-use development predominate along this segment of Washington Avenue. If the Board determines that B-2b would be appropriate for areas along the eastern side of the Washington Avenue corridor that extend beyond the subject property, it may wish to do so in manner that takes the existing residential homes along Walnut Street and East Cove

Street into consideration to limit the potential for higher-intensity business uses immediately adjacent to small-scale residential development. Uses that are allowed in the B-2b zone, but not allowed in the B-1 zone include low-impact industrial, drinking establishments, miscellaneous repair services, theaters, hotels or motels, and drive-throughs (the latter only as a conditional use). Planning staff recommend that the subject property and the properties to the north extending to the nearby ROS zone be rezoned from B-1 to B2-b. The proposed zoning map amendment boundary will permit a broader range of uses consistent with the surrounding uses along the Washington Avenue corridor. Staff notes that an existing B-2b zone is mapped directly to west of the site along Washington Avenue. Regarding dimensional standards, staff notes that B-2b and B-1 have similar dimensional standards. Both zones have a lot area per dwelling unit of 435 square feet and allow max building heights of 45 feet, however in the B-2b zone, buildings with a commercial first floor may achieve a max building height of 50 feet. Staff further notes the appropriateness of the B-2b district in complementing the mixed-use character of the Washington Avenue corridor. The parcels between Walnut Street and the proposed site (145, 147-155, 159 Washington Avenue; 3,6,11,15, and 17 E. Cove Street) will be retained as a B-1 zone that will serve as a transition from the R-6 zone to the B-2b zone. Staff also notes that the site requested for rezoning by Mr. Gan, 202 Washington Avenue, is located on the opposite side of Washington Avenue from the subject property and to the north, and thus a rationale for extending the B-2b to encompass that site could not be identified during analysis.

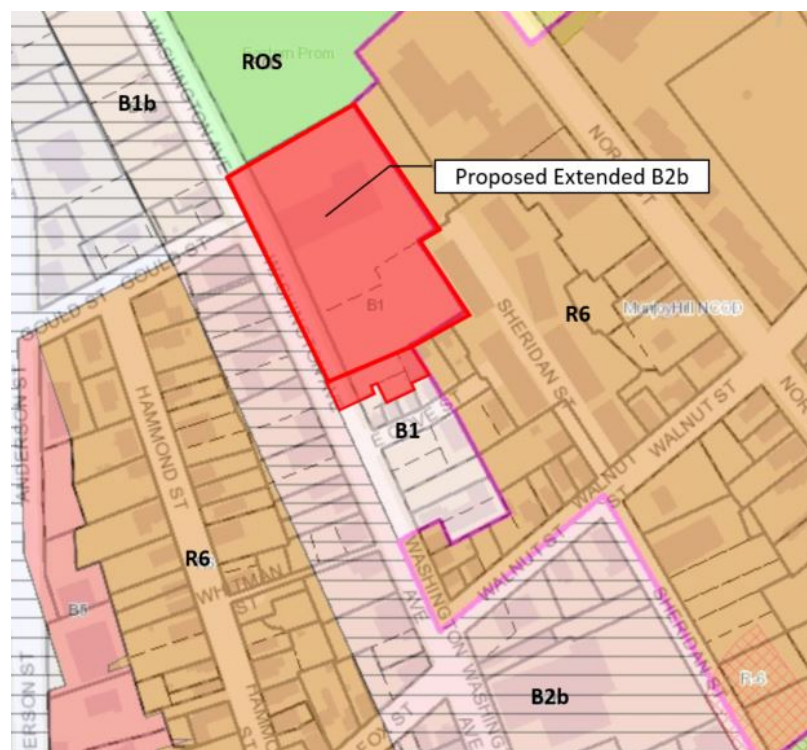
IX. MOTIONS FOR THE BOARD TO CONSIDER

On the basis of plans and materials submitted by the applicant, the City of Portland Zoning Code, Portland's Comprehensive Plan, public comment, the information provided in public hearing on April 13, 2021 for the application# ZN-000540-2019 (163 Washington Avenue), and/or other findings as follows:

Option 1 (Extended Rezoning Area):

The Planning Board finds that the proposed rezoning to the B2-b Community Business zone for the properties located at 163 and 165 Washington Avenue, as shown on the map below [is or is not] consistent with the Comprehensive Plan for the City of Portland; and

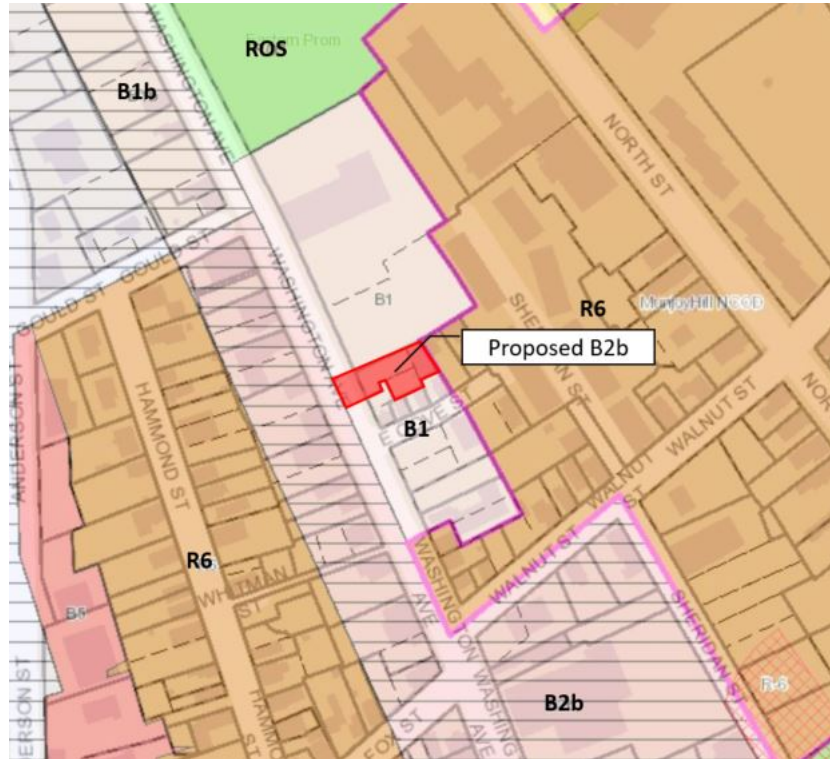
Therefore, the Planning Board [recommends or does not recommend] to the City Council adoption of the zoning map amendment for 163 and 165 Washington Avenue from B-1 Neighborhood Business to B-2b Community Business for the area shown on the map below.



OrOption 2 (Applicant-controlled parcel):

The Planning Board finds that the proposed rezoning to the B-2b Community Business zone for the property located at 163 Washington Avenue **[is or is not]** consistent with the Comprehensive Plan for the City of Portland; and

Therefore, the Planning Board **[recommends or does not recommend]** to the City Council adoption of the zoning map amendment for 163 Washington Avenue from B-1 Neighborhood to B-2b Community Business for the area shown on the map below.

X. ATTACHMENTSA. MEMO ATTACHMENTB. PUBLIC COMMENTS

PC1 Christian MilNeil	04.02.2020
PC2 Ron Gan	02.25.2020
PC2aRon Gan	09.02.2020
PC3 Ramon and Ruby Anastacio	09.14.2020
PC4 Robert Morse	09.10.2020
PC5 Mary Morse	09.15.2020
PC5 a 09.08.2020	
PC6 Page Nichols	10.14.2020
PC7 Petition	
PC8 Robert and Mary Morse	04.05.2021

C. APPLICANT'S ATTACHMENTS

1. Check List
2. Project Description
3. Anne Torregossa 3.17.20 (Cover letter)
 - C1. Anne Torregossa 4.10.20 (Cover letter)

4. Consistency with Comprehensive Plan
D1. Comprehensive Plan Consistency
5. Deed p.1
E1. Deed p.2

D. PLANS

Plan 1 163 Washington Ave Vicinity Map

Plan 2 Vicinity Map

CITY OF PORTLAND
Planning & Urban Development Department

MAP AMENDMENT SUBMISSION CHECKLIST Please submit each document as a separate PDF file Please confirm by electronically checking the boxes to the left	
GENERAL APPLICATION DOCUMENTS	
☒	Project Description Cover Letter with detailed project description
☒	Consistency with Comprehensive Plan Analysis of the consistency of the zone change request with the goals, policies and land use plan of Portland's Comprehensive Plan.
☒	Completed Checklist – Map Amendment Application (this document)
☒	Right, Title and Interest Deeds, leases, or purchase and sales agreements
PLANS	
☒	Vicinity Map NA.
☒	Proposed Map Amendment (please use the Portland zoning map as a reference)
☒	Site Plan (if applicable) NA Provide a site plan of the property showing existing and proposed improvements, including such features as buildings, parking, driveways, walkways, landscape and property boundaries.

NEWSCAPES, INC.
163 Washington Ave.
Portland, ME. 04101

November 22, 2019

Mayor and Members of the City Council

I am excited to apply for a map amendment from the B-1 zone to a B-2 zone. Shown on the included vicinity map, outlined in red. It includes sections of Washington Avenue and East Cove street.

Sincerely,

Jeffrey A. Curran

THOMPSON, MACCOLL & BASS, LLC, P.A.
COUNSELORS AT LAW

EDWARD S. MacCOLL *
MARSHALL J. TINKLE *
JOHN R. BASS, II
OF COUNSEL

* ALSO ADMITTED IN NH & MA

15 MONUMENT SQUARE, 4th Floor
P.O. BOX 447
PORTLAND, MAINE 04112-0447
TELEPHONE (207) 774-7600
FACSIMILE (207) 772-1039

BENJAMIN THOMPSON
(1857-1918)
NATHAN W. THOMPSON
(1895-1969)
BENJAMIN THOMPSON
(1921-2002)

March 17, 2020
Via email

Anne M. Torregrossa, Esq.
Associate Corporation Council
City of Portland
389 Congress Street, Room 211
Portland, Maine 04101

RE: Newsclapes Brewing – Zone change application

Dear Anne:

I am writing in response to your email of February 28, 2020. Although Newsclapes Brewing has previously addressed all of the City's inquiries in connection with its application for a zoning amendment in 2019 (I note that the application passed the completeness check on January 19, 2020), please consider this letter as Newsclapes' supplementation of its 2019 application and of its subsequent submissions to the City. The information you requested is as follows:

1. Project Description: The background to this application has previously been discussed at length. After obtaining all necessary state and federal permits and licenses, and after checking with the City's planning and zoning departments, Newsclapes began operating a brewery at 163 Washington Avenue, which is also the location of the residence of Newsclapes' principal, Jeffrey Curran, in early 2018. However, after applying for a tasting room license in February 2019, Newsclapes was advised by the City for the first time that its brewery was not permitted in the B-1 zone. City officials encouraged Newsclapes to apply for a zoning change in order to resolve the land use issue.

Existing use: In compliance with the City's instructions, the property has not been used as a brewery or for any other commercial purpose since early 2019. It

continues to be used as Mr. Curran's residence, as it has been for the past 17 years.

Proposed use of property: Newsapes proposes to use the property as a brewery, as it was used until early 2019, and also proposes adding a small tasting room. Traffic, parking, olfactory conditions and decibel levels are expected to be no different than in 2018. Newsapes previously had no issues with noise, smell, traffic or parking. The brewery was and will be entirely contained within the building. Startup of the brewery did not entail any new construction in 2018; and no remodeling is anticipated at this time. At some later date, there may be a possible addition of a deck with steps and picnic tables, as outlined on the site plan drawing attached hereto as Exhibit A (previously submitted in February 2019 to Christopher Beaumont, Life Safety Plan Reviewer). Newsapes uses a simple "home-brewing" procedure, involving no industrial equipment. This would be a small-scale, low-impact craft brewery. It would have no adverse impact on abutters or on the general neighborhood.

2. **Survey or Site Plan:** Drawings of the site (as previously submitted to the City) are attached hereto as Exhibit A. A map showing the locus of the proposed zone change, which was previously submitted as part of the application, is attached hereto as Exhibit B.

3. **Comprehensive Plan Consistency:** The proposed zoning map amendment is consistent with the comprehensive plan, applicable regulations, and the character of the surrounding neighborhood for the following reasons. The property is situated in a small block currently designated as "B-1," across from and nearly adjacent to a larger B-2b zone along inner Washington Avenue. The differences between the B-1 and B-2/B-2b zones are relatively minor. A variety of business uses are permitted in the B-1 zone, including beverage dealers, restaurants (with some restrictions), professional and business offices, business services, and retail establishments. The B-2/B-2b zones allow greater flexibility in business uses and specifically permit breweries, distilleries, bakeries and similar establishments.

The latest iteration of Portland's Comprehensive Plan notes with approval that new businesses are appearing on inner Washington Avenue. *See* Portland's Plan 2030 at 39. Applauding the City's entrepreneurial environment, the plan states: "Our food and maker

economies continue to thrive as we explore ways to grow our value-added industries *such as brewing* and distilling, seafood processing, farm-to-table restaurants, and other food producers....” *Id.* at 40. Challenges to face include “a scarcity of office, industrial, and commercial space to meet current demand.” *Id.* Hence, any zoning modification that facilitates brewery entrepreneurship in emerging commercial centers like Washington Avenue actively furthers the comprehensive plan. *See also id* at 39 (“Portland provides a welcoming environment for current and future employers and entrepreneurs both large and small” and its “commercial activity is dynamic and multi-nodal”), 40 (most critical element of City’s future “is tapping the nascent energy of current and future entrepreneurs”), 41 (core economic development focus areas included “growing the economy” and “supporting business”), 42 (manufacture of comestible and value-added products “are an increasingly important part of the local economy”), 43 (local goals include growing employment base and valuing and nurturing Portland-based businesses), 44 (future strategies include supporting and retaining local businesses and evaluating zoning to ensure that employment growth can be supported).

Please see also Newsclapes’ discussion of comprehensive plan compatibility in its initial application and in the letter of Jeffrey Curran to James J. Rather dated December 27, 2019.

4. Neighborhood Meeting: As noted in Mr. Curran’s email to the City dated January 21, 2020, he received an email from the planning department on January 19, 2020 indicating that developments requiring a neighborhood meeting consisted of (1) proposed map amendments that would result in major development, (2) subdivision of five or more units/lots, (3) master development plans, and (4) level III site plans. Because this zone change amendment does not involve a major development, it is our impression that a neighborhood meeting is not required. If this is not the case, please call me at your earliest convenience to discuss what steps need to be taken to hold a neighborhood meeting and why it is necessary.

Anne M. Torregrossa, Esq.
March 17, 2020
Page 2/

You have also recommended that Newsapes change its application to request a zone amendment to B-2b instead of B-2. Newsapes will be happy to revise its request, as long as no additional fees are involved and its proposed use will not in any way be prejudiced. The brewery will not have a total floor area of 10,000 square feet or greater. Therefore, it appears that a brewery would be equally permissible in the B-2 and B-2b zones. If you disagree, please advise.

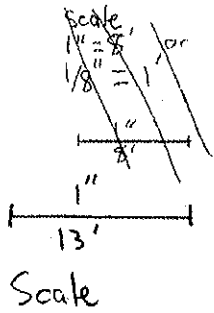
Please let me know if you have any questions or need any further information. Thank you for your consideration.

Sincerely,



Marshall J. Tinkle (MBN 2833)

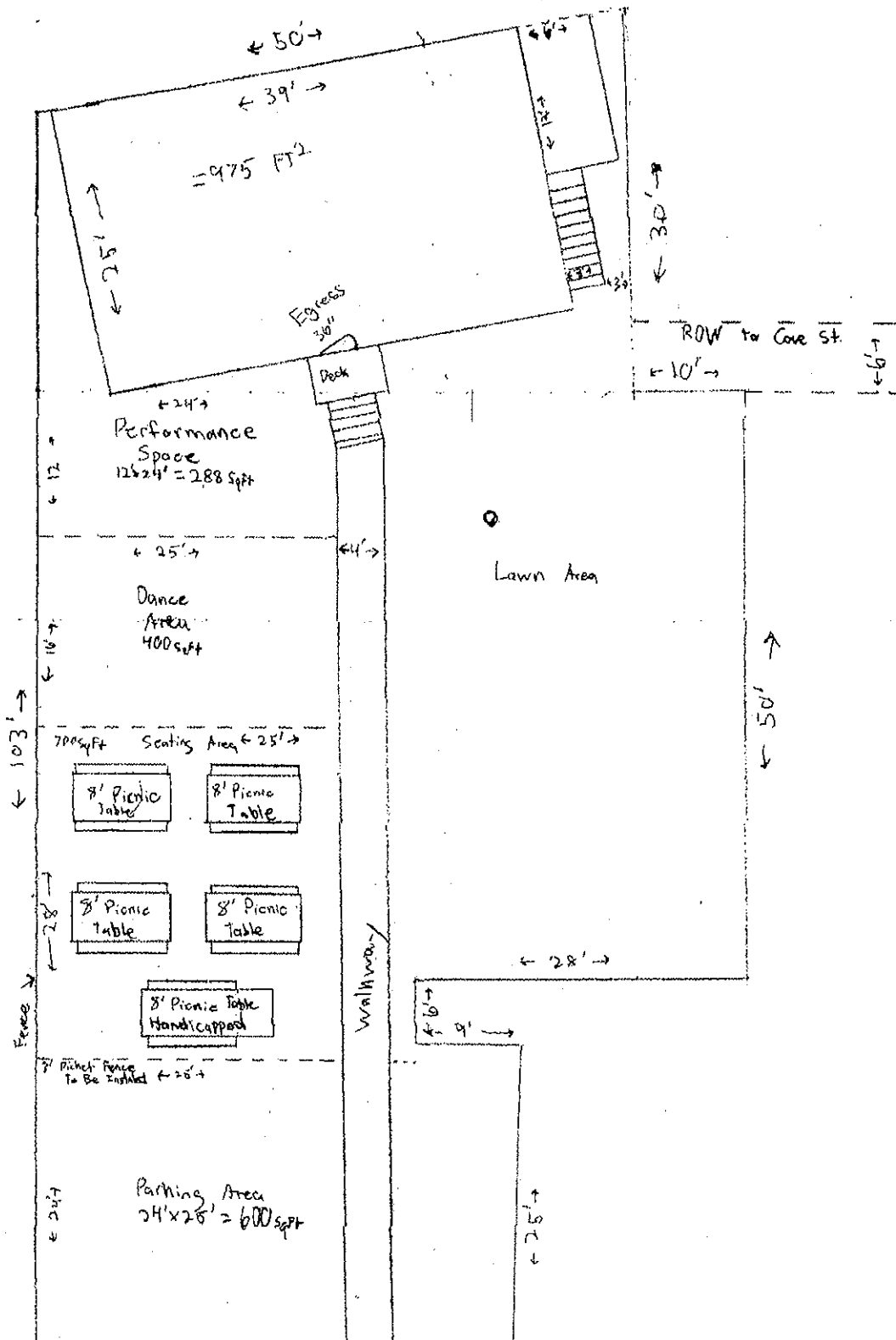
MJT/II
cc: Jeffrey Curran



EXHIBIT

tabbies

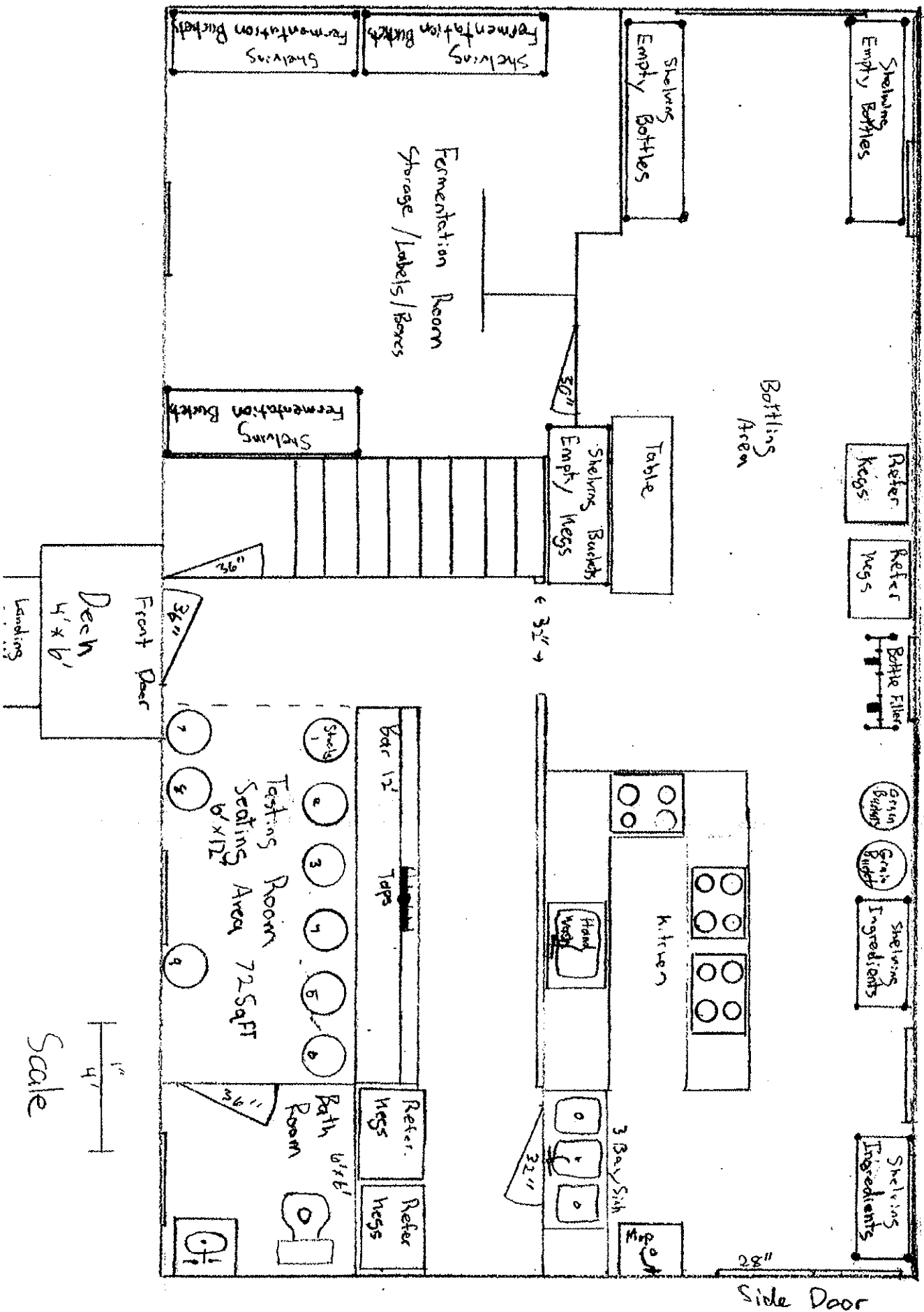
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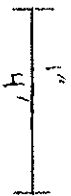
Washington Ave

← 24' →

← 39' →



Scale



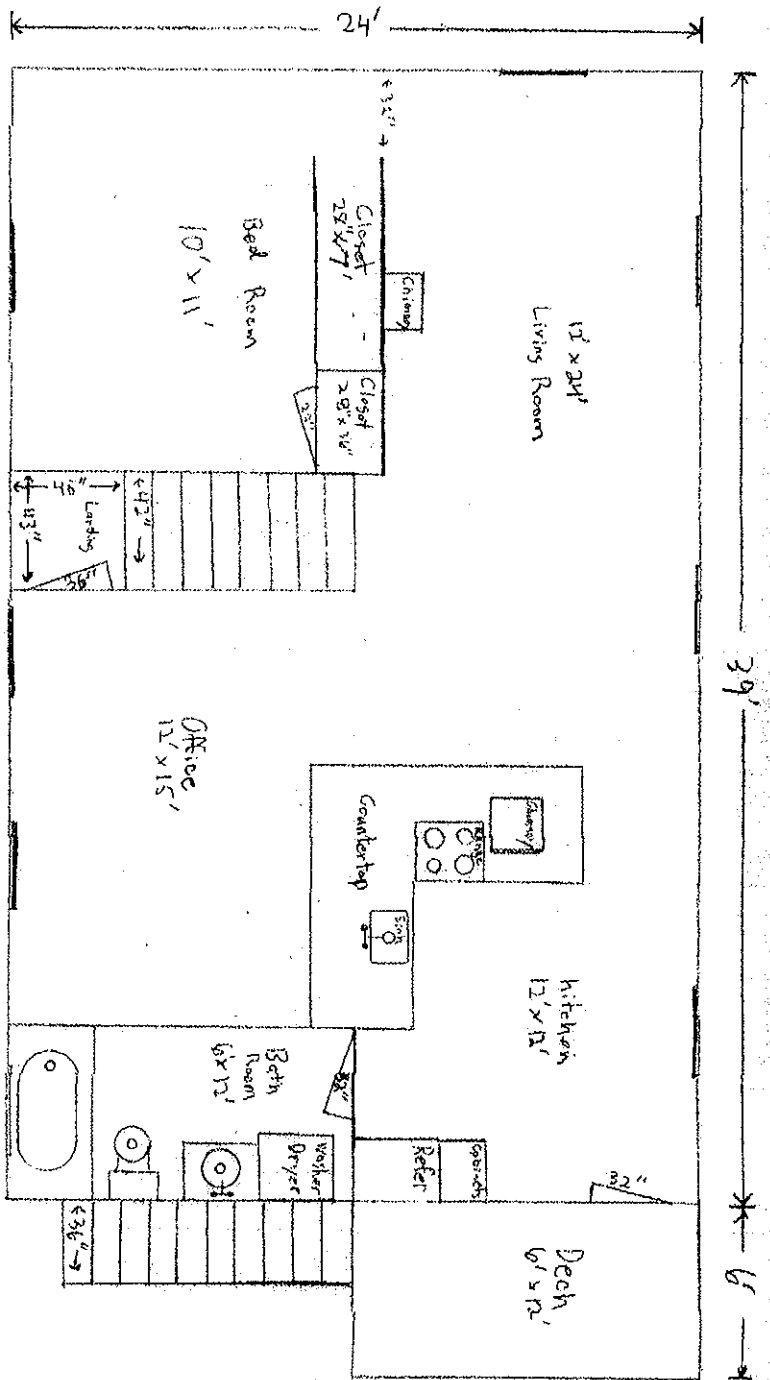


Exhibit C
2nd Floor Plan

1. Occupancy is incidental on the 2nd floor

Scale
1" = 4'
1/4" = 1'

Proposed
B-2 Zone

B1

R6

E COLE ST

WHITMAN ST

HAMMOND ST

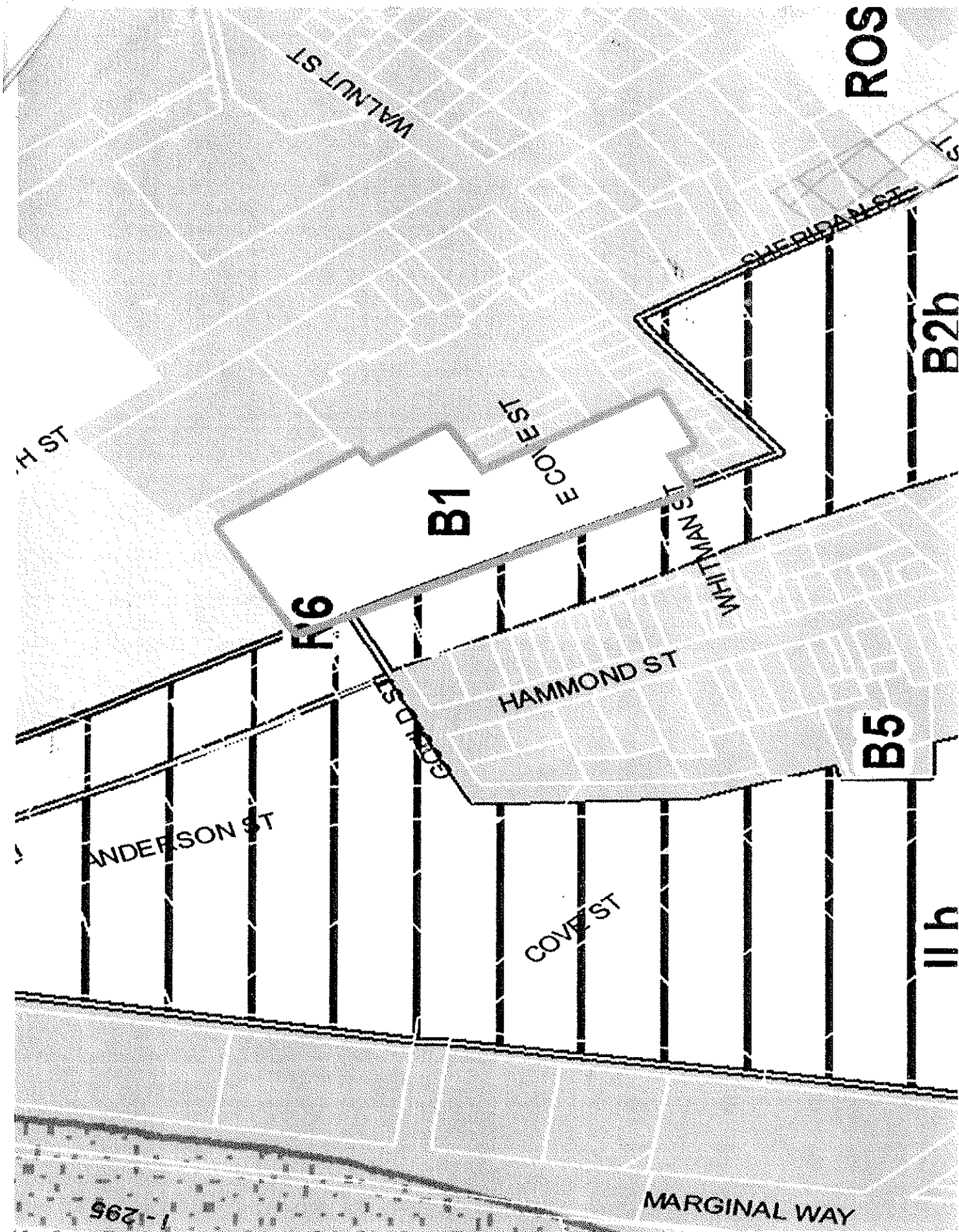
GOLD ST

PERSON ST

ROVE ST

100 200

Scale



THOMPSON, MACCOLL & BASS, LLC, P.A.
COUNSELORS AT LAW

EDWARD S. MACCOLL *
MARSHALL J. TINKLE *
JOHN R. BASS, II
OF COUNSEL

* ALSO ADMITTED IN NH. & MA

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FACSIMILE (207) 772-1039

BENJAMIN THOMPSON
(1857-1918)
NATHAN W. THOMPSON
(1895-1969)
BENJAMIN THOMPSON
(1921-2002)

April 10, 2020
Via email

Anne M. Torregrossa, Esq.
Associate Corporation Council
City of Portland
389 Congress Street, Room 211
Portland, Maine 04101

RE: Newsclapes Brewing – Zone change application

Dear Anne:

In response to your email of April 6, 2020, in which you requested a fuller description of the proposed use of the applicant's property should the rezoning be approved, I'm writing to further supplement Newsclapes Brewing's 2019 zone amendment application, its follow-up submissions to the City, and my letter to you dated March 17, 2020.

Newsclapes proposes to once again use the first floor of the building at 163 Washington Avenue as a small craft brewery. The physical set-up of the brewery will be as shown in the drawings attached to my letter of March 17th. The brewing equipment will consist of a residential stove, a five-gallon stainless-steel pot, a bucket and a keg. No commercial or industrial equipment will be utilized, and no alteration will be made to the building.

The beer or ale produced at the premises will be transported by motor vehicle to restaurants and stores for sale. The beverages will be transported by Newsclapes' employees, though Newsclapes may also work with a distributor. Newsclapes has reason to believe that a number of restaurants and stores are eager to purchase its products. There is an ever-growing demand in the Portland area for locally-crafted beers and ales; and Newsclapes can help fill that demand.

Anne M. Torregrossa, Esq.
April 10, 2020
Page 2

Additionally, Newsclapes wishes to use an existing room on the first floor of the building as a tasting room. No new construction will be required. The room will contain up to nine chairs or stools so that individual customers may order and sample Newsclapes' products within the building. A bathroom will be available on the same floor. Again, the layout is shown on the plans attached to my prior letter.

In the summer months, Newsclapes may add five picnic tables outside the building, so as to increase the total available seating, weather permitting, for forty or so (but fewer than fifty) customers. The layout of the outdoor seating, with a small performance space and dance area, is again shown on the plans attached to my March 17th letter.

Newsclapes will focus on serving the immediate community and will cater to foot traffic. To the extent parking is needed, it will have four paved parking spaces available on its premises, immediately off Washington Avenue and, should it ever become necessary, is prepared to make arrangements for additional parking. The proposed use will cause no measurable increase in traffic on this otherwise busy thoroughfare.

No odor from the brewing process will escape the building. No noises from the building will be audible outside the premises. To the extent outdoor seating is utilized, any noise will not be disruptive, in that the outdoor activities will be at least twenty-five feet from the street and even farther from any other buildings. All activity will be in keeping with the general character of inner Washington Avenue and environs.

I trust this information is sufficient for purposes of the current application. Newsclapes is anxious to move forward with its application, so please let me know immediately if you need anything further. You have indicated that a neighborhood meeting is necessary. Again, please let me know immediately if Newsclapes needs to take any further steps in order to schedule that meeting. I'll be happy to work with toward that end.

Thank you for your assistance.

Sincerely,



Marshall J. Tinkle (MBN 2833)

MJT/ll
cc: Jeffrey Curran

Consistency with Comprehensive Plan

I believe my requested map amendment is consistent with the city comprehensive plan and Vision statement because of the following.

Future land-use adopts a focused approach to growth in target areas like Washington Avenue and others across the city. The future land-use section is organized around five key principles

1. One Portland: spreading the *benefits* and *challenges* of sustainable growth fairly across the community. I am a member of the community. And my company Newsclapes brewing deserves a fair chance at this *benefit* because I've had the *challenge* of paying property tax in excess of \$75,000 in the 15+ years I have resided here.

2. Complete neighborhoods: improving livability while retaining the key characteristics that make that neighborhood unique. My home is an old home and it is a very unique home and is very much part of this neighborhood it's been here for more than 100 years.

3. Reinforce the center: recognize that downtown Portland Maine remains a predominant focus of arts and culture, economic, and civil health. At times Portland downtown experiences an overwhelming amount of business some of which It cannot handle allowing for some of the surrounding business zones to fill the need. Newsclapes brewing would be another business that would help to accommodate the overflow of the center down town area. We would also embrace the local arts by working with a verity of local artists to showcase their work for Portland's first Friday art walks, as well as supporting the local musicians by recording high quality live recordings for them while they are being employed to entertain our patrons.

4. Support our waterfront; identify the waterfront as a resource central to the identity, economy, ecology, recreational life of Portland. And where do you think all the fishermen go when they get off the boat, to the bar to have a drink! Maybe they'll come to Newsclapes brewing. Also, I might serve a lobster role.

5. Connect the chain; connecting and strengthening our open space and transportation networks. Newsclapes brewing would be the second new business along with Portland Gear Hub to help rejuvenate this stretch of Washington Ave. which is a priority corridor identified in the city's comprehensive plan.

land-use planning will guide new growth to downtown, key nodes, and corridors.

Sincerely

Jeffrey A. Curran

Newsclapes Brewing

Jeffrey Curran
163 Washington Avenue
Portland, Maine 04101

Mr. James J. Rather, AICP
Development Review Manager
Planning & Urban Development Department
389 Congress Street
Portland, ME 04101

December 27, 2019

Re: 163 Washington Ave Zoning Map Amendment-Items Needed

Dear Mr. Rather

I am writing in response to your email correspondence to my attorney dated 12/23/19 seeing additional information concerning my zoning change application. Please accept this letter as my supplement to that application.

Currently I, Jeff Curran, do not have any plans for development of my property with the exception of a possible addition of a deck with new steps and some picnic tables (as outlined on February 2019 site plan drawings submitted to Christopher Beaumont, Life Safety Plan Reviewer and the CSS System).

The reason I'm requesting a map amendment is to allow my business Newsclapes Brewing, a small mom and pop craft beer brewery start-up, to continue operation as it did before the zoning issue surfaced. My brewery was 100% contained inside my property. It had no issues with noise, smell, traffic or parking; and to my knowledge met all zoning codes. The only employees were myself, my mother and my father. No structural changes to the building were made or need to be made to function as a brewery.

Before starting this brewery I asked the Zoning, Planning and Business Licensing Departments about all necessary licenses and permits required. I was informed by all three departments that what I was planning was acceptable and within the code. I assumed that the information given to me from all three departments was correct and accurate and I proceeded accordingly. I was confident there were no issues, and that if any issues arose I would be notified and we could work together to remedy the situation promptly. It appears now that I should have gotten all information in writing.

In regard to "Consistency with Comprehensive Plans" – I offer the following comments:

1. The comprehensive plan states that the code will embrace the entrepreneur and small businesses; that the zoning code will not remain stagnant and will allow for change for the individual to allow business models of all types.
2. The comprehensive plan states that it intends to develop priority corridors like my part of Washington Avenue. This was pointed out to me by Christine Grimando at the same meeting with her on December 31, 2018 when she brought out the comprehensive plan because I asked her if my plan to start a craft brewery there was consistent with what the planning department wanted to see. Christine pointed to the map that showed my stretch of Washington Ave. and it was highlighted as a "priority corridor" intended for development by the City.

3. Everything about my craft brewery business and my business model is consistent with what the city's comprehensive plan sets forth, and I see no conflicts with the comprehensive plan.

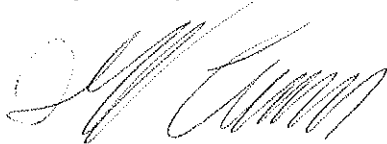
4. Per my discussion with Belinda Rae on May 9, 2019 in regards to this issue, she stated to me that she did check with the zoning dept. and was informed by them that this was consistent with what they are trying to accomplish in the next city-wide re-zoning. On May 16, 2019 I received an email from Belinda Ray where she stated that:

“Changing the small section of B-1, where you are located, is something that appears to be possible during this process. That's good news for you in terms of the fee. However, the re-code process would take a significant amount of time and there is no guarantee as to exactly when this change could take place. I would guess it could happen in the next year to 18-months.”

I am simply trying to get this done now because I was ordered to stop my business after I was allowed to start and operate for an entire year. This interruption has cost me several thousands of dollars in revenue, not to mention financial and emotional hardship. There were no complaints during the year I operated as a brewery – which I believe is further evidence that a change to explicitly allow such use would be consistent with the comprehensive plan.

In closing I look forward to hearing back from you regarding the advancement of my application. I would like to start operating again as soon as possible.

Thank you for your time,

A handwritten signature in black ink, appearing to read 'Jeffrey Curran', with a stylized, cursive script.

Jeffrey Curran

Cc: Marshall J. Tinkle, Esq

Order No: 1066258 (25-0792MCJS)

EXHIBIT 'A'

A certain lot or parcel of land situated on the easterly side of Washington Avenue, in Portland, County of Cumberland and State of Maine. Said lot being thirty (30) feet on said avenue and extending back at right angles to said avenue a distance of eighty (80) feet; being lot numbered six (6) on a Plan of Lots made for William H. Baxter by Anderson and Bonnell & Company and recorded in the Cumberland County Registry of Deeds in Plan Book 2, Page 54.

Also another parcel of land, with the buildings thereon, situated in the rear of Cove Street in said Portland, bounded and described as follows: Beginning at a stake standing forty (40) feet from the northerly side line of said Cove Street and on the westerly line of lot numbered eight (8) as shown on the Plan of W.H. Baxter, recorded in said Registry of Deeds for Cumberland County in Book 2, Page 54; thence running northerly on the line of said lot numbered eight (8), fifty (50) feet to a stake and to the rear line of said lot numbered eight (8); thence easterly twenty-three (23) feet; thence southerly about fifty (50) feet to a stake; thence westerly about thirty (30) feet to first bounds.

Also the privilege of a passageway in common on the most westerly side of said lot numbered eight (8), six (6) feet in width to said Cove Street, being the rear part of said lot numbered eight (8) with a passageway thereto over the front part of said lot.

Also another parcel of land being shown as lot numbered five (5) on a Plan made by Anderson, Bonnell & Co. for William H. Baxter, recorded in the Cumberland County Registry of Deeds in Plan Book 2, Page 54 and bounded and described as follows:

Commencing at a point thirty feet (30) north of the point formed by the northerly line of Cove Street and the easterly line of Washington Avenue, thence running northerly by said Washington Avenue thirty (30) feet and from these two points running easterly at right angles with said Washington Avenue, eighty (80) feet, holding the width of thirty (30) feet, the entire length of said lot, meaning and intending to convey the said parcel as set out in the deed from Thomas A. McDonough recorded in Cumberland Registry of Deeds in Book 1177, Page 153.

Excepting from this conveyance a certain lot or parcel of land as described in a deed from Carmela Thurston and Gaitana Puopolo to Thomas V. King dated August 10, 1987 recorded in the Cumberland County Registry of Deeds in Book 7919, Page 284.

Also conveying a certain lot or parcel of land, with any buildings there, situated in the City of Portland, County of Cumberland and State of Maine and being more particularly bounded and described as follows:

Beginning at an iron pipe found located on the easterly sideline of Washington Avenue and the northwestern corner of Lot 6 as shown on a certain Plan of Property of W.H.. Baxter, Esq., of Portland, Maine dated July 1866 by Anderson Bonnell & Co. recorded in the Cumberland County Registry of Deeds, Plan Book 2, Page 54; thence S 1° 55' 30" E a distance of forty (40) feet to an 5/8 rebar with survey cap #2133 located along said easterly sideline of Washington Avenue; thence N 88° 4' 30" E a distance of twenty-five (25) feet to a 3/8 rebar with survey cap #2133 set in the ground; thence North a distance of forty (40) feet parallel to the first course; thence West a distance of twenty-five (25) feet parallel to the second course, to the point of beginning.

Also hereby conveying all rights, casements, privileges and appurtenances, belonging to the premises hereinabove described.

Att. E1

Being the same premises conveyed to Jeffrey A Curran by deed of Michael Ogastino recorded on August 31, 2004 in the Cumberland County Registry of Deeds as Book 21726, Page 121.

Att. F a.

Jeffrey Curran
163 Washington Ave
Portland, ME 04101

I, Jeffrey Curran, hereby certify that a neighborhood meeting was conducted on December 10, 2020, remotely via Zoom, at 6:00 p.m. for the proposed brewery and tasting room located at 163 Washington Avenue.

I also certify that on 11/25, 2020, invitations were mailed to the following:

1. All addresses on the mailing list provided by the Planning Division which included property owners within 500 feet of the proposed development or within 1000 feet of a subdivision within an industrial or industrial zone change.
2. Residents on the "interested parties" list.

Signed,

Jeffrey Curran

Date: 1/19/2021

Attached to this certification are:

1. Copy of the invitation sent
2. Sign-in sheet
3. Meeting minutes

Jeffrey Curran
163 Washington Ave
Portland, ME 04101

November __, 2020

Dear Neighbor:

Please join us for a neighborhood meeting to discuss plans for a small brewery and tasting room located at 163 Washington Avenue, Portland. We are seeking either a map amendment or text amendment to specifically permit a small brewery in this zone.

Meeting Location: Online via Zoom platform

Date: December 10, 2020

Time: 6:00 p.m.

(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.)

Due to COVID-19, the neighborhood meeting will be conducted remotely using Zoom as its platform. A sign-in sheet will be filled out using Zoom's chat feature. If you would like to join this meeting, please contact me at (207) 419-9933 or via email at: newscaresbrewing@gmail.com for the direct zoom link information.

If you have any questions, please call Marshall J. Tinkle, Esq. at 207-774-7600.

Sincerely,

Jeffrey Curran

Note:

Under Section 14-32(C) and 14-524(a)d 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 applications or 21 days of submitting a final site plan applications, 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 contacts 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

Attendants:

Thomas Bloom, Sarah Coburn, Carolyn Treat, Patricia Flynn, Leslie Hart, Robert Morse, Jehuda Reinharz, Terry Robins, Brendan O'Neil, Chad Robertson, Peter Bloom. Page Nichols, Patty Walton, Jeff Curran, and Marshall Tinkle.

Minutes of meeting: The meeting was called to order at approximately 6:05 pm. Initially, Marshall Tinkle and Jeff Curran outlined the plans for the project and explained that at that point Jeff was seeking either a text amendment or a map amendment to allow breweries in his zone. It was then opened up to questions. Several questions were posed about potential plans for outdoor seating and musical entertainment and how much noise would be generated, particularly at night. It was explained that no entertainment license had been applied for or was contemplated in the near future; that it was contemplated that the establishment would not stay open much past 8 pm; that Jeff had obtained a restaurant license with the ability to serve liquor so that the only thing new if the current application were granted was that he could brew beer on the premises, which would not create any noise or other inconvenience; and that even if part of the operation was moved outdoors in the summer, the noise level would not be any greater than the noise currently existing in the neighborhood. A couple of attendees expressed the view that they were opposed to the operation of any new businesses in the vicinity. After those in attendance had run out of questions, the meeting concluded at about 7:10 pm. A couple of participants remarked that the meeting was very civil compared with other neighborhood meetings.



Shukria Wiar <shukriaw@portlandmaine.gov>

163 Washington Ave.

Marshall Tinkle <mtinkle@thomport.com>

Tue, Dec 15, 2020 at 4:26 PM

To: "jrather@portlandmaine.gov" <jrather@portlandmaine.gov>, Shukria Wiar <shukriaw@portlandmaine.gov>

Cc: Jeff Curran <newscapes@msn.com>

Hi James and Shukria,

Following up on our discussion yesterday and by way of reporting on the neighborhood meeting held on Dec. 10, 2020, below is a list of participants:

Thomas Bloom, Sarah Coburn, Carolyn Treat, Patricia Flynn, Leslie Hart, Robert Morse, Jehuda Reinharz, Terry Robins, Brendan O'Neil, Chad Robertson, Peter Bloom, Page Nichols, Patty Walton, Jeff Curran, and Marshall Tinkle.

Summary of meeting: The meeting was called to order at approximately 6:05 pm. Initially, Marshall Tinkle and Jeff Curran outlined the plans for the project and explained that at that point Jeff was seeking either a text amendment or a map amendment to allow breweries in his zone. It was then opened up to questions. Several questions were posed about potential plans for outdoor seating and musical entertainment and how much noise would be generated, particularly at night. It was explained that no entertainment license had been applied for or was contemplated in the near future; that it was contemplated that the establishment would not stay open much past 8 pm; that Jeff had obtained a restaurant license with the ability to serve liquor so that the only thing new if the current application were granted was that he could brew beer on the premises, which would not create any noise or other inconvenience; and that even if part of the operation was moved outdoors in the summer, the noise level would not be any greater than the noise currently existing in the neighborhood. A couple of attendees expressed the view that they were opposed to the operation of any new businesses in the vicinity. After those in attendance had run out of questions, the meeting concluded at about 7:10 pm. A couple of participants remarked that the meeting was very civil compared with other neighborhood meetings.

Please let me know if you have any questions.

Regards,

Marshall

Marshall J. Tinkle, Esq.

THOMPSON, MACCOLL & BASS, LLC, P.A.

[15 Monument Square](#), 4th Floor

PO Box 447

Portland ME 04112

Main: (207) 774-7600

Direct: (207) 619-6270

Fax: (207) 772-1039

mtinkle@thomport.com



Shukria Wiar <shukriaw@portlandmaine.gov>

Washington Ave. rezoning proposal (ZN-000540-2019)

1 message

Christian MilNeil <c.neal.milneil@gmail.com>

Tue, Feb 4, 2020 at 2:42 PM

To: "Shukria Wiar (shukriaw@portlandmaine.gov)" <shukriaw@portlandmaine.gov>

Hi Shukria,

Can you give me any information about why the landowner is seeking a rezoning of 163 Washington Ave? I'm mostly curious about why a B2b zone – which would be more consistent with the rest of the street – isn't being pursued?

My chief concern with the B2 zone is that it could legalize an auto-oriented, strip-mall type of development, which is inappropriate for the site and a poor use for a transit-accessible parcel next to a school and the Eastern Prom. I'd be wholly supportive of a taller mixed-use building here, on the other hand.

Can you also fill me in on whether the B2 zone still allows drive-through businesses (like banks and fast food restaurants)? I seem to recall there being some conversation about ending those uses for the B2 zone.

Thanks!

Christian MilNeil

double u double u double u dot christianmilneil dot com



September 1, 2020

Brandon Mazer Planning Board Chair
 Planning Board Members
 Christine Grimando Planning Director
 Nell Donaldson

Dear Staff and Board

We have upon us an opportunity to finally do something positive regarding zoning.

On Sept 8th you will be hosting a workshop for a spot zone on Washington from B1b to B2b. Just a few weeks ago you did a spot zone on Congress, now there are a number of new proposals that are requesting spot zoning changes or contract zoning. We are right back to where we were 10 years ago.

If I am elected my goal is to change the re-code process. I believe that we should put our energies in areas that are primed for growth and where that growth is welcomed by property owners. I think we should focus on fixing the zoning in 5 neighborhoods: Inner Washington Ave, East Bayside, Riverside, Forest Ave and Warren Ave.

These areas are virtually indistinguishable from each other and the three beer areas are where we have the most available land for expansion.

We already have the template which is the B5 Urban Commercial Mixed Use Zone. This zone encourages a mixture of all forms of uses whether it be industrial, commercial or residential.

Think about this; one side of the bayside trail is B5 in which we can do anything we want, no setbacks, reduced parking, no limits on residential units, in essence everything that the comprehensive plan is talking about. Perhaps a 6 story building with Uhaul as the anchor tenant.

The other side of the trail which is where we have substantial vacant land, buildings perfectly suited for building up on and a thriving beer and beverage scene, the city is intent on keeping the area fallow. How does keeping land or buildings vacant create economic development?

It's time now for Portland to progress and recognize where our current economic development lies. While most people think food is what drives Portland it is actually

202 WASHINGTON AVE. PORTLAND, ME 04101 - (207) 233-3753

ITSTIMEPORTLAND.COM - ITSTIMEPORTLAND@GMAIL.COM



our Beer industry. Allagash is the 7th largest tourist attraction in the state, drawing over 150,000 people to their tasting room annually. To put that in a perspective, only fast food restaurants draw more. There is not a single restaurant in Portland that draws that many people. AND YET, devoid of all common sense and without any actual knowledge of the area, the city of Portland continues to try and drive home the narrative that we need to keep retail, restaurants and housing out of our best economic areas.

I have spoken with quite a few of my neighbors on Washington, East Bayside and Riverside and without question there is support for this type of change.

We are at the intersection of chaos and chaos and this is no time to keep the lid on development in these areas because someone in some department thinks there is going to be a resurgence of industrial users who wish to relocate to Portland.

East Bayside, Washington Ave and Riverside are the most natural areas for expansion for a wide variety of housing and industry. The future lies with millennials and boomers and they all want some type of cool living.

I have given a number of tours around East Bayside and it doesn't take even a lay person but 15 minutes to ask the question, why does the city resist development in this area. No changes to our land use code can be made without walking our neighborhoods. It cannot be done using maps or embracing old narratives.

I have spoken with Christine and Nell and they have agreed to do a walk around East Bayside so they can better understand what is going on and I am extending that same invitation to all members of the planning board.

Respectfully,
Ronald Gan
Candidate At Large City Council

Portland Maine Planning Board
Re: 163 Washington, Map Amendment

Dear Planning Board Members,

An application for a map amendment for 163 Washington will soon come before the board. This amendment is to change the zone for this one piece of property from B1b to B2b.

The majority of Washington Avenue is already zoned either B2b or B4. Washington is one of the main arteries into Portland and the current level of development indicates that this strip has become more of a destination than a local shopping street. The B1b zone which is designed to be a neighborhood business district, is more suited to smaller locations like Stevens Ave near Deering High School.

The majority of the open land for development lies between Tukeys Bridge and Walnut Street and most of that land is zoned B1b. The B1b zone does not provide the flexibility needed for future growth in that it limits uses above the ground level to residential only.

I support this idea for a number of reasons not the least is that I own 202 Washington and would also like to be included in this re-zoning.

A 40 unit market rate condo building is going up next to me at 218 Washington. As the abutter I would like to have the flexibility to develop a project that compliments not necessarily competes with my neighbors.

I am currently developing a 40 unit workforce project for that location, with a restaurant on the ground level, 4 floors of workforce housing and two floors of market rate. This cannot be accomplished in the B1b as the density bonus in height is limited to 15' as opposed to 25' in the B2b.

I think this is an opportune time to not just fix the zoning on Washington, but to examine the entirety of the B2b and make any necessary changes that will enhance and promote development in those zones. From a zoning point of view, this is one of the lowest hanging fruits we have and the easiest to accomplish.

Respectfully,

Ronald Gan

Jeffery Curran, Newsclapes, Inc.

ruby anastacio <rubyanastacio2001@yahoo.com>

Sep 14, 2020 10:30 PM

Posted in group: **Planning and Urban Development**

Hello Shukria Wiar,

We, Ramon and Ruby Anastacio - neighbors of Jeffery Curran, are living at 159 Washington. We know that he would like to operate a brewery in his property at 163 Washington Ave. We are supporting Jeffery in his business. Please give him an opportunity.

Thank you,

Ramon and Ruby Anastacio

Fw: 163 Washington Street

Robert Morse <rmorse52@yahoo.com>

Sep 10, 2020 12:47 PM

Posted in group: **Planning Board**

Planning Board, Belinda Ray:

Please consider the items noted below:

1. It occurs to me that the issues surrounding the 163 Washington Street zoning change initially appear complex, but are actually quite simple. Review the other permitted uses allowed by B2 zoning. It's not even remotely appropriate to consider B2 zoning for an urban residential neighborhood under this proposal. There is a reason the B1 designation was originally assigned - it is far more appropriate for the area and lot.
2. 163 Washington is bordered on three sides by residential housing. The housing on East Cove Street would literally sit 10 feet from a late night music venue accommodating up to 50 people. Residential housing is situated across the street and the 29 unit condo complex at Munjoy Heights is a mere 40 feet away. A grade between 163 Washington and Munjoy Heights will not resolve the issues.
3. It defies logic to even suggest that an outdoor music venue allowed to continue well into the night will not completely disrupt the neighborhood. You are literally allowing outdoor music and groups of up to 50 people to be dropped into a residential neighborhood. Would you allow this sort of zoning next to where you live?
4. Once B2 is granted, what's next? Of course Washington Street reasonably supports a number of businesses. Business development is needed and should be encouraged. The suggested B2 re-zoning here is not appropriate for this site.
5. I do not understand some of the comments to expand the B2 designation where it is now B1 and R6. Take a minute to think about the proposal, a live, late-night, music venue next to numerous residential units. This area is heavily residential as Munjoy Hill residences dominate this end of Washington Ave. Also, this change is (arguably) permanent.
6. Parking and people walking up East Cove street and through the Munjoy Hill property is also an issue. There is an easement through Munjoy Heights to the Eastern Promenade. Where will people go at 11 p.m.?
7. Please be clear that allowing a change from B1 to B2 is significant. That is why the Applicant wants it. Outdoor music and the drinking of alcohol is a significant escalation in usage. It seems to me to also be a mistake to treat all of Washington Ave. as having the exact same issues. The Master Plan must reflect and recognize the disparities.

All in all, this does not seem to be an overly complicated issue. Please do not allow this change.

Thank you for your time.

Robert Morse, 208 Sheridan St.

163 Washington Ave

mary morse <mrs1359@outlook.com>

Posted in group: **Planning Board**

September 15, 2020

To Whom It May Concern:

My husband and I attended the Zoom Workshop for 163 Washington Ave. on 9/8/2020. We live at 208 Sheridan Street at Munjoy Heights.

Mr. Curran wants to reopen his brewery that has some indoor seating for tasting (was closed because it was not allowed in his current B1 zone). He is re-changed to a B2b zone that will permit this. Additionally, he plans to add a deck and outdoor tables for about 50 people as well as a performance space. Portland Brew Pub.

He maintains that all his neighbors on East Cove Street are "happy" for him and that he's received no negative feedback. He also stated that they all would be B2 as well. Oddly enough no East Cove Street residents spoke up if they were at the meeting nor did he have anything in writing to support this. We sent a letter to the city and found this not to be entirely true.

He also has another parcel with buildings at the back of Cove Street which are R6. I have been unable to determine which these are. I have emailed Shumway a plot plan. She offered to meet this coming week to answer questions which we appreciate and will do.

During the meeting 2 members seemed to have more reservations about the noise and effect on the neighborhood. They were David Austin and Maggie. They were better areas to put a brew pub'. Curiously enough, any critical comments seemed to be quickly walked back in such a way that it appeared the Board was in support of the proposal. Given the nature of the proposal and its proximity to many residences, B2 for this site is simply in error. You are considering allowing a performance venue mere feet from numerous residences. Others appeared to be leaning towards more business development with changes in zoning. Brandon Mazer the Chair. Shukria Wiatt (city planner) brought up changing the B1 and the R6 at the end of East Cove Street to all be a B2. We don't know if this was requested by the applicant. She also said that the noise of the brew pub wouldn't really affect MJH as there is a "buffer" because we're up a slope and the brew pubs much further down the hill. Our bedrooms and living areas at Munjoy Heights all face Washington Street. Mr. Mazer didn't see much of a difference. B2 allows more types of business options whereas B1 is limited to smaller businesses more suited to residential areas.

We support small businesses consistent with B1 zoning. Changing B1 to B2 and even considering changing a R6 to a B2 is outrageous. Portland maintains the character of the neighborhood by changing this area they could potentially eliminate at least 6 residences. The noise, music, hours, foot and vehicle traffic, and parking would be an issue. Homeowners would experience decreasing property values, difficulty renting, and poor livability. We would imagine a lot of loud late night foot traffic on East Cove Street. Anyone that has been in or near a brew pub especially at night, is aware of this. There is already a high concentration of brew pubs in our area. location.

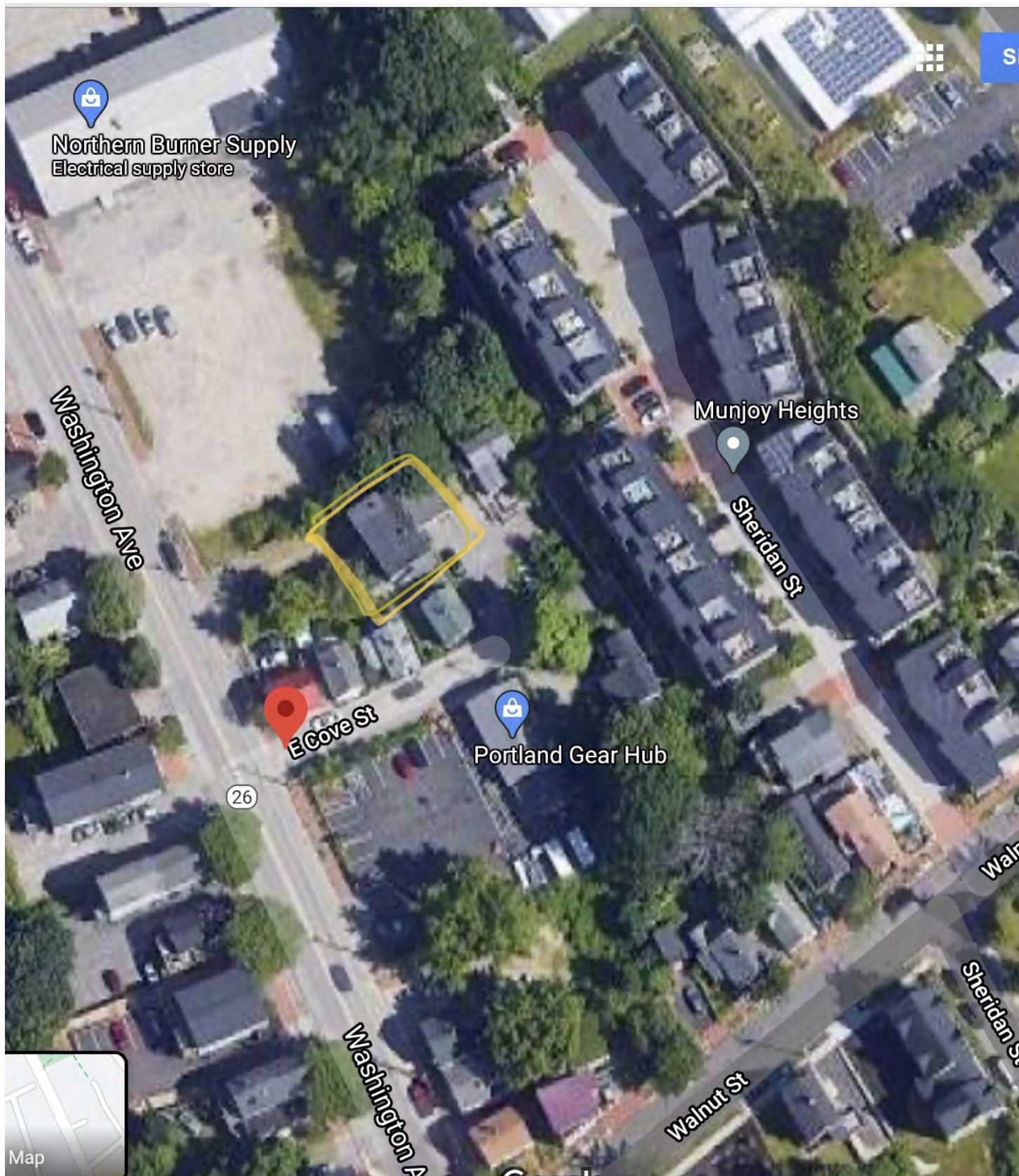
The proposed business is very close to the on and off ramp of 295 which can get quite congested as can Fox and Washington Street during rush hour. To come off and go on this ramp. The brew pubs down the hill have significant foot traffic. People often jaywalk, are inattentive and walk in the street. The site is on Washington. Given the proximity to the 295 ramp this is a disaster waiting to happen. This is also close to the East End Elementary School and many children. Path, East Cove and Walnut Street to cross over Washington Street.

The 2030 Portland Plan Vision Statement states "The uniqueness and integrity of our neighborhoods will be maintained and enhanced." The Executive Summary states "The Plan will maintain the livability while retaining the key characteristics that make neighborhoods unique." The Plan further states that "new neighborhood plans should be tailored to the context and unique qualities of the neighborhoods they pertain to". Changing the zoning and going forward with the 163 Washington proposal that in an effort to promote business development the needs of residents to have a livable neighborhood are not ignored. The leaning of most of the Plan workshop appeared to be to change this area of Washington Ave. to a B2 zone and promote business growth with little regard for the impact on homeowners. Some photos that show how close this is to abutters. 163 Washington is highlighted in yellow. I hope you take the time to visit the site so you can appreciate the area as well as recognizing the need for this neighborhood to remain a B1 zone.

Thank you, Mary and Robert Morse 208 Sheridan St.







Re: Plan number ZN-000540-2019. 163 Washington St

Shukria Wiar <shukriaw@portlandmaine.gov>

Sep 8, 2020 1:26 PM

Posted in group: **Planning Board**

Good afternoon,

The applicant now is proposing B2-b, which a less intensive zone than B2. The address is 163 Washington Avenue; this property fronts Washington Avenue so I am not sure what he means "another parcel of land, with buildings there on, situated in the rear of Cove Street....". We do not have an application for that. His property at 163 Washington Ave is consists of 3 lots and the house sits back of the property but does not have frontage on E. Cove Street. I hope this helps.

Thank you.

Shukria

On Tue, Sep 8, 2020 at 10:43 AM mary morse <mrs1359@outlook.com> wrote:

I live behind 163 Washington St at 208 Sheridan St and have been reviewing the project online. We are quite concerned about the proposed change to a B2 and all the possibilities that opens up. Mr. Curran makes mention of "another parcel of land, with buildings there on, situated in the rear of Cove Street....". What is the actual address of this other parcel? It would abut Munjoy Heights. The map provided made it difficult to determine which Cove Street property he is referring to. Thank you, Mary Morse

Sent from my iPad

--

Shukria Wiar, Planner
Planning & Urban Development Department
389 Congress Street 4th Floor
Portland, ME 04101
Phone 207.756.8083
Fax 207.756.8258
<http://www.portlandmaine.gov/planning>

abutter concerns about 163 Washington Ave proposal

Page Nichols <page.nichols@gmail.com>

Oct 14, 2020 9:24 AM

Posted in group: **Planning Board**

City of Portland Planning Board,

Please see the attached and signed letter from four direct abutters of 163 Washington Ave.

I've also attached photos to show how close the proposed project is to my property (15 East Cove). One photo is through my bathroom window, one is from the steps/entrance to my house, and the other is an aerial to show where my property is located in relation to the proposed project. The property owners to the right and left of my property have also signed the attached letter.

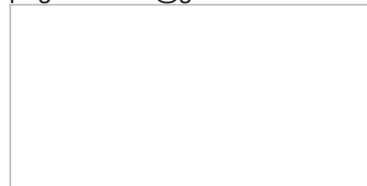
Thank you for considering our concerns.

Sincerely,

Page Nichols
(15 East Cove St.)

--

Page Nichols - Co-Founder, CPI
(207) 272-2255
page.nichols@gmail.com









Aerial

26

26

Petition opposing the proposal by Newsclapes, Inc. to rezone 163 Washington Ave. from a B1 Business zone to a B2 or B2b Business zone as well as the proposal to open a brew pub in this location. We are also opposed to changing the B1 and R6 zoning on the odd side of Washington Ave. that runs from Gould to Walnut Street as shown on the attached map.

We the undersigned are opposed to Mr. Curran (Newsclapes) proposal to rezone his property with the plan to establish a brew pub with a deck and outdoor tables for 50 people as well as a performance area. We also oppose the suggestion of Shukria Wiar in the Workshop on 9/8/2020 to rezone the surrounding B1 and R6 area to B2(see map). Any change to the zoning would permit businesses not consistent with the character of the neighborhood and severely compromise livability. The following concerns support our opposition.

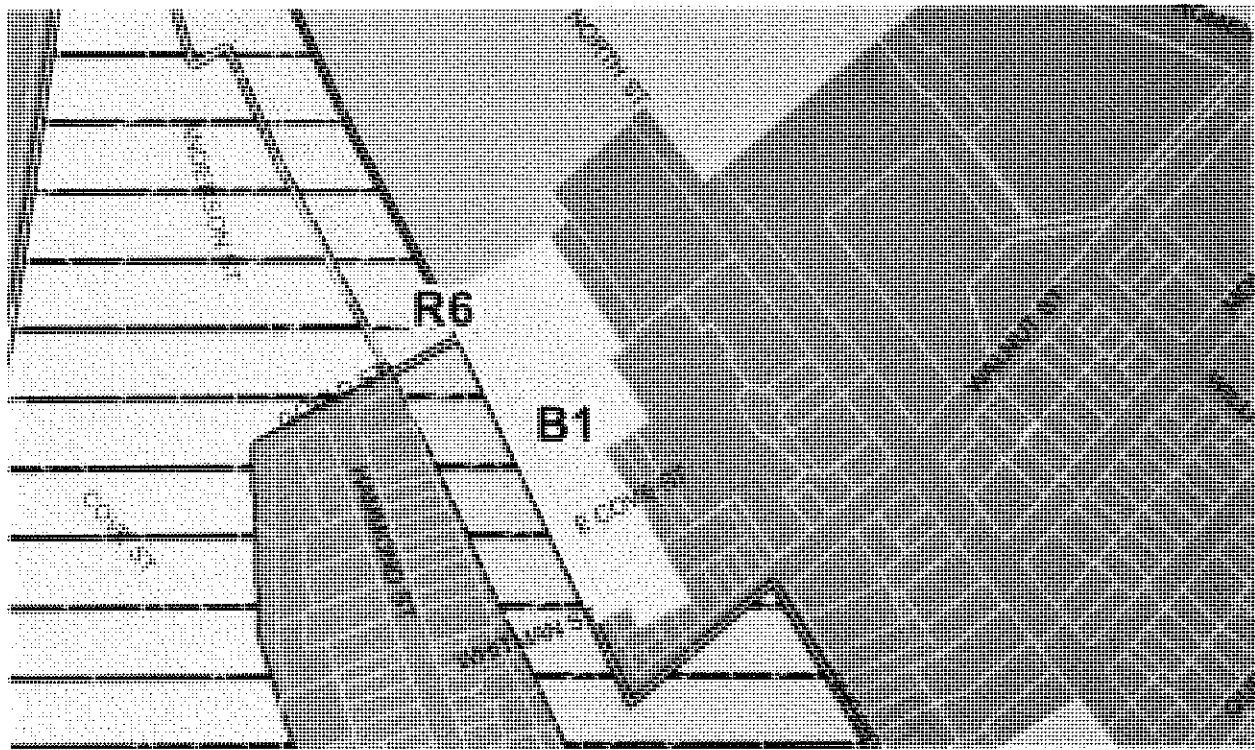
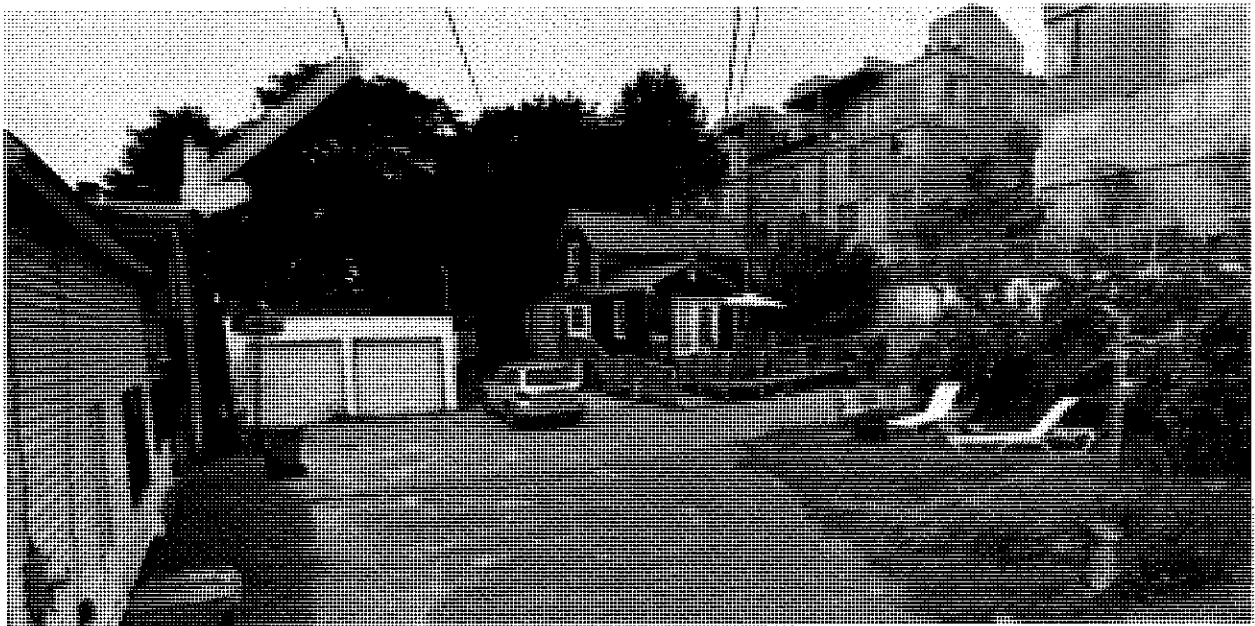
1. The proposed brew pub closely abuts homes on East Cove St., Washington Ave. and Sheridan St. The effects of noise from customers, performances, foot and vehicle traffic, and parking congestion would be felt by at the very least, Washington, Hammond, Walnut, Fox, Sheridan and especially E. Cove Street residents. We already have a high concentration of brew pubs, bars and distilleries to contend with. One more is not needed nor desirable in this location.
2. The 163 Washington Ave. lot is very close to the on/off ramp to 295 at this end of Washington. Cars often speed getting on and off 295 and traffic congestion during the evening hours on Washington Ave., Fox and Walnut Streets is already problematic. Safety is a concern. Such establishments have significant vehicle and foot traffic. People often jaywalk, walk in the street in groups and are inattentive and/or impaired. The sidewalks at this end of Washington Street are very narrow and dark at night. This is an accident waiting to happen. The East End Elementary School is just up the hill. To go to and from school children often use the odd side of Washington, E. Cove Street, Walnut Street and Jack's Path.
3. Jack's Path and community gardens are above this proposed brew pub. These are areas accessed thru Munjoy Heights from E. Cove and Walnut Streets. Children, adults, dog walkers, cyclists, joggers, gardeners and more enjoy fresh air, nature and the views. The noise and foot traffic consistent with a brew pub would be detrimental to the purpose and benefit of such a community space.
4. We are not opposed to business development. Businesses consistent with B1 zoning are appropriate and welcomed. The 2030 Portland Plan Vision Statement states "The uniqueness and integrity of our neighborhoods will be maintained and enhanced." The Executive Summary talks about "improving livability while retaining the key characteristics that make neighborhoods unique." The Plan further states that "new neighborhood plans should set to advance Portland's Plan as specifically tailored to the context and unique qualities of the neighborhoods they pertain to". Changing the zoning and going forward with the 163 Washington Ave. proposal would be counter to this. We hope that in an effort to promote business development the needs of residents to have a livable

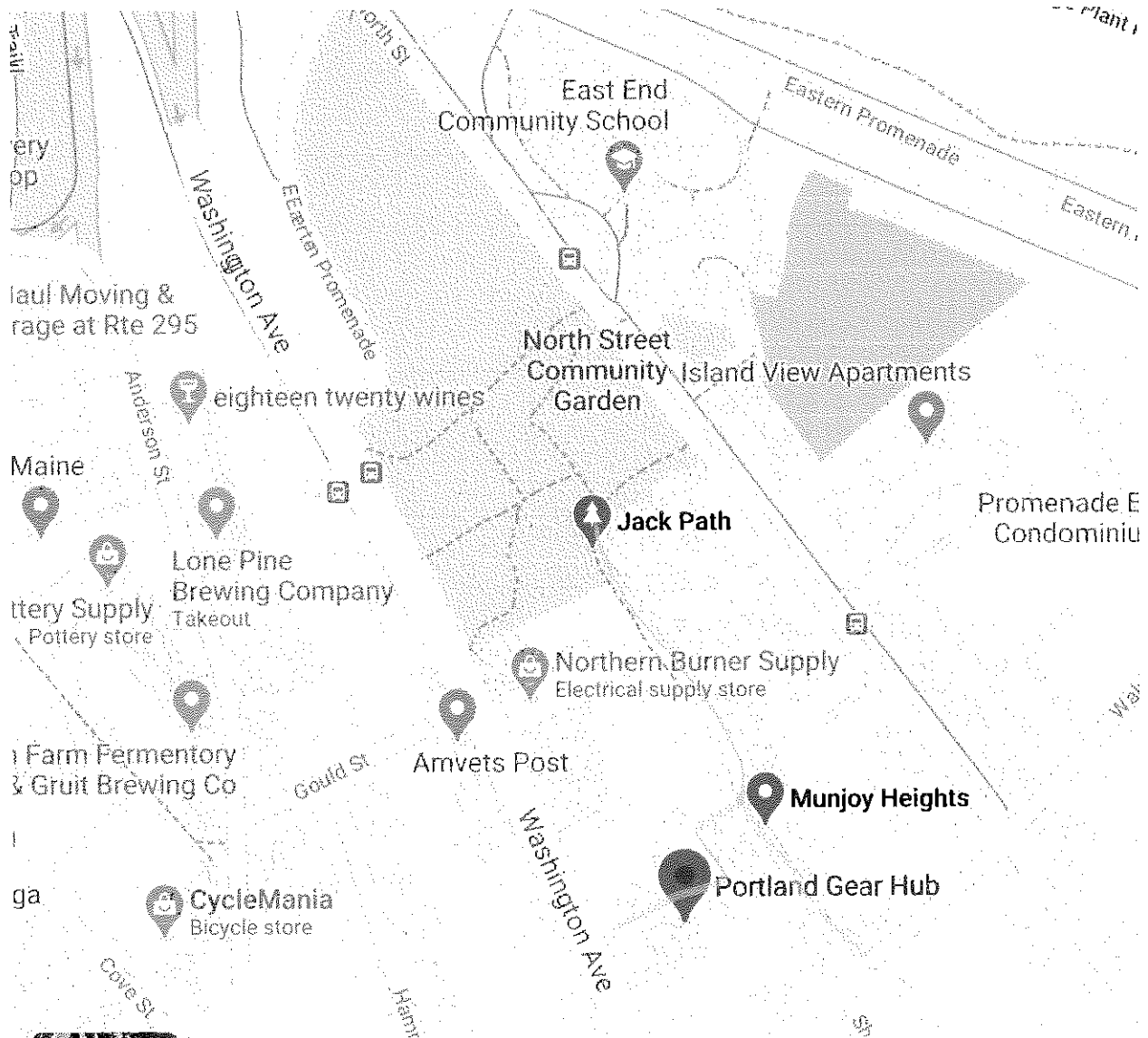
neighborhood are not ignored. The leaning of most of the Planning Board during the 9/8/2020 workshop appeared to be to change this area of Washington Ave. to a B2 zone and promote business growth with little regard for the impact on homeowners and residents. We believe the City needs to advocate for residents and tax paying homeowners with equal determination.

We ask that you look at the photos provided and actually visit the site before making your decision. Highlighted in yellow is 163 Washington Ave. and Jack's Path and its access is also highlighted in yellow. Thank you.









SIGNATURE	FULL NAME	ADDRESS	EMAIL
9/18/20 Mary Morse	Mary Morse	208 Sheridan St. 04101	mrsm.1359@outlook.com
Andrew Marsters	Andrew Marsters	210 Sheridan St.	andrewmarsters@me.com
Kevin R. Schuchat	Kevin R. Schuchat	215 Sheridan St.	Kevin@KevinSchuchat.com
Leslie Hatt	Leslie Hatt	215 Sheridantt.	lesliehatt@gmail.com
JANET GREENFIELD	JANET GREENFIELD	220 SHERIDAN	janetgreenfield57@
PETER BLOOM	PETER BLOOM	220 Sheridan St.	pblom22@gmail.com
Susanne Robins	Susanne Robins	206 Sheridan St	suerobins@tuc.com

Enn Dunn	222 Sheridan Portland	enndunn23@aol.com	<i>Enn Dunn</i>
Chad Robertson	222 Sheridan st Portland	chad.Robertson33@gmail.com	<i>Chad Robertson</i>
Terrell Robins	206 Sheridan Portland	trrobins9630@gmail.com	<i>Terrell Robins</i>
James Trainer	204 Sheridan St. Portland, ME	jamesmtrainer@gmail.com	<i>James Trainer</i>
Yael Reinharz	"	yael.reinharz@gmail.com	<i>Yael Reinharz</i>
ANN CASADY	205 SHERIDAN Portland, ME 04101	anncasady@yahoo.com	<i>Ann Casady</i>
Peter Pitegoff	205 Sheridan St Portland ME 04101	ppitegoff@gmail.com	<i>Peter Pitegoff</i>
Munira Naqui	203 Sheridan Portland ME 04101	munira_naqui@yahoo.com	<i>Munira Naqui</i>
Ali Naqui	203 Sheridan - Portland ME 04101	Ali.Naqui@yahoo.com	<i>Ali Naqui</i>
Robert	218 Sheridan Portland, ME 04101	gritter@clarkinsurance.com	<i>Robert</i>
Natanna Pratt	224 " " 04101	natannapratt@hotmail.com	<i>Natanna Pratt</i>
Bethy Orber	225 " Portland ME 04101	<i>Bethy Orber</i>	<i>Bethy Orber</i>
GARY NIELSEN	79 Walnut St Portland ME 04101	<i>Gary Nielsen</i>	<i>Gary Nielsen</i>
Nancy Mackesey	213 Sheridan St Portland ME 04101	<i>Nancy Mackesey</i>	<i>Nancy Mackesey</i>
DAVID MACKESY	213 SHERIDAN PORTLAND ME 04101	<i>David Mackesy</i>	<i>David Mackesy</i>
Linda Englebert	193 Sheridan St Portland ME 04101	<i>Linda Englebert</i>	<i>Linda Englebert</i>
Michel Englebert	193 Sheridan St Portland ME 04101	<i>Michel Englebert</i>	<i>Michel Englebert</i>
Bernard Pollak	225 Sheridan St Portland ME 04101	<i>Bernard Pollak</i>	<i>Bernard Pollak</i>
PETER BAGG	199 SHERIDAN ST PORTLAND, ME 04101	<i>Peter Bagg</i>	<i>Peter Bagg</i>
PATRICIA L. Bagg	199 SHERIDAN PORTLAND 04101	<i>Patricia L. Bagg</i>	<i>Patricia L. Bagg</i>
Steve Stankin	197 Sheridan Portland 04101	<i>Steve Stankin</i>	<i>Steve Stankin</i>
SITAWNEE SAMP	229 SHERIDAN ST. PORTLAND, ME 04101	<i>Sitawnee Samp</i>	<i>Sitawnee Samp</i>
Mark Filla	191 Sheridan St Portland 04101	<i>Mark Filla</i>	<i>Mark Filla</i>
Doug Sax	229 SHERIDAN ST PORTLAND ME 04101	<i>Doug Sax</i>	<i>Doug Sax</i>
Robert Morse	208 Sheridan St Portland ME 04101	<i>Robert Morse</i>	<i>Robert Morse</i>

9/23/20



Shukria Wiar <shukriaw@portlandmaine.gov>

Fwd: 163 Washington Ave, - Application no. ZN-000540-2019

1 message

Kevin Kraft <kkraft@portlandmaine.gov>

Thu, Apr 8, 2021 at 9:56 AM

To: Shukria Wiar <shukriaw@portlandmaine.gov>, James Rather <jrather@portlandmaine.gov>

Shukria - please be sure to include this public comment in the [163 Washington Avenue](#) package.

----- Forwarded message -----

From: **mary morse** <mrs1359@outlook.com>

Date: Mon, Apr 5, 2021 at 4:37 PM

Subject: 163 Washington Ave, - Application no. ZN-000540-2019

To: [planningboard@portlandmaine.gov](#) <[planningboard@portlandmaine.gov](#)>

Cc: mary morse <mrs1359@outlook.com>

April 5, 2021

Dear Members of the Portland Planning Board,

We continue to be opposed to the rezoning of 163 Washington Avenue and vicinity properties from the B-1 Neighborhood Business zone to the B-2b Community Business zone. We remain supportive of B1 businesses for this area. You were sent emails and a petition from abutters who disapproved of any map or text amendment that would permit B-2b businesses when the applicant proposed this in 2020. It outlined the specific objections of the abutters. The pictures that were sent especially those from E. Cove Street, demonstrate how intrusive and ill advised zoning change allowing businesses like a brew pub would be. I trust you have all had an opportunity to visit the site. During the 9/8/2020 workshop 2 Planning Board members seemed to have more reservations about the noise and affect on the neighborhood. They were David Austin and Maggie Stanley. One member mentioned 'there were better areas to put a brew pub'. Others appeared to be leaning towards more business development with changes in zoning at this end of Washington especially Brandon Mazer the Chair. In addition Shukria Wiar was pushing for a zoning change. Ultimately a decision was made to proceed with a text amendment. During the public hearing for this, Mr. Curran, the applicant was not happy with a text amendment and has since again proposed a map amendment.

During the District One meeting held in December 2020 numerous residents voiced their concerns about the noise generated by the many drinking establishments in the area. It was confirmed by Belinda Ray that the number of such businesses is not limited by the city. Such unchecked growth has adversely affected many neighborhoods.

A decision to rezone this area would not be consistent with the 2030 Portland Plan. The 2030 Portland Plan Vision Statement states "The uniqueness and integrity of our neighborhoods will be maintained and enhanced." The Executive Summary talks about "improving livability while retaining the key characteristics that make neighborhoods unique." The Plan further states that "new neighborhood plans should set to advance Portland's Plan as specifically tailored to the context and unique qualities of the neighborhoods they pertain to". Changing the zoning and going forward with the 163 Washington proposal would be counter to this. The Permitting and Inspections Department states that with regard to a map amendment the Planning Board as well as the City Council "would have to find that the zoning is appropriate and not likely to cause negative impacts on surrounding existing uses such as residences". I hope that in an effort to promote business development that the needs of residents to have a livable neighborhood are not ignored.

Thank you,
Robert and Mary Morse
[208 Sheridan Street](#)

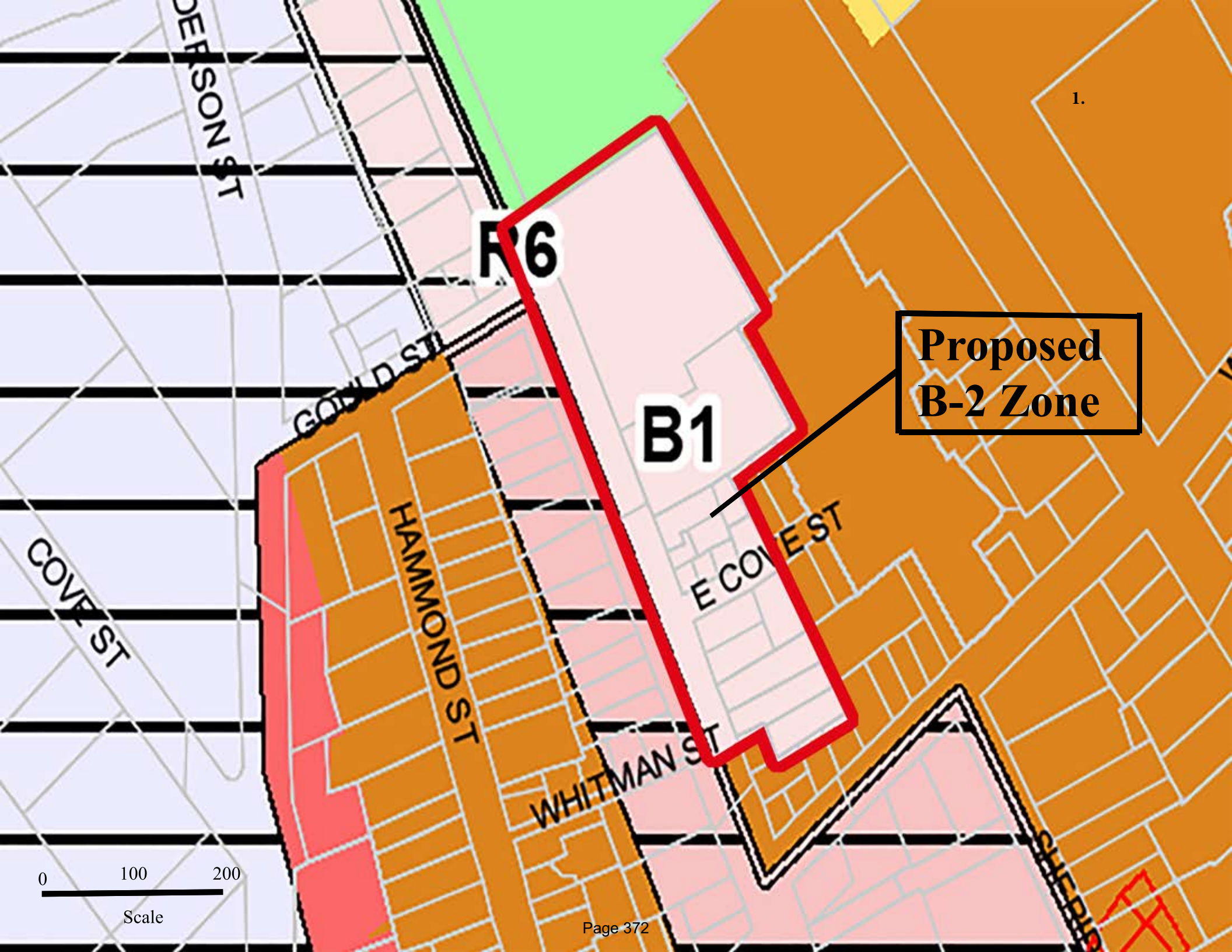
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Kevin Kraft, AICP
Deputy Director Planning & Urban Development Department

4/8/2021

City of Portland Mail - Fwd: 163 Washington Ave, - Application no. ZN-000540-2019

389 Congress Street
Portland, Maine 04101
kkraft@portlandmaine.gov



1.

R6

B1

**Proposed
B-2 Zone**

GOULD ST

HAMMOND ST

E COVE ST

WHITMAN ST

COVE ST

PETERSON ST

0 100 200
Scale

PLANNING BOARD REPORT

PORTLAND, MAINE



100 BLDG F West Commercial Street (Canal Landing Phase V)

Level III Site Plan Review

New Yard, LLC, Applicant

PL-001220-2020 CBL: 060 Foo3

Submitted to: Portland Planning Board

Public Hearing Date: April 13, 2021

Prepared by: Andrew Tufts, Planner

Date: April 9, 2021



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 tension 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 proposed Building F would be the new home of Navatek, a shipbuilding technology company.

The Planning Department sent 47 notices advertising this meeting to property owners within 500 feet of the site. A legal advertisement ran in the April 2nd & 3rd 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. The applicant has demonstrated that the proposed illumination levels would be sensitive to surrounding uses.	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
The Applicant is seeking a waiver of the Landscape Preservation requirement. <u>Staff Comments:</u> City staff supports the proposed waiver. This waiver is carried over from the original masterplan which explains that the vegetation on the site would compromise the development.	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.
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 buildings which will be located within the center of the boatyard. <u>Staff Comments:</u> City staff supports the proposed waiver.	Section 14-526 (b) (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. (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	Industrial
Proposed Use	Industrial; shipbuilding and facilities for construction, maintenance and repair of vessels
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	6	+6



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 (VA) Clinic at 113 West Commercial Street, which is currently undergoing construction; the Star Match commercial building is 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. A new multimodal trail is currently being constructed in synchrony with the VA Clinic development along the north side of West Commercial Street. This multimodal trail will complete a shared-use path that circles the Portland peninsula as envisioned in the West Commercial Street Multi-Modal Corridor Study.

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. In 2014, MaineDOT installed the existing line, which bisects the site running east-west 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 ranging between 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.
- 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

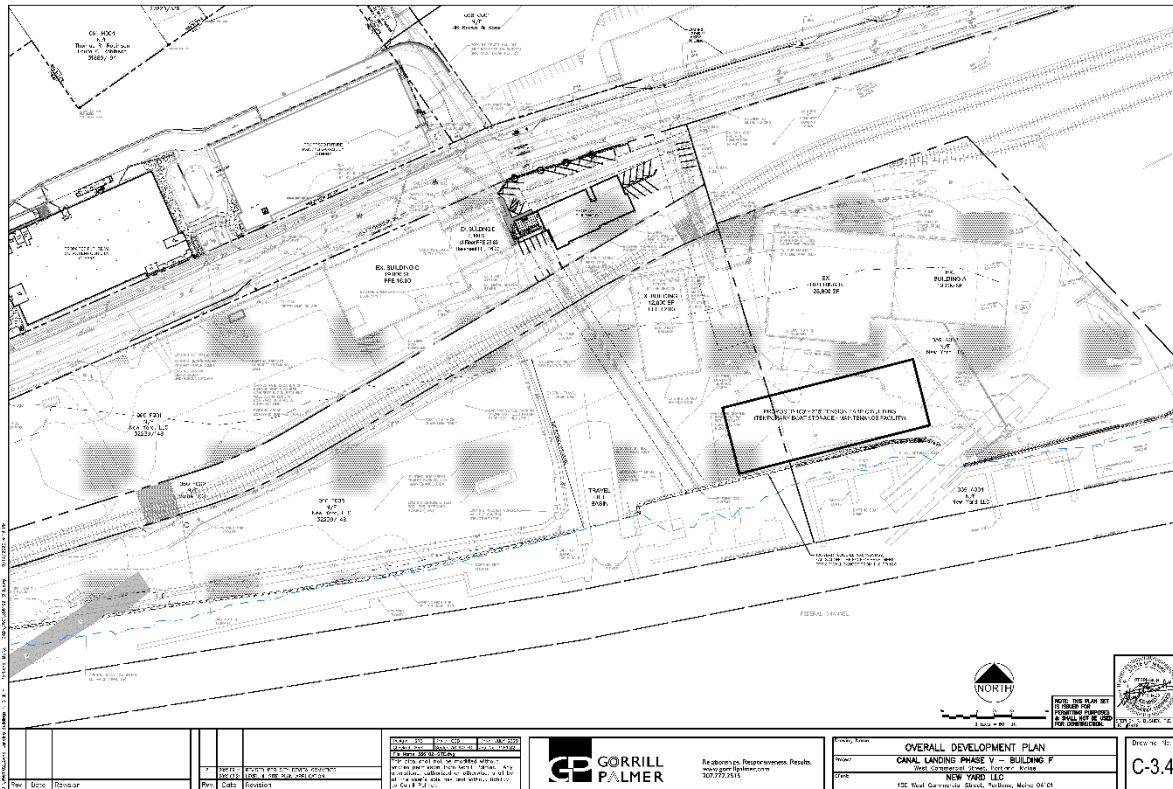


Figure 3: Overall Development Plan – Source: Gorrill Palmer



Figure 4: Proposed Rendering - Source: Archetype Architects

The current project represents Phase V of the Canal Landing New Yard project, with proposed improvements to include a new two-story, 7,500 square foot building and a 28,500 square foot tension fabric structure approximately thirty feet in height. The tension fabric structure will be dismantled from its current location in South Portland and reassembled on-site. The structure will be installed with an at-grade support system that will allow the structure to be easily dismantled again if necessary. 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.



Figure 4a: Image of existing tension fabric building at its current South Portland location to be relocated on-site

The proposed Phase V Building F includes leasable 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 facility and parking 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

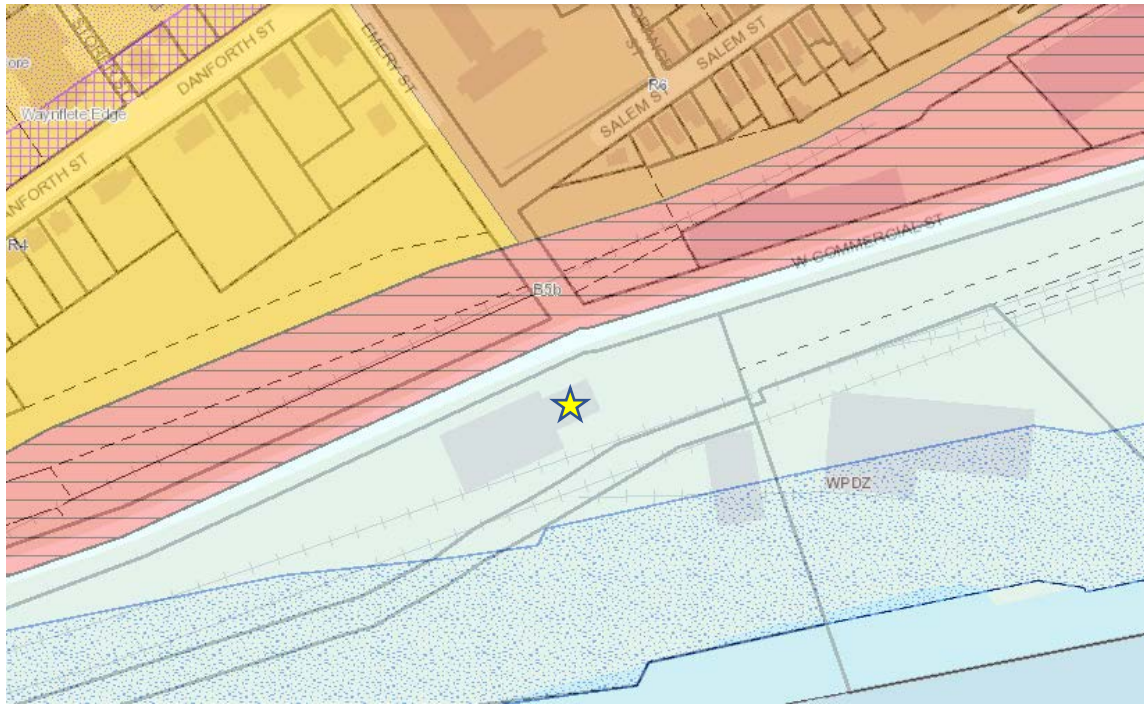


Figure 5: Zoning Context

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 approximately 45 feet, which is below the maximum applicable height allowed (55 feet) the use is considered permitted, rather than conditional, and the proposed building meets all of the WPDZ dimensional requirements. At the Planning Board workshop, Zoning staff had questions regarding the tension fabric structure's foundation as well as the need for a flood zone permit. Both issues have been addressed prior to Hearing. The tension fabric structure will have no permanent foundation or slab underneath, and the flood zone permit has been received.

14-320.2. Dimensional Requirements

Zoning Requirements	WPDZ	Provided	+/-
Minimum Lot Size	None	17.77 AC	
Minimum Street Frontage	None	2,159 ft	
Maximum Lot Coverage	50%	9.6%	40.4%
Maximum Building Height	55 ft	35'	<7 ft

Parking	24	22	- 2
Bicycle Parking	6	6	+6
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.

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. Staff considers the occupancy of Building F to be a water-dependent use, meeting the criteria.

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, meeting the criteria.

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, meeting the criteria.

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 a water dependent use 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 Sec. 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 Sec. 14-526.

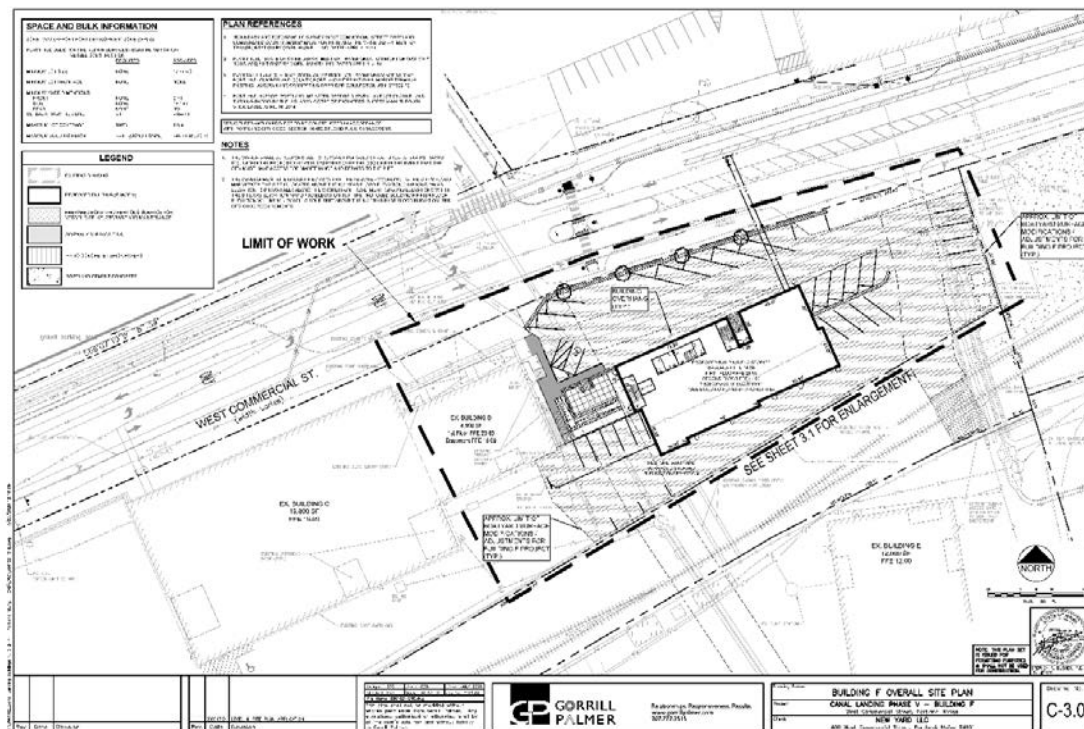


Figure 6: Building F Overall Site Plan

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 provided 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.

b. 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 due to the heavy emphasis on locating Marine Industrial uses along the waterfront and providing additional space for truck staging. Therefore the south side of West Commercial Street is less appropriate to

encourage heavy pedestrian use. 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:

The crosswalk on West Commercial Street to the new building needs better pedestrian access. Staff requested that the applicant explore and provide better pedestrian access from West Commercial Street to the new building. The applicant has elected to provide wayfinding signage to the proposed building entrance.

c. Public Transit Access

METRO services currently do not run along this stretch of West Commercial Street, therefore the applicant is not required to provide a transit facility.

d. 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 7 vehicular parking spaces. The applicant is proposing 22 spaces. The project site is located within $\frac{1}{4}$ mile of a transit line and therefore is exempt from parking minimums. ADA spaces are provided closest to the proposed building entrance, and will be compacted using National Parking Service standards. DPW has requested additional grading be shown around the ADA spaces and are awaiting a response from the applicant at the time of this report.

The Applicant originally requested a waiver of the motorcycle/scooter parking requirements based on the site's use, but after further consideration has elected to provide the required two spaces.

e. Bicycle Parking

The applicant originally requested a waiver for bicycle parking. Planning staff and the Board did not support this request and the applicant has since elected to revise the plans to include the required six bicycle spaces.

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 was reviewed by the City's Life Safety division and found to be in conformance with the standards.

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 Commission (MHPC) as they had 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, 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 support the proposed waiver, as illumination of the property to the levels required by the Technical Manual 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's noise levels would be designed to meet the permitted levels as outlined in the WPDZ Zone. 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. The applicant originally sought a waiver for the measurement of noise levels, Section 14-320.3(b), but this cannot be waived. Measurements shall continue to be monitored and reported to the relevant agencies. As a condition of approval the applicant shall submit an impact mitigation narrative.

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

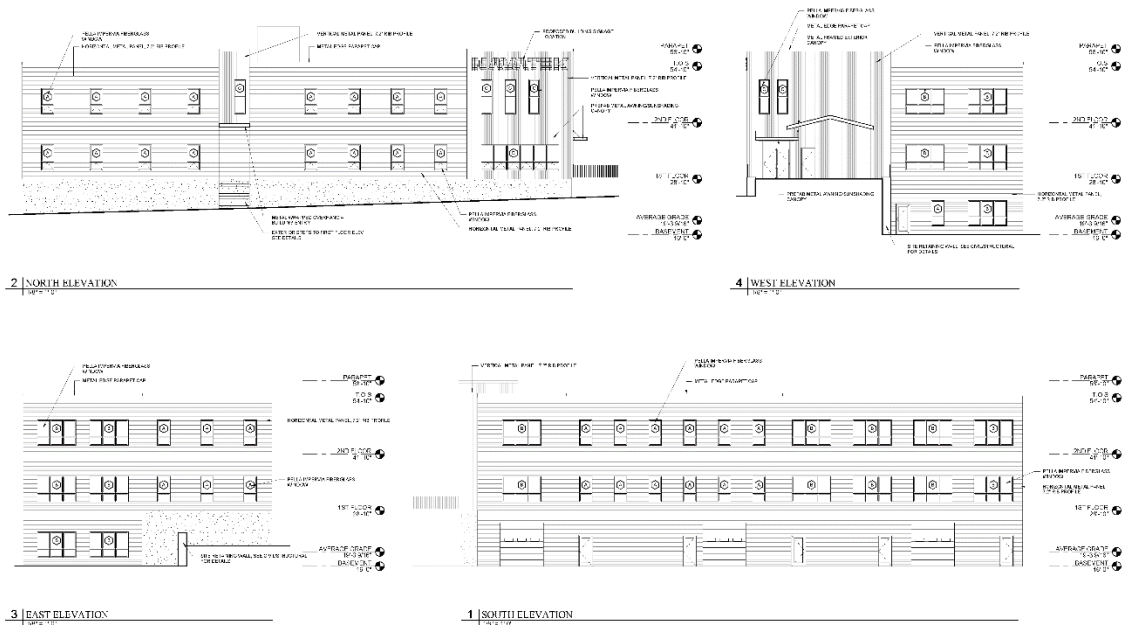


Figure 7: Building Elevations

A design review was completed by the City's Urban Designer and Planning staff in accordance with the WPDZ design standards Sec. 14-320.3(o), resulting in the following comments:

Generally, the design standards appear to be met. Staff remains to be concerned about the roof treatment. (Attachment Q)

(o) Design and Visual Character:

*1) Long Views/Building Design: Parapets and massing variation provide some visual interest to meet the standard. Building systems are consolidated and screened (**but not integrated**) and do not exceed the 75' height limit (appears to be 42' from average grade).*

The design standards do not apply to the proposed tension fabric structure due to the temporary nature of the structure. The tension fabric structure will be installed with an at-grade support system that will allow the structure to be dismantled if necessary and will have no permanent foundation or slab underneath. It will be used for the placement of boats and other ongoing boat maintenance activities.

h. Construction Management Plan

The construction management plan and narrative were submitted and reviewed by City staff and found to be in conformance with the standards.

X. STAFF RECOMMENDATION

Subject to the proposed motions and conditions of approval listed below, Planning staff recommend that the Planning Board find the 100 West Commercial Street development project meets the applicable standards of Portland's Land Use Code & Tech Manual, Design Standards.

XI. PROPOSED MOTIONS FOR THE BOARD TO CONSIDER

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on April 13, 2021 for application #PL-001220-2020 relevant to the Site Plan Standards of the Land Use Code and Portland's Technical and Design Standards, and other regulations, and the testimony presented at the Planning Board hearing:

1. The Planning Board [**finds/does not find**], based upon the consulting civil engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual Section 5.3, and therefore [**waives/does not waive**] the Flooding Standard of Maine DEP Chapter 500; and
2. The Planning Board [**finds/does not find**], based upon Staff review that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Section 4.5.5, and therefore [**waives/does not waive**] the requirement that the applicant provide parking lot landscaping; and
3. The Planning Board [**finds/does not find**], based upon Staff review, that extraordinary conditions exist or undue hardship may result from strict compliance with Technical Manual Section 12.3.1, Uniformity and 12.3.2, Illumination Levels, and therefore [**waives/does not waive**] the lighting standards; and
4. The Planning Board [**finds/does not find**], based upon Staff review, that extraordinary conditions exist or undue hardship may result from strict compliance with Section 14-526 (b) 2 a) Landscaping and Landscape Preservation and therefore [**waives/does not waive**] the landscape preservation standards.

B. SITE PLAN REVIEW

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on April 13, 2021, for application #PL-001220-2020, relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board [**finds/does not find**] that the plan is in conformance with the site plan standards of the Land Use Code, subject to the following condition of approval:

PRIOR TO ISSUANCE OF A BUILDING PERMIT

1. The applicant shall submit updated ability to serve letters for electricity and sanitary waste from Central Maine Power and the City of Portland, respectively.
2. The applicant shall submit an impact mitigation narrative, pursuant to Land Use Code Sec. 14-320.3, to address how the project will meet the WPDZ performance standards related to noise.

XII. 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
Q - FLOOD HAZARD PERMIT
R - FINAL SUBMITTAL LETTER
S - DESIGN REVIEW COMMENT RESPONSES
T - CONSTRUCTION MANAGEMENT FINAL

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: Tuesday, March 30 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:

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 are consolidated and screened **(but not integrated)** and do not exceed the 75' height limit (appears to be 42' from average grade).

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:* All elevations include equal treatment with regards to materials, fenestration, and variation. The roof is “treated” with parapets at entrance locations. Building systems are consolidate and screened but no special treatment on roof in terms of graphic amenity, massing, or systems being integrated into the overall form.

4) *Facades – variation and articulation:* Project provides some visual interest with massing variation, entrances, material texture, parapets, windows, and canopies.

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

U:\3561.02_Canal Landing Buildings F, G & H - Portland, ME\IP Applications\Local\Level III Site Plan Application - Phase VI\Preliminary\Level III Site Plan Application\0_ltr_grimando_level3_08.19.2020.docx

FINAL 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) and Building (G). Utility improvements for the new building F are proposed and include a water service from West Commercial Street, sewer, and underground power. Building G will have power only to the building.

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
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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 new buildings and site use consistent with waterfront activities in a gateway location along the busy West Commercial Street corridor. The proposed **Phase V** buildings 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. Building G is a tension fabric structure similar to the existing building A and it will be used for ongoing Portland Yacht Services business activity including boat maintenance and preparation.

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 and Building G site areas 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 Buildings F and G. 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. ADA compliant surfaces will be provided for any ADA parking in a manner consistent with Natural Park Service standards or similar.

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 structure and a tension fabric building for vessel preparation related services.



Proposed Building F



Existing Buildings C and D



Existing Building B and proposed Building G

Offsite

Site access is maintained via the existing Commercial Street driveways 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. The Building G ground level will be at elevation 12.0' to comply with the City's flood hazard permit requirements. That building will be 33'-1" high at the peak and it too is compliant with the height standards in the WPDZ.

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:

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.

- Hull Preparation
- Sandblasting
- Painting
- 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 and Building G. 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. The applicant continues to review the placement of site improvements over an existing 24" CSO outfall pipe that is located between existing Building D and proposed Building F.

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). Replies from each utility will be provided upon receipt:

- 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 has been prepared by Keeley Crane Services and included in Attachment 13.

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:

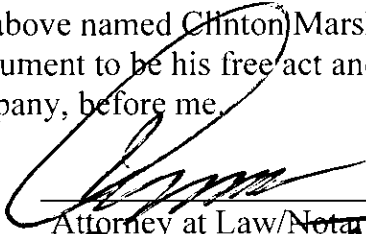
CANAL LANDING, LLC

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

GENERAL APPLICATION DOCUMENT

ZONING ANALYSIS

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



ZONING ANALYSIS Relevant Zone(s) WPZD Buildings F & G

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. As a result of the Planning Board workshop meeting several waiver requests related to bike parking and motorcycle/scooter parking have been withdrawn as compliance is proposed.

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 the applicant’s 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. The applicant will provide suitable surfaces for any ADA parking and access route in accordance with National Park service or similar standards.

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 12.0'. 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. This waiver has been siimilarly granted as part of previously approved phases.
<i>Technical Manual Section 12 Site Lighting Standards</i>	<i>1. <u>Uniformity</u>: As measured in foot candles at grade, maximum to minimum</i>	<i>Based upon the existing ambient light levels and the proposed lighting, the Applicant is comfortable that a adequate</i>	<i>1. Existing ambient light levels at the property are between 0 and 0.3 foot-</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>illumination levels shall not exceed a ratio of twenty (20) to one (1.)</i> 2. <u><i>Illumination Levels:</i></u> <i>Minimum, Maximum, and Average illumination 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>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>	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.
<i>Section 14-526 (a) 3 Public Transit Access</i>	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. There is currently no METRO transit route on West Commercial Street. The #8 route traverses Danforth Street, north of the site, yet is not reasonably accessible from the site. The #1 route traverses St. John Street, over ½ mile west of the site and it too is relatively inaccessible from the site.</i>
<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)</i>	The Applicant requests a waiver of the Bicycle parking requirement. This waiver is withdrawn; bicycle parking will be provided for the Navatek Building F. Building G will be used for boat preparation services and should not qualify for requiring any bike parking.	The proposed development is expected to generate a reduced demand for bicycle parking due to the site's uses. Since Building F will have employees who may use a bike for site access, several bike racks will be provided for their use and convenience. A total of 6 spaces will be provided.

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>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. © Development with zero (0) to ten (10) required vehicle parking spaces shall provide at least two (2) bicycle parking spaces.</i>		
<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. —This waiver request is withdrawn as the applicant will provide parking for motorcycles/scooters near the Building F location.	The proposed development is expected to generate a reduced demand for motorcycle/scooter parking due to the site's primarily industrial use, however 2 motorcycle spaces will be identified on the site plan.
<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</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>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>		
<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</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 buildings 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>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>	Mike Coyne 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. Gorrell Palmer has calculated the trip generation for Phase V of the project and the anticipated trip generation falls within the allowable amount previously approved in the 2016 Traffic Movement Permit. The previously approved trip generation included 19,800 SF of Marine retail land use which generated the bulk of the trips that triggered the TMP during Phase 3¹. That retail use was previously thought to be the Hamilton Marine store that was to relocate from Fore Street to this site. Hamilton however did not move to the site and instead relocated to Presumpscot Street. Portland Yacht Services is now occupying the 19,800 SF in building C and using it for boat storage and maintenance activities and generating very little traffic. 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)”. Based on an employee count of 30 or fewer employees the peak hour trip generation will be well below the 70 trips previously allocated to the now defunct Hamilton Marine retail use.

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.

¹ Per the December 21, 2015 letter to Tim Errico that included trip generation values, the 19,800 SF Marine retail was estimated to generate 70 trips in each of the AM, PM and Sat. peak hours. Those trips never occurred since Hamilton Marine moved to Presumpscot street.

- (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. Maneuvering area for emergency vehicles will always be provided around the site and the building G positioning will continue to allow emergency access to the east side of the site.
- (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 crosswalk is proposed along the site frontage as part of the proposed Commercial Street improvements associated with the approved VA Clinic and parking garage facilities.

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 and since there are no METRO transit routes along West Commercial Street in the vicinity of the development.

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 will provide two motorcycle/scooter parking spaces in the area of Building F.

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 will provide outside parking capacity for 6 spaces in the area of 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 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 F 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. Building G ground will be at elevation 12.0 to achieve compliance with the Flood hazard permit requirements.

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.

**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
SOUTH PORTLAND, MAINE 04106
(207) 772-2515**

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
 Figure 9 – GIS Sand and Gravel Aquifer Map
 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.

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, Buildings F and G.

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 buildings 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) Consistent 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.*

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 and Building G 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 or Building G 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. We await the determination letter from the PWD as well as wastewater capacity confirmation from the DPW.
- b. All new electrical services to the Building F and G 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 and Building G have been designed to not result in adverse impacts to abutting properties.
- b. The bulk, location, and height of the proposed Building F and Building G are 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 and Building G. Land to the west includes more waterfront industrial land uses and buildings. Land to the east will contain the proposed Cold Storage Building.
- 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 and building G 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:*

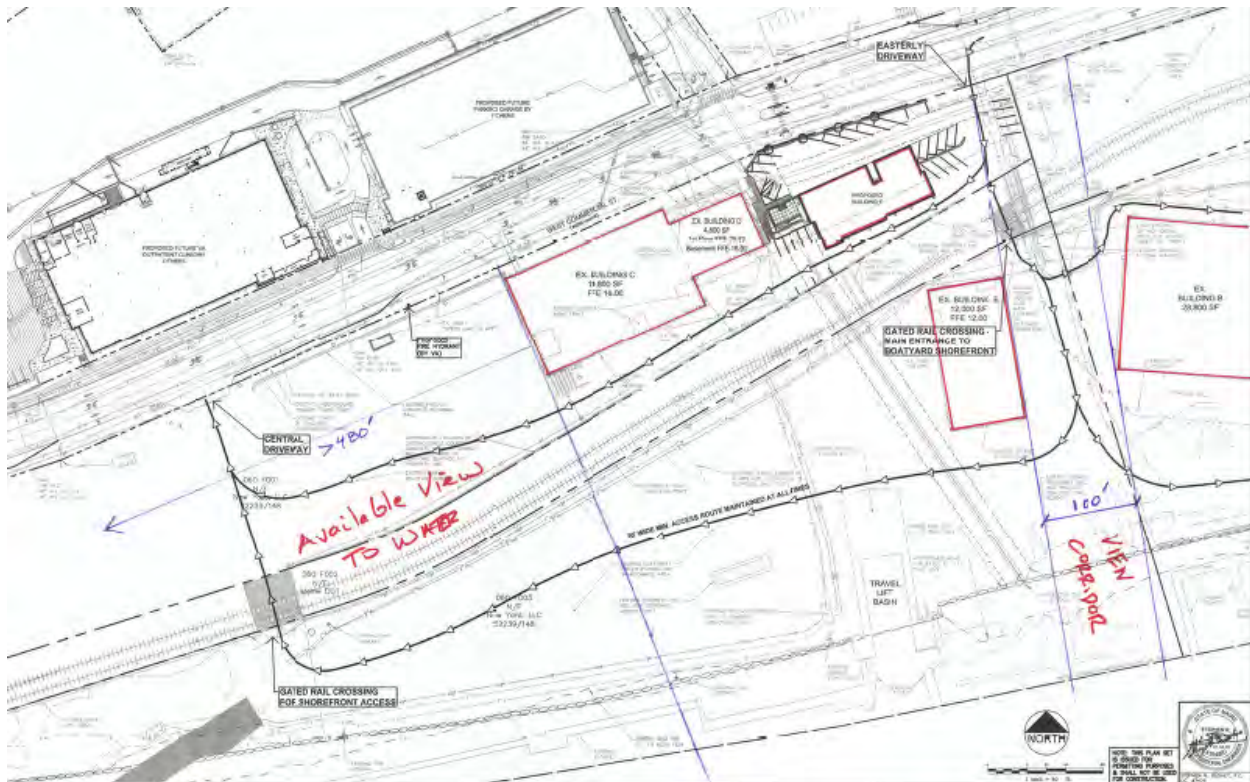
- a. The proposed building has been designed and located such that accumulated snow and ice will not fall onto adjacent properties or public ways. Snow will be removed from the parking lots and stockpiled within the site perimeter or if necessary removed from the site.

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. A 90' wide view corridor will be provided between buildings as shown below.



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 and Building G will NOT exceed the maximum applicable height for the WPDZ and therefore are 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 and Building G 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. Their 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 F 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. Building G is located in a manner that will continue to allow use of the existing boat ramp and the travel lift basin and is in fact positioned to serve each of these water access locations.

Be compatible with water dependent and marine uses.

Supporting Evidence: The proposed Building F 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 F 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. Building G will have a maximum height of 33'-1".

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

In accordance with Section 14-320.3, the following attachment includes an Impact Mitigation Narrative to address compliance with the standards.

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.
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- (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.

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- (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.



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

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

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.

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:

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- (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. 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	New Transit Stop is not proposed.	The Applicant requests a waiver of the transit facility requirement due to its usage
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: (a) Residential structures. Two (2) bicycle parking spaces for every five (5) dwelling units shall be required. (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 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.



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

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**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
SOUTH PORTLAND, MAINE 04106
(207) 772-2515**

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
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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



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

March 8, 2021

Building Inspections Office
 City of Portland, Maine
 389 Congress Street
 Portland, Maine 04101-3509
 ATTN: Anne Machado

Subject: Canal Landing– Building G – Tension Fabric structure
100 West Commercial Street
Applicant: New Yard, LLC
Flood Hazard Development Permit Application for Building G

Dear Ann:

As we have discussed, a flood hazard development permit application for the proposed Building G at Canal Landing is required. We have completed the forms and include the following information as it appears to be required on Page 3 of the application.

Site Plan and Statements

1. **show property boundaries, floodway, and floodplain lines** – the accompanying existing conditions plan has been annotated to identify the limits of the elevation 10.0 ft. (NGVD29) floodplain limit based on an on the ground survey. The existing revetment wall has a top height above elevation 11.0'. See accompanying Overall Site plan and the original survey plan from Owen Haskell, Inc.
2. **Show dimensions of the lot** – See Owen Haskell survey plan.
3. **Show dimensions and location of existing and/or proposed development on the site** – The accompanying proposed Site layout plan depicts the proposed development of the building G which will be a tension fabric structure, like Building A that is already on the site.
4. **For new construction also include existing grade elevations done by a Professional Land surveyor or Engineer** – the accompanying plans have been prepared by Owen Haskell Inc. and Gorrill Palmer Consulting Engineers, professional land surveyors and engineers, respectively.
5. **For New Construction attach statement describing in detail how each applicable development standard in Article VI will be met** – See as follows:

In accordance with **Section 12.4.2** of the ReCode of Ordinances, the following is offered to address the applicable application requirements:



- A. A site plan showing the Building G location is attached.
- B. Subdivision plan is not applicable.
- C. A site plan applicant has been filed for the project. The planner is Andrew Tufts.
- D. The base flood elevation is 10.0' (NGVD29). Owen Haskell Inc has provided the survey information for the site. The building will have a boatyard surface of crushed stone, which is consistent with the yard area and like the ground surface of the previously constructed Building A. The ground grade will be at elevation 12.0 and surrounding grades between 10.0' to 12.0'. The building will include structural framing with tension fabric roof/sides. There will be no floodproofing required and the space will simply be covered area for the performance of boat maintenance services.
- E. All elevations are based on Survey data provided by Owen Haskell Inc and tied to MDOT disc L5 Re-set 1997 (NGVD29).
- F. An Elevation certificate can be provided upon the completion of construction.
- G. The proposed Building G Tension Fabric structure will include a foundation designed to support the proposed structure for weight load, uplift, and anti-flotation. The building will be designed to comply with the standards set forth in code Section 12.4.5, as will be evidenced by the materials to be supplied as part of the building permit application. The applicant has retained qualified design professionals including licensed engineers to assist with the design preparation.
- H. No watercourses will be altered for the work.
- I. The building consists of the following components:
 - a. Structural concrete foundations
 - b. Structural Steel framework
 - c. Tension Fabric exterior walls and roof
 - d. Boatyard crushed gravel surface for the floor.

The proposed Building G meets code Section 12.4.5 – Standards as follows:

- A.
 - 1. The foundation will include concrete footings and columns supporting the steel framework for load, uplift, and buoyancy.
 - 2. The foundations will be concrete; the floor will be crushed gravel.
 - 3. The construction includes concrete, steel, and gravel.
 - 4. All electrical, ventilating, and other equipment within the building will be positioned out of any exposure to flooding.
- B. Water Supply – Not applicable
- C. Sanitary Sewer – Not applicable
- D. Onsite Waste Disposal – Not applicable
- E. Altered or relocated Watercourses – not applicable.
- F. Residential – Not applicable
- G. Nonresidential – floor of the Building will be at elevation 12.0' which is 2 feet above base flood.



H. Thru P - Not applicable

- J. Cross Section of the site can be provided if required. Not currently contained in this submission.

Based on this accompanying information we trust that you can complete the processing of the proposed Building G Flood Hazard Development Permit application. If you have any questions or require any additional information, please contact our office.

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

U:\3561.02_Canal Landing Buildings F, G & H - Portland, ME\IP Applications\Local\Level III Site Plan Application - Phase V\Final\Final 03.02.2021\ltr_Machado
Flood hazard permit.docx

FLOOD HAZARD DEVELOPMENT APPLICATION

Portland, Maine
(All applicants must complete entire application)
[60.3(e)]

Application is hereby made for a Flood Hazard Development Permit as required under Article II of the Floodplain Management Ordinance of Portland, Maine, for development as defined in said ordinance. This permit application does not preclude the need for other municipal permit applications.

Owner: NEW YARD LLC Address: 100 West Commercial Street
Phone No.: 207-778-1067 Portland, ME 04102
Applicant: NEW YARD LLC Address: SAME
Phone No.: SAME
Contractor: Kecky Construction Address: 149 Front Street
Phone No.: 207-885-0035 South Portland ME 04106

LEGAL DESCRIPTION

Is this part of a subdivision? ☐ Yes ☒ No If yes, give the name of the subdivision and lot number:

Subdivision: _____ Lot #: _____
Tax Map: 059 A Lot #: 003
Address: 100 West Commercial Street
Street/Road Name
Zip Code: 04102
Town/Zip Code

General explanation of proposed development: Construction of Rubb Tension Fabric structure
for Boat maintenance and preparation services

Estimated Value of Proposed Development: \$ 500,000
Proposed Lowest Floor elevation [for new or substantially improved structure]: 12.0' (NGVD29)

OTHER PERMITS

Are other permits required from State or Federal jurisdictions? ☐ Yes ☒ No
If yes, are these other permits attached? ☐ Yes ☒ No ☐ Not Applicable

Federal and State Permits may include but are not limited to: ME/DEP/Natural Resource Protection Act, Site Location of Development Act, Metallic Mineral Exploration, Advanced Exploration and Mining; USACE/Section 9 & 10 of the Rivers and Harbors Act/ Section 404 of the Clean Water Act; Federal Energy Regulation Commission.

SEWER AND WATER

Sewage Disposal: ☐ Public ☐ Private
☐ Existing ☐ Proposed ☒ Not Applicable Type _____
Water Supply: ☐ Public ☒ Private B-9

(This section to be completed by Municipal Official)

LOCATION

Flooding Source (name of river, pond, ocean, etc.):

FORE RIVER / CASCO BAY

- ☐ V1-30 Zone ☐ VE Zone ☒ AE Zone ☐ A1-30 Zone ☐ A Zone ☐ AO Zone ☐ AH Zone
☐ FRINGE ☐ FLOODWAY (1/2 width of floodplain in A Zone)

Base Flood Elevation (bfe) at the site 10.0' NGVD [Required for New Construction or Substantial Improvement]

Lowest floor elevation of proposed or existing structure 12.0' NGVD [Required for New Construction or Substantial Improvement]

If proposed development is in an AE or A1-30 Zone and cross section data is available in the Flood Insurance Study, please note the nearest cross section reference letter and elevation of base flood at nearest cross section above and below the site.

Cross Section Letter

Base Flood Elevation

Above Site _____

Above Site _____

Below Site _____

Below Site _____

Basis of unnumbered A Zone bfe determination:

- ☐ From a Federal Agency: ☐ USGS ☐ USDA/NRCS ☐ USACE ☐ Other _____
☐ From a State Agency: ☐ MDOT ☐ Other _____
☐ Established by Professional Land Surveyor
☐ Established by Professional Engineer ☐ HEC/RAS ☐ HEC II ☐ HY 7 ☐ TR20 ☐ TR55 ☐ Quick-2
☐ Other _____
☐ Highest Known Water Level
☐ Other (Explain) _____

VALUE

If the development involves work on an existing structure, enter the Market Value of existing structure before improvements:

\$ NA

☒ New Construction or Substantial Improvement ☐ Minor improvement or minor addition to existing development

TYPE OF DEVELOPMENT

Check the appropriate box to the left of the type(s) of development requested and complete information for each applicable line:

☐ 1. Residential Structure Dimensions _____

☐ 1a. New Structure _____

☐ 1b. Add to Structure _____

☐ 1c. Renovations/repairs/maintenance _____

☒ 2. Non-Residential Structure

☒ 2a. New Structure

100' x 283' Tension Fabric

☐ 2b. Add to Structure _____

☐ 2c. Renovations/repairs/maintenance _____

☐ 2d. Floodproofing _____

☐ 3. Accessory Structure _____

☐ 4. Functionally Dependent Use:

☐ 4a. Dock _____

☐ 4b. Pier _____

☐ 4c. Boat Ramp _____

☐ 4d. Other _____

☐ 5. Paving _____

☐ 6. Conditional Use (Lobster/Fish Shed seaward of mean high tide)

☐ 7. Filling¹ _____

☐ 8. Dredging _____

☐ 9. Excavation _____

☐ 10. Levee _____

☐ 11. Drilling _____

☐ 12. Mining _____

☐ 13. Dam: Water surface to be created _____

☐ 14. Water Course Alteration _____

Note: Detailed description must be attached with copies of all applicable notifications, state and federal permits.

☐ 15. Storage of equipment or materials _____

☐ 16. Sewage Disposal System _____

☐ 17. Water Supply System _____

☐ 18. Other: Explain _____

Cubic Yards

1,500 CY TO RAISE SITE GRADES

Number of Acres

Note: Conditional Use requires add'l. information due to specific standards, public hearing, and Planning Board review.

¹ Certain prohibitions apply in Velocity Zone

Attach a Site Plan – Drawn to scale with north arrow.

(See Attached)

- Show property boundaries, floodway, and floodplain lines.
- Show dimensions of the lot.
- Show dimensions and location of existing and/or proposed development on the site.
- Show areas to be cut and filled.

Attach Statement – describing in detail how each applicable development standard in Article VI will be met.

(See Attached letter)

For New Construction or Substantial Improvement also show:

(See Attached)

- Existing and proposed grade elevations adjacent to the walls of the structure done by a Professional land Surveyor, Architect, or Engineer.
- Location and elevation of temporary elevation reference marks on the site.

Special Note:

Substantial Improvement is defined as any reconstruction, rehabilitation, addition or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the start of construction of the improvement. Please refer to the floodplain management ordinance, Article XIV, for more complete definitions of New Construction and Substantial Improvement.

Structures in Velocity Zones are not permitted on fill or excavations. Structures must be built on open foundation systems, i.e., columns, piles, posts. Certification of structural design, specifications, plans and construction methods completed by a Professional Engineer or Architect shall accompany the application as required in Article VII.3. of the floodplain management ordinance.

The applicant understands and agrees that:

- The permit applied for, if granted, is issued on the representations made herein;
- Any permit issued may be revoked because of any breach of representation;
- Once a permit is revoked all work shall cease until the permit is reissued or a new permit is issued;
- Any permit issued on this application will not grant any right or privilege to erect any structure or use any premises described for any purposes or in any manner prohibited by the ordinances, codes, or regulations of the municipality;
- The applicant hereby gives consent to the Code Enforcement Officer to enter and inspect activity covered under the provisions of the Floodplain management Ordinance;
- If issued, the permit form will be posted in a conspicuous place on the premises in plain view; and,
- If issued, the permit will expire if no work is commenced within 180 days of issuance.

I hereby certify that all the statements in, and in the attachments to this application are a true description of the existing property and the proposed development project.

Owner: _____ Date: _____

Signature

or

Authorized Agent: _____ Date: _____

Signature

ME P.E. 7429
agent

3/8/2021

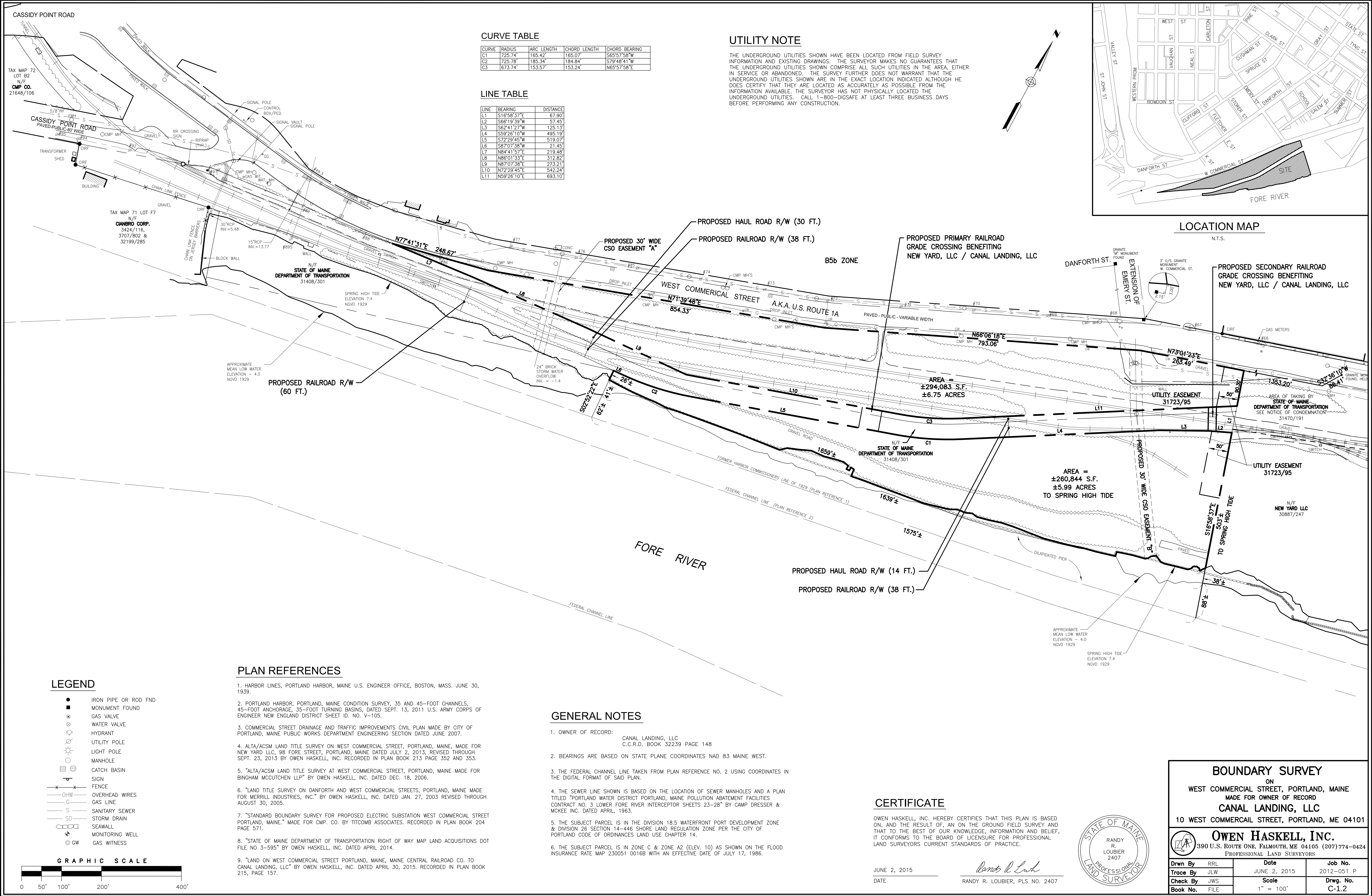
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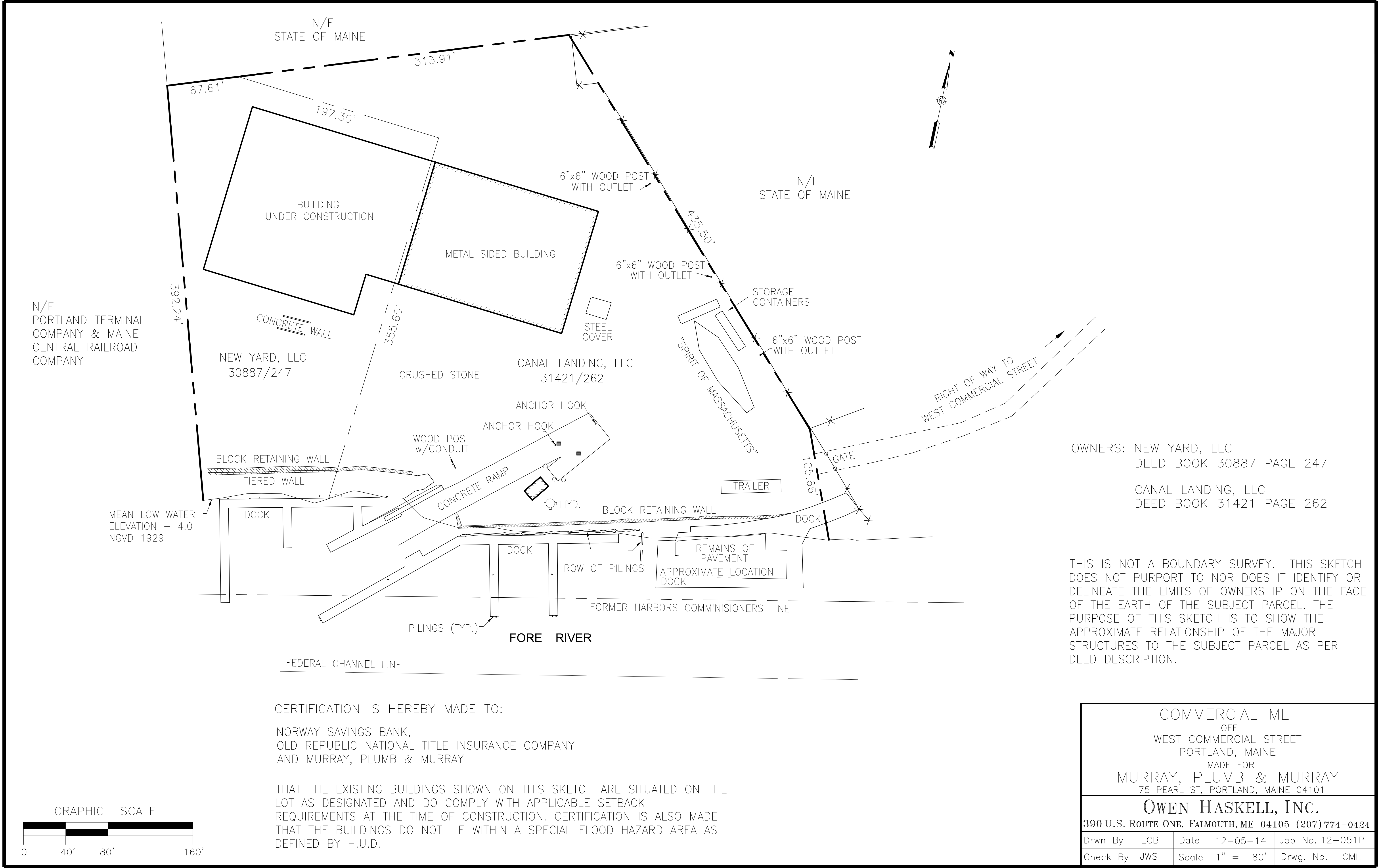
Date: Submitted _____; Fee Paid _____; Reviewed by CEO _____; Reviewed by Planning Board _____

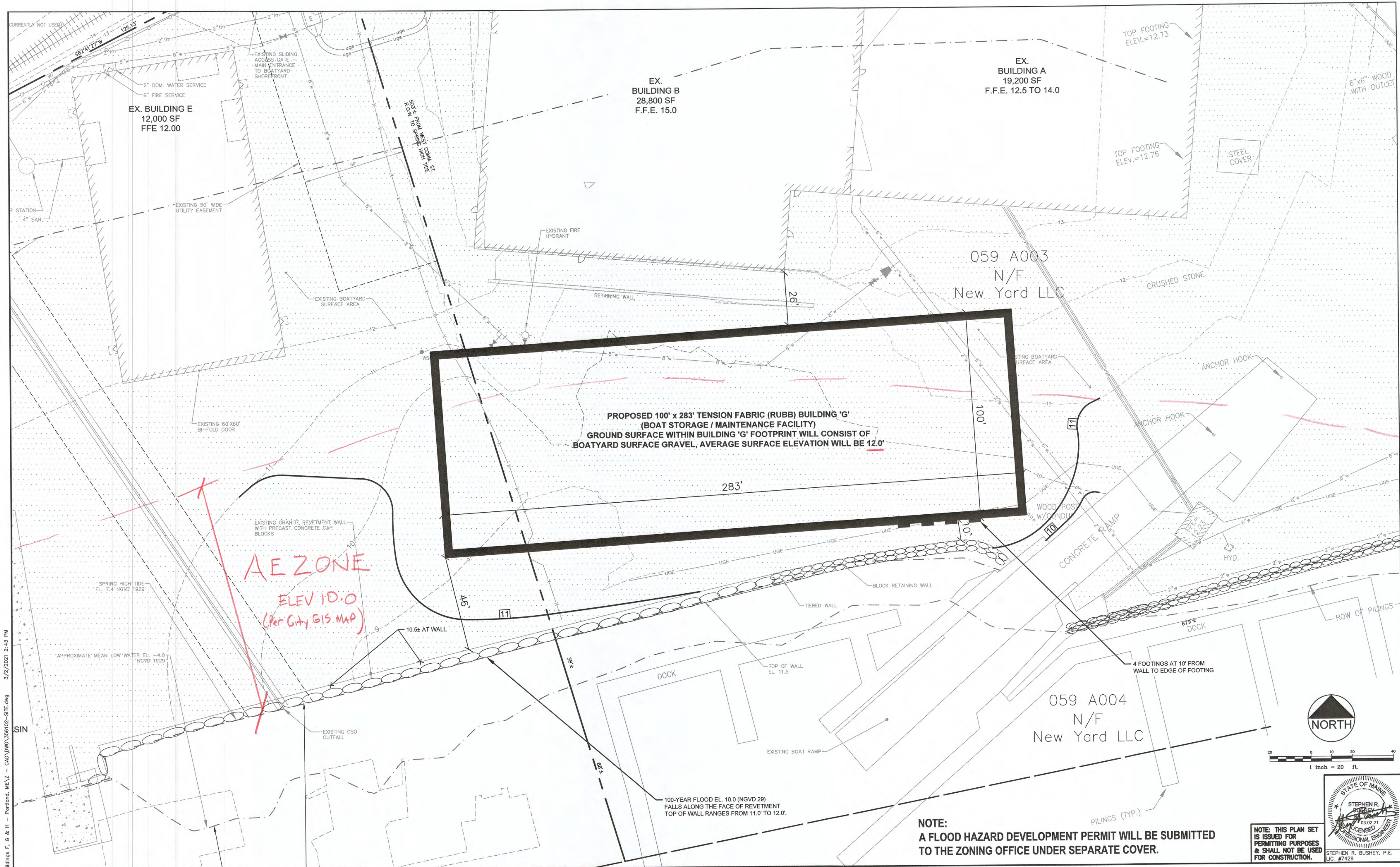
Permit # _____ Issued by _____ Date _____

B-11

3/08/21
3/3

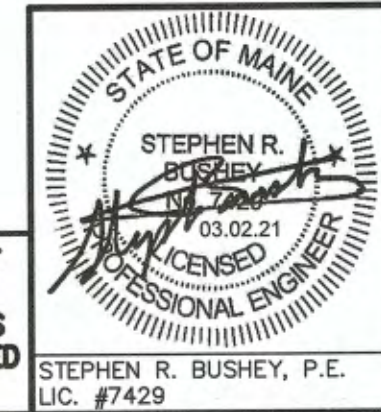






NOTE:
A FLOOD HAZARD DEVELOPMENT PERMIT WILL BE SUBMITTED
TO THE ZONING OFFICE UNDER SEPARATE COVER.

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



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Rev.	Date	Revision
5	2021.03.02	FINAL PLAN SUBMISSION
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

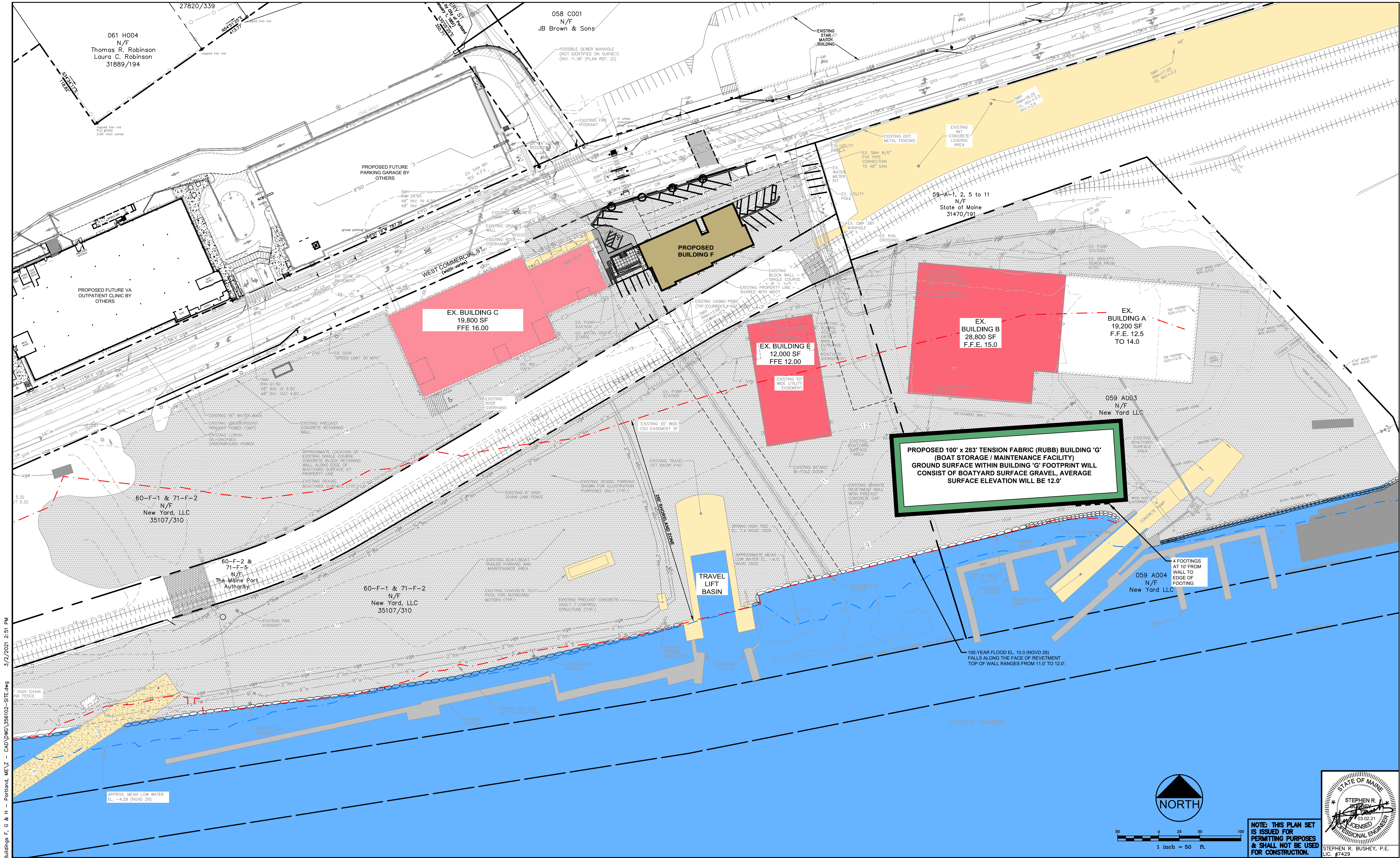
Design: SRB Draft: CDD Date: JULY 2020
Checked: SRB Scale: AS NOTED Job No.: 3561.02
File Name: 356102-SITE.dwg
This plan shall not be modified without
written permission from Gorrill Palmer. Any
alterations, authorized or otherwise, shall be
at the user's sole risk and without liability
to Gorrill Palmer.



Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.772.2515

Drawing Name:
SITE PLAN FOR TEMPORARY TENSION FABRIC BUILDING
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-3.3



U:\3561.02_Canal Landing Buildings F, G & H - Portland, ME.V - CAD.DWG\3561.02-SITE.dwg 3/2/2021 2:51 PM

Rev.	Date	Revision
5	2021.03.02	FINAL PLAN SUBMISSION
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Design: SRB Draft: CDD Date: JULY 2020
Checked: SRB Scale: AS NOTED Job No.: 3561.02
File Name: 3561.02-SITE.dwg
This plan shall not be modified without written permission from Gorriil Palmer. Any alterations, authorized or otherwise, shall be at the user's sole risk and without liability to Gorriil Palmer.



GORRIIL PALMER

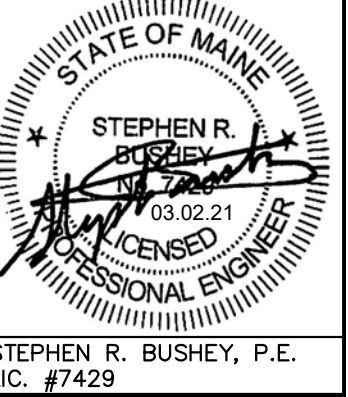
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www.gorriilpalmer.com
207.772.2515

Drawing Name:
OVERALL DEVELOPMENT 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-3.4



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



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

March 2, 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 and G)
100 West Commercial Street
Final Site Plan Application
Applicant: New Yard, LLC

Dear Andrew:

On behalf of **New Yard, LLC**, we are pleased to provide the accompanying package of Final 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 well as address various staff comments and Planning Board comments that came from the February 9, 2021 workshop meeting.

As we outlined previously, the applicant has completed four phases of development commencing with:

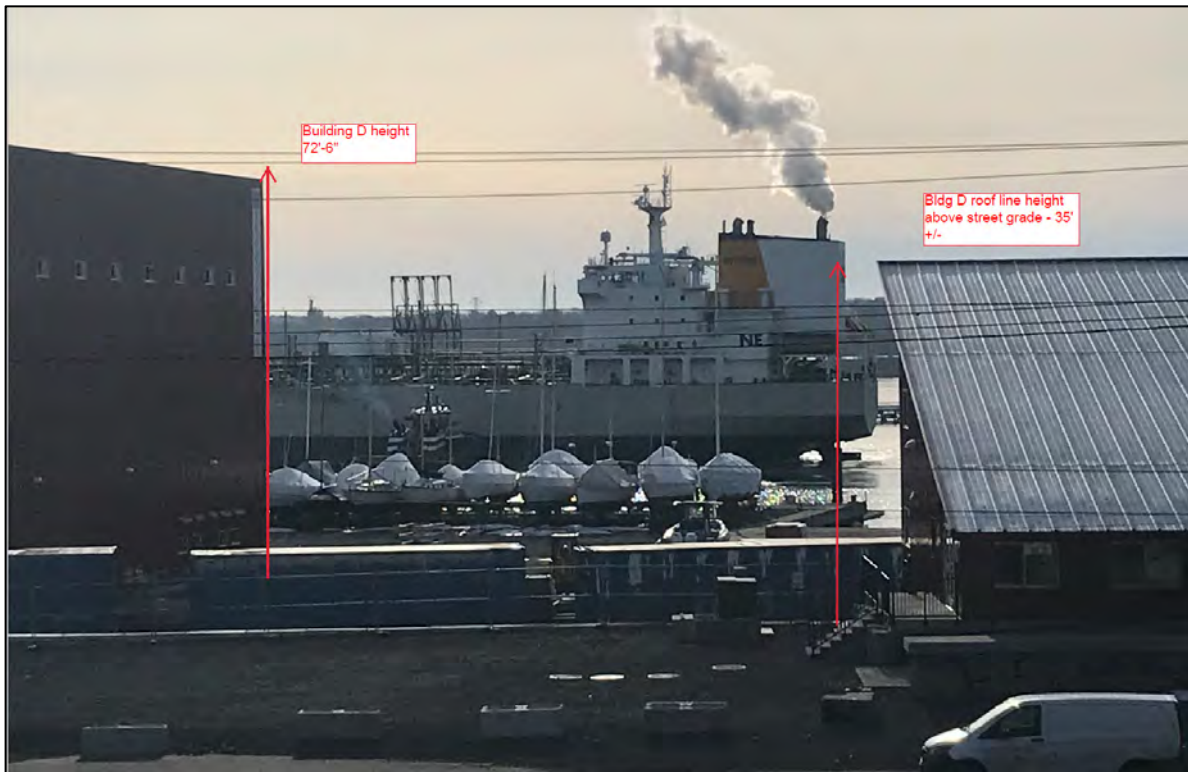
- Two buildings (A and B) constructed in 2013 to 2015 on the 5.03-acre remainder property positioned just to the southeast corner of the IMT Expansion project. The Portland Planning Authority previously approved these activities beginning in the fall of 2013.



- 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 occupied by Navatek, a marine engineering and design firm;

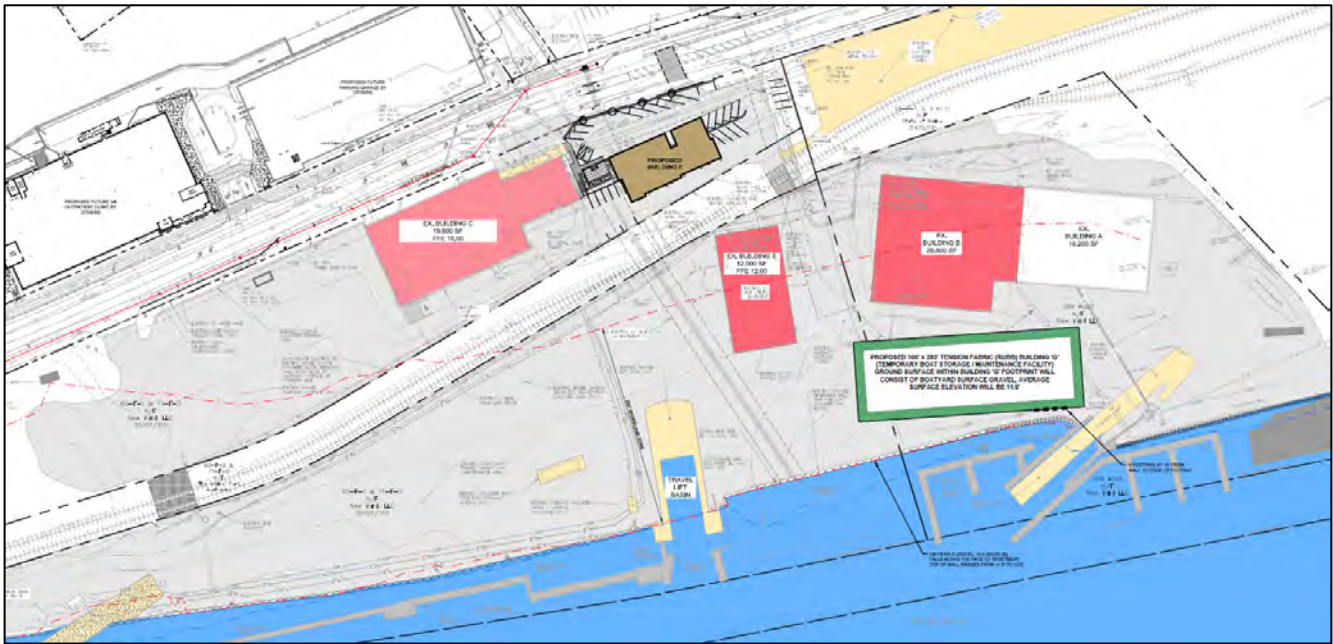


- In February 2018, the Planning Authority approved a Level II Site Plan for the Travel Lift Basin construction and various waterfront and boat yard improvements.
- The Portland Planning Authority approved the Phase IV Site Plan for Building E in December 2018 and this building has also been completed and is occupied by Portland Yacht Services.

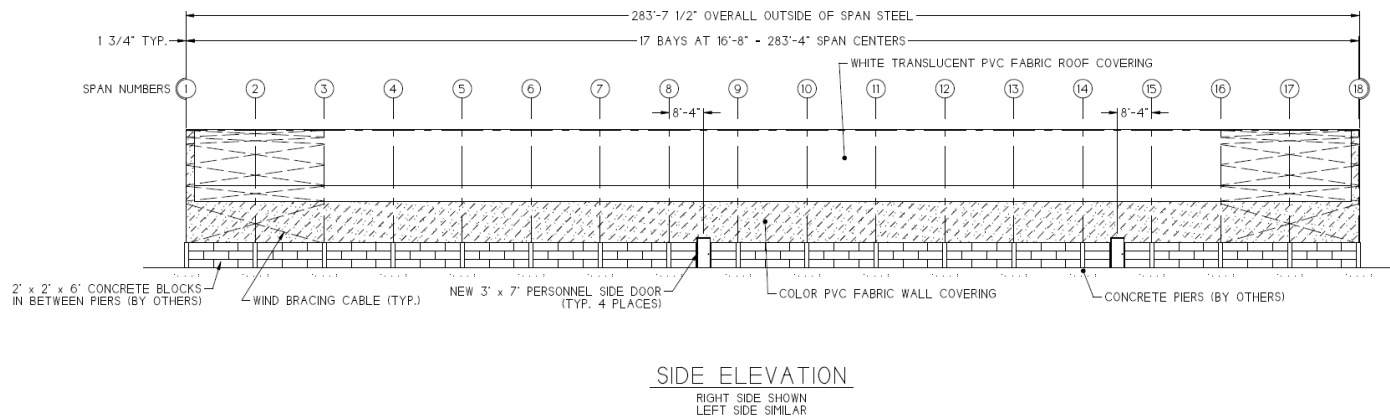


This current application is for **Phase V** which will include the development of an approximately two-story 7,500 SF Building (F) for additional space to be occupied by Navatek. The new building will be located on the Commercial Street frontage just east of Buildings C and D. Navatek provides services that qualify as “shipbuilding and facilities for construction, maintenance and repair of vessels” which is a permitted use under section 14-319¹. 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, the applicant is also seeking within this application, 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 33'-1” 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.

¹ From previous Code provisions.



The applicant has engaged with third parties to take possession of a tension fabric structure that has been 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 currently 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 tension fabric building at the South Portland location prior to dismantling. The fabric steel frame 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.





As outlined in the Major Site Plan submission requirements and checklist, we have uploaded the following materials:

CANAL LANDING FINAL SITE PLAN 03.02.2021

DESCRIPTION	PROVIDED NARRATIVE/ATTACH
Project Description	X
Completed Major Site Plan Checklist	X
Right, Title. & Interest	Deed Presented
Evidence of State or Federal Approvals, if applicable	NA
Zoning Assessment	X
Existing and/or Proposed Easements or Covenants	Survey Submitted
Waiver Requests	Updated per Below
Financial Capacity	X
Technical Capacity	X
Transportation Analysis - Traffic Impact (14-526 (a) 1	X
Access and Circulation	X
Loading and Servicing	X
Sidewalks	X
Public Transit, if applicable	Waiver
Off-street parking, Vehicle and Motorcycle/Scooter	X
Bicycle Parking	X
Snow Storage	X
Traffic Demand Management, if applicable	NA
Preservation of Significant Natural Features, if applicable	X
Landscaping and Landscaping Preservation	Waiver
Site Landscaping	X
Parking Lot Landscaping, if applicable	Waiver
Street Trees	X
Water Quality, Stormwater Management and Erosion Control	Updated Stormwater Management (LOR#2 and SW Maintenance Agreement
Consistency with City Master Plans	X
Public Safety and Fire Prevention	X
Availability and Adequacy of Public Utilities	To be provided upon receipt
Massing, Ventilations and Wind Impact	X
Shadows	X
Snow and ice Loading	X
View Corridors	NA
Historic Resources, if applicable	NA
Exterior Lighting	Waiver
Noise & Vibration	Waiver
Signage and Wayfinding	X
Zone Related Design Standards	Impact Mitigation, LOR#1, contained Final Submission
Construction Management Plan	Submitted by Keeley
Civil Site Plans	X
Survey Plan	X
Architectural Plans	X



The following specific comments were raised by Planning Board Members and the public at the February 9, 2021 workshop hearing in no specific order of priority or sequence:

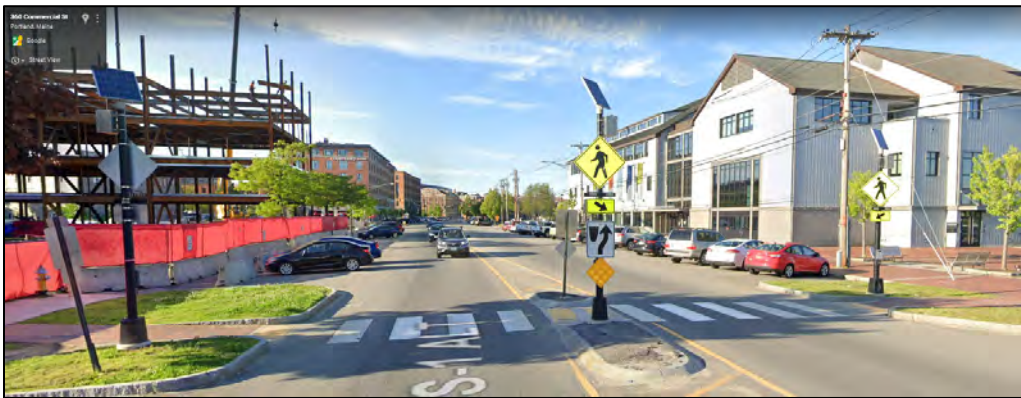
- 1. The Tension Fabric Building G Architectural Review Requirements.** We note that the Urban Design Planner, Ms. Cameron has not offered comments on Building G at this time. Building G will be much like the existing Building A on the site and in fact is consistent with other tension fabric style buildings along the waterfront including specifically the Sprague terminal. The Building G height will be approximately 33' and is thus well within the WPDZ maximum height threshold of 75'. The building will largely be concealed from view by Building B and Building D, while maintaining a 100' wide view corridor from the street to the waterfront.
- 2. The Navatek Building Sign.** The building sign has yet to be formalized; however, it is not expected to be an internally lit sign but may only have a small accent light.
- 3. The Approved Traffic Movement Permit from 2015 Included Trip Generation Attributable to 19,800 SF of Marine Retail in Building C.** This was intended at the time to be Hamilton Marine and the trip generation was 70 trips for the AM, PM and Saturday peak hours. Hamilton Marine did not move to the site and Building C was instead used for vessel warehousing and maintenance by Portland Yacht Services. The proposed Building F will have fewer than 30 employees and thus generate far less than the 70 trips originally calculated for Hamilton Marine. Building G will be used by Portland Yacht Service for ongoing work and operations and will not involve any increase in workforce or traffic generation.
- 4. Bike Parking and Motorcycle Spaces.** The site plans have been updated to include bike parking capacity for 6 bikes and parking for two motorcycle spaces, thus waivers for these measures have been withdrawn.
- 5. ADA Parking/Access Surfaces.** ADA parking and access surfaces will be provided to comply with National Park Service requirements for surface material, sturdiness and safety.
- 6. Public Transit.** The METRO route map below outlines how far away existing transit service is from the site. Unfortunately, there are no relatively close transit routes to the site (<1/4 mile) except for the #8 route on Danforth Street.

*Excerpt of Portland METRO
Transit Route Map March 2021*





7. **HVAC.** The rooftop HVAC on Building F will be screened from view as shown on the latest architectural plans and screening measures. The rooftop units will be positioned in the middle of the Building F roof area and will not be visible from the street. Screening to help dampen visibility from Danforth and Salem Streets will be provided.
8. **Pedestrian Space.** The pedestrian space between the buildings will consist of a canopy to shield people from the elements when passing between the buildings. The small plaza/patio must be relatively simple in design to allow the area to be easily dismantled in the event that work must be done to the existing CSO pipe buried below.
9. **Crosswalk.** The crosswalk to the north side of West Commercial Street is part of the VA Clinic development. The crosswalk will include solar powered Rectangular Rapid Flashing Beacons that are consistent with similar controls on Commercial Street near the GOMA (as shown below):



Commercial Street Crosswalk with RRFB

On behalf of **New Yard, LLC**, we look forward to your continued assistance on the project and we look forward to the next available public hearing with the Planning Board.

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

A R C H E T Y P E

March 30, 2021

100 West Commercial Street – Building F Design Review Comment Responses

- 1) *Long Views/Building Design:* Parapets and massing variation provide some visual interest to meet the standard. Building systems are consolidated and screened (but not integrated) and do not exceed the 75' height limit (appears to be 42' from average grade).
 - a. *Refer to updated elevations and roof plan. At this time, full MEP designs have not been completed. The intent is to house all building systems on the roof and screen appropriately.*
- 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.
 - a. *No comment*
- 3) *Façades – equal treatment:* All elevations include equal treatment with regards to materials, fenestration, and variation. The roof is “treated” with parapets at entrance locations. Building systems are consolidate and screened but no special treatment on roof in terms of graphic amenity, massing, or systems being integrated into the overall form.
 - a. *No comment*
- 4) *Facades – variation and articulation:* Project provides some visual interest with massing variation, entrances, material texture, parapets, windows. Staff were uncertain to the reason for the peaked canopy shown on the side elevation without any apparent function or relationship to the program, entrances, etc.
 - a. *Peaked canopy shown on side elevation is to act as structure covering primary building entry (ADA ramp and stairs) and provide a covered connection between proposed Building F and existing building on site.*
- 5) *Scale and Articulation:* Not applicable – building is further than 50' from street.
 - a. *No comment*

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.

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
100 WEST COMMERCIAL STREET
PORTLAND, ME 04102
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)

LOCAL

LEVEL iii SITE PLAN APPLICATION

BUILDING AND DEMOLITION PERMITS

STREET OPENING PERMIT

PERMITS / APPROVALS

GOVERNING BODY

CITY OF PORTLAND PLANNING AUTHORITY
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8719
CONTACT: TBD

CITY OF PORTLAND CODE ENFORCEMENT OFFICE
CITY HALL
389 CONGRESS STREET
PORTLAND, MAINE 04101
207.874.8703

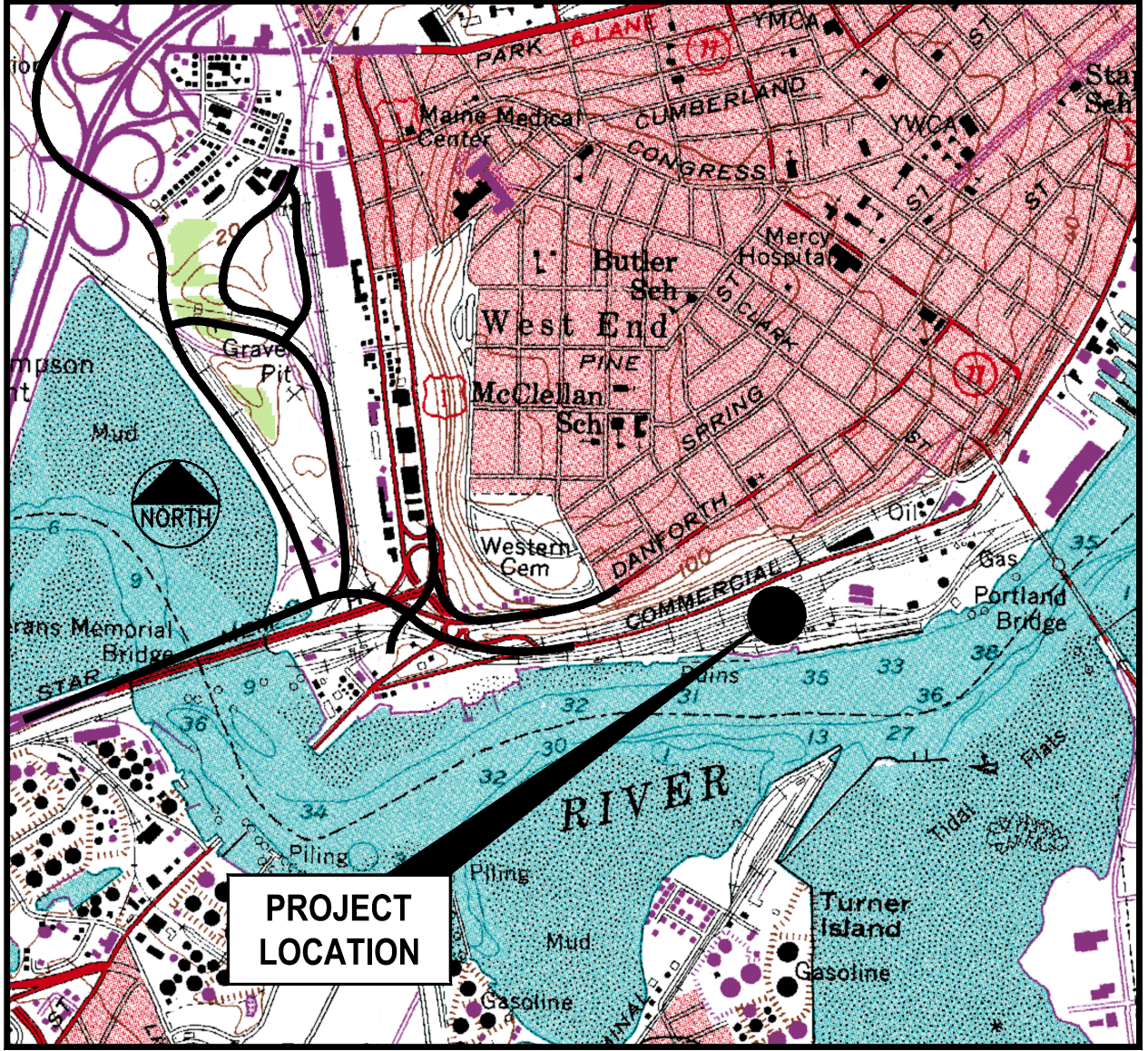
CITY OF PORTLAND PUBLIC SERVICES DIVISION
55 PORTLAND STREET
PORTLAND, MAINE 04101
207.874.8801

STATUS

ANTICIPATED SUBMITTAL: JULY 16, 2020

TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR

TO BE FILED PRIOR TO CONSTRUCTION BY CONTRACTOR



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

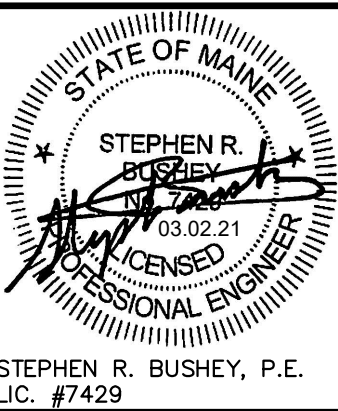
ENVIRONMENTAL:
Credere Associates, LLC
776 MAIN STREET
WESTBROOK, ME 04092
207.828.1272
ATTN: RIP PATTEN
www.credereassoc.com

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



Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.772.2515

Drawing Name:

COVER SHEET

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

U:\3561.02_Canal Landing Buildings F, G & H - Portland, ME\Z - CAD\DWG\356102-GEN NOTES.dwg 3/2/2021 10:33 AM

GENERAL NOTES

1. 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.
2. 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.
3. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCE, PAVING, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS. ENTRANCES IN MOST LOCATIONS REQUIRE STRUCTURAL SLABS. REFER TO THE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR INFORMATION ON THE STRUCTURAL SLAB ENTRANCES.
4. ALL REQUIRED AND NECESSARY INSPECTIONS AND OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSIONS AND THE FINAL SERVICE CONNECTIONS.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT ITS SOLE COST.
6. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE APPLICANT AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER, THEIR REPRESENTATIVES, OR THE CITY, AT NO ADDITIONAL COST TO THE OWNER.
7. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE 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.
8. 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.
9. 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.
10. 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

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

SITE LAYOUT NOTES

1. BITUMINOUS CONCRETE CURB, SLIPFORM CONCRETE CURB AND GRANITE CURB SHALL MEET THE REQUIREMENTS OF MDOT 702.001, 703.07 AND 609.04.
2. ALL DIMENSIONING, UNLESS NOTED OTHERWISE, IS TO THE FACE OF CURB OR THE FACE OF THE BUILDING.
3. EXCEPT WHERE INDICATED OTHERWISE, THE PAVEMENT IS TO BE HEAVY DUTY PAVEMENT.
4. 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:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF N = 0.012 OR LESS.
2. 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.
3. 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.
4. SEE EXISTING CONDITIONS FOR BENCHMARK INFORMATION.
5. SEE GRADING, DRAINAGE AND EROSION/SEDIMENT CONTROL FOR PROPOSED GRADING AND EROSION CONTROL MEASURES.
6. ALL DISTURBED AREAS NOT TO BE PAVED, GRAVELED, SODDED OR OTHERWISE TREATED SHALL RECEIVE 6" LOAM, SEED, FERTILIZER AND MULCH.
7. 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.

8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE.
9. 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.
10. PROVIDE STABILIZATION OR SEPARATION GEOTEXTILE FABRIC OVER UNSTABLE SOILS AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND IN ACCORDANCE WITH THE FINAL GEOTECHNICAL RECOMMENDATIONS.
11. 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

1. 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.
2. SEPARATE BUILDING PERMITS ARE REQUIRED: THIS APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUILDING PLANS, WHICH MUST BE REVIEWED AND APPROVED BY THE CITY OF PORTLAND'S INSPECTION DIVISION.
3. SITE PLAN EXPIRATION: THE SITE PLAN APPROVAL WILL BE DEEMED TO HAVE EXPIRED UNLESS WORK HAS COMMENCED WITHIN ONE (1) YEAR OF THE APPROVAL OR WITHIN A TIME PERIOD UP TO THREE (3) YEARS FROM THE APPROVAL DATE AS AGREED UPON IN WRITING BY THE CITY AND THE APPLICANT. REQUESTS TO EXTEND APPROVALS MUST BE RECEIVED BEFORE THE ONE (1) YEAR EXPIRATION DATE.
4. 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.

5. DEFECT GUARANTEE: A DEFECT GUARANTEE, CONSISTING OF 10% OF THE PERFORMANCE GUARANTEE, MUST BE POSTED BEFORE THE PERFORMANCE GUARANTEE WILL BE RELEASED.
6. 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).
7. 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.)
8. 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.
9. 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

1. 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.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. 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.
4. 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.
5. 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.
6. THE LOCATIONS OF THE NEW UTILITY SERVICES AND CONNECTIONS SHALL BE COORDINATED WITH THE SERVING UTILITY COMPANY, PROJECT ARCHITECTS AND MEP DESIGNERS.
7. 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.
8. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OR WORK TO FINISH GRADE.
9. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
10. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
12. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. AN 18 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
13. THE CONTRACTOR SHALL PHASE UTILITY CONSTRUCTION AND PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE 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.
14. 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:

1. PRIOR TO BEGINNING ANY LAND DISTURBING ACTIVITIES, CLEARING AND GRADING LIMITS SHALL BE STAKED BY THE CONTRACTOR BASED ON THE LIMITS OF GRADING SHOWN ON THE DRAWINGS AND ACCEPTED BY THE OWNER'S REPRESENTATIVE IN THE FIELD. AFTER THE CLEARING AND GRADING LIMITS HAVE BEEN ACCEPTED, THE CONTRACTOR SHALL INSTALL THE PERIMETER SILT FENCES, SEDIMENT BARRIERS AND THE CONSTRUCTION ENTRANCES ASSOCIATED WITH THE PROJECT.
2. ALL GROUND AREAS GRADED FOR CONSTRUCTION SHALL BE GRADED, LOAMED, SEEDED AND MULCHED AS SOON AS POSSIBLE. TEMPORARY/PERMANENT SEED MIXTURES SHALL CONFORM TO THE SEEDING PLAN CONTAINED IN THE EROSION CONTROL PROJECT PREPARED FOR THIS PROJECT.
3. PRIOR TO PAVING OR GRAVEL PLACEMENT, THE CONTRACTOR SHALL REMOVE SILT FROM ALL STORM LINES AND APPURTANCES.
4. ALL STORM DRAIN INLETS AND OUTLETS NOT IN PAVED AREAS ARE TO RECEIVE RIPRAP PROTECTION APRONS DURING CONSTRUCTION.
5. SILT BARIERS SHALL BE INSPECTED, REPAIRED AND CLEANED AS NOTED IN THE EROSION CONTROL NOTES SHOWN ON THE EROSION CONTROL DETAIL SHEET.
6. 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.
7. 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.
8. LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE WHICH CAUSE THE LEAST PRACTICAL UNPROTECTED DENUED AREAS ON THE SITE DURING CONSTRUCTION.
9. 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.
10. A FULL EROSION/SEDIMENTATION CONTROL PLAN ACCOMPANIES THIS DRAWING SET AND IS ALSO CONTAINED IN THE DIV 312513 SPECIFICATIONS.
11. 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.
12. 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.
13. 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.
14. 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

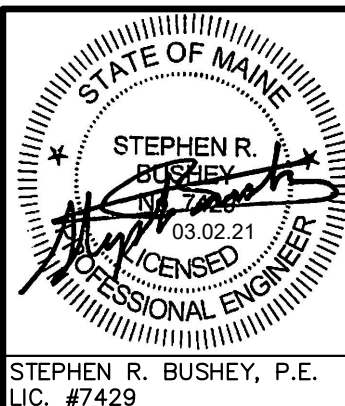
- SPOT ELEVATION
- TREE
- TREE LINE OR LIMIT OF CLEARING
- BUILDING
- RAIL TRACKS
- RIPRAP
- STONE BASE AT RAILROAD CROSSING
- TIMBERS AT RAILROAD CROSSING
- BOATYARD SURFACE
- RETAINING WALL

- OVERHEAD ELECTRIC
- CONCRETE

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
5	2021.03.02	FINAL PLAN SUBMISSION
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-GEN NOTES.dwg		
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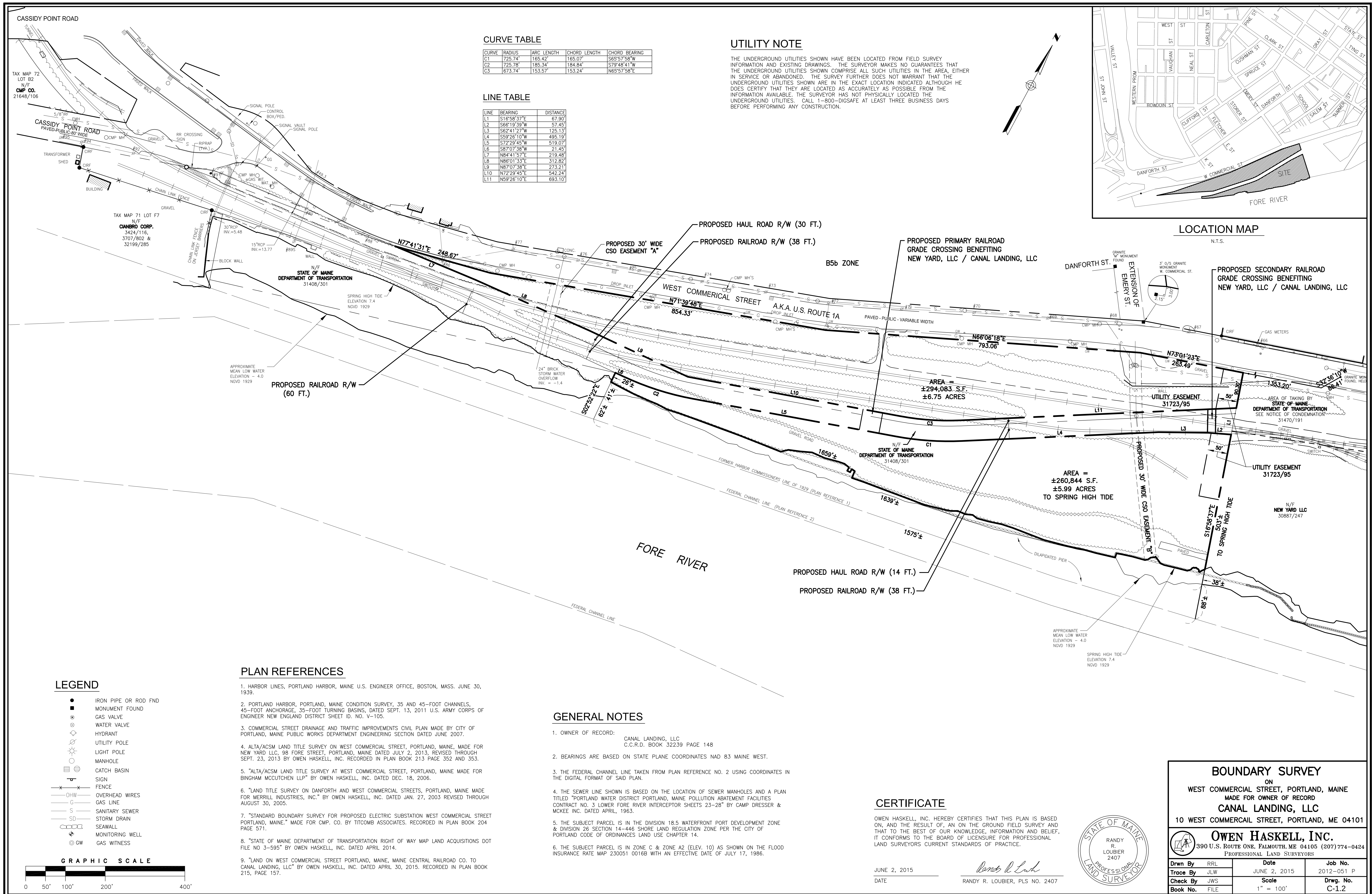


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Drawing Name:	GENERAL NOTES & LEGEND
Project:	CANAL LANDING PHASE V – BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

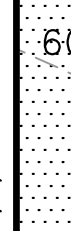
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Drawing Name:	EXISTING CONDITIONS & REMOVALS PLAN
Project:	CANAL LANDING PHASE V – BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

C-2.0

SPACE AND BULK INFORMATION

ZONE: WATERFRONT PORT DEVELOPMENT ZONE (WPDZ)

PERMITTED USES: MARINE REPAIR SERVICES / BOAT REPAIR YARD / VESSEL CONSTRUCTION

	REQUIRED	PROVIDED
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)

PLAN REFERENCES

- "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.
- PLAN TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP" "LAND ACQUISITIONS" BY OWEN HASKELL INC. DATED APRIL 4, 2014.
- PLAN SET TITLED "STATE OF MAINE DEPARTMENT OF TRANSPORTATION" CITY OF PORTLAND, CUMBERLAND COUNTY, PORTLAND INTERNATIONAL MARINE TERMINAL - EXISTING LAYDOWN AND CONNECTING CORRIDOR CONNECTION WIN: 022809.20
- 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.

STRUCTURES WITHIN PROJECT TO BE CONSTRUCTED IN ACCORDANCE WITH PORTLAND CITY CODE, SECTION 14-450.8 FLOOD PLAIN MANAGEMENT.

NOTES

- 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.
- 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 REVETMENT. GROUND ELEVATIONS WITHIN THE SITE ARE ELEVATION 10.0' UP TO ELEVATION 13.5'. THE PROPOSED BUILDING F FINISH FLOOR ELEVATION WILL BE 16.0' WHICH IS FOUR FEET ABOVE THE 100 YEAR BASE FLOOD ELEVATION, PER CITY CODE REQUIREMENTS.

LEGEND

	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

LIMIT OF WORK

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 ARCHITYPE)

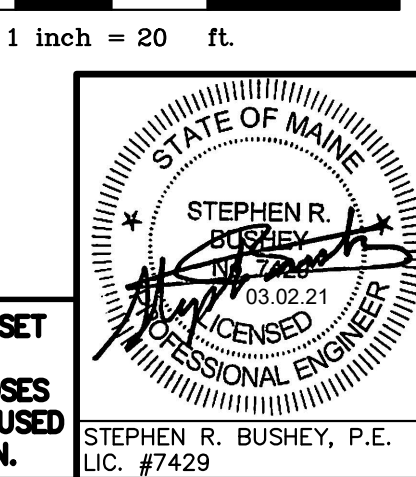
SEE SHEET 3.1 FOR ENLARGEMENT

EX. BUILDING D
4,800 SF
1st Floor FFE 28.83
Basement FFE 16.00

EX. BUILDING C
19,800 SF
FFE 16.00

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

EX. BUILDING E
12,000 SF
FFE 12.00



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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

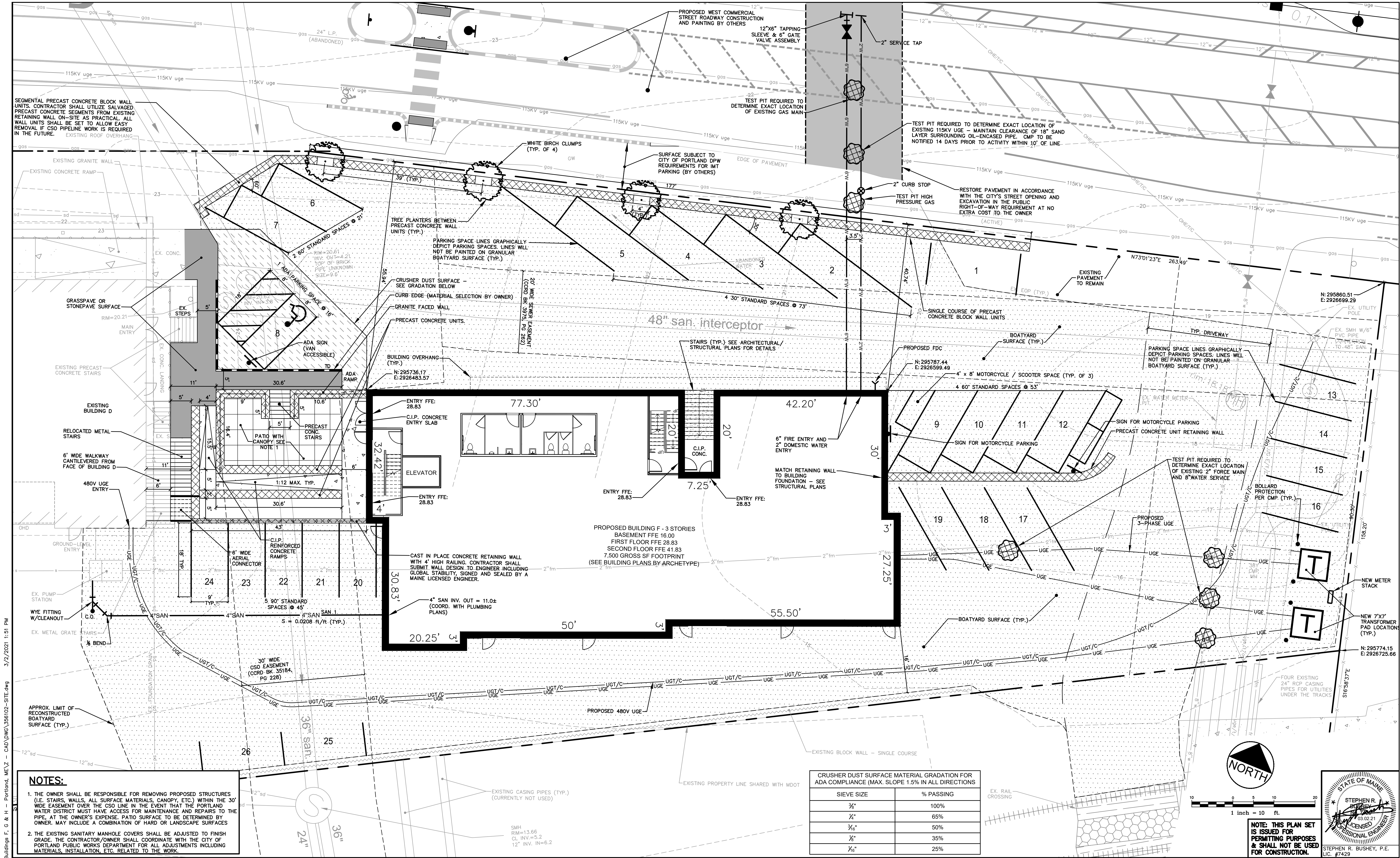
Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
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Drawing Name:	BUILDING F OVERALL SITE PLAN
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.	C-3.0
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NOTES:

1. THE OWNER SHALL BE RESPONSIBLE FOR REMOVING PROPOSED STRUCTURES (I.E. STAIRS, WALLS, ALL SURFACE MATERIALS, CANOPY, ETC.) 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, AT THE OWNER'S EXPENSE. 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.

CRUSHER DUST SURFACE MATERIAL GRADATION FOR ADA COMPLIANCE (MAX. SLOPE 1.5% IN ALL DIRECTIONS)	
SIEVE SIZE	% PASSING
3/8"	100%
1/2"	65%
3/4"	50%
1"	35%
1 1/2"	25%

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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
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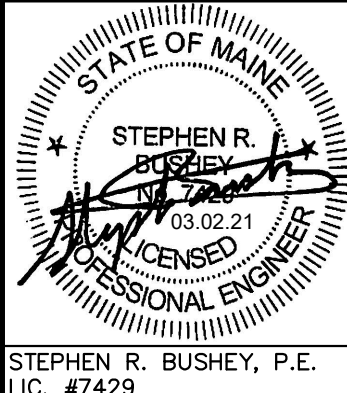
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Drawing Name:
BUILDING F SITE LAYOUT & UTILITY PLAN

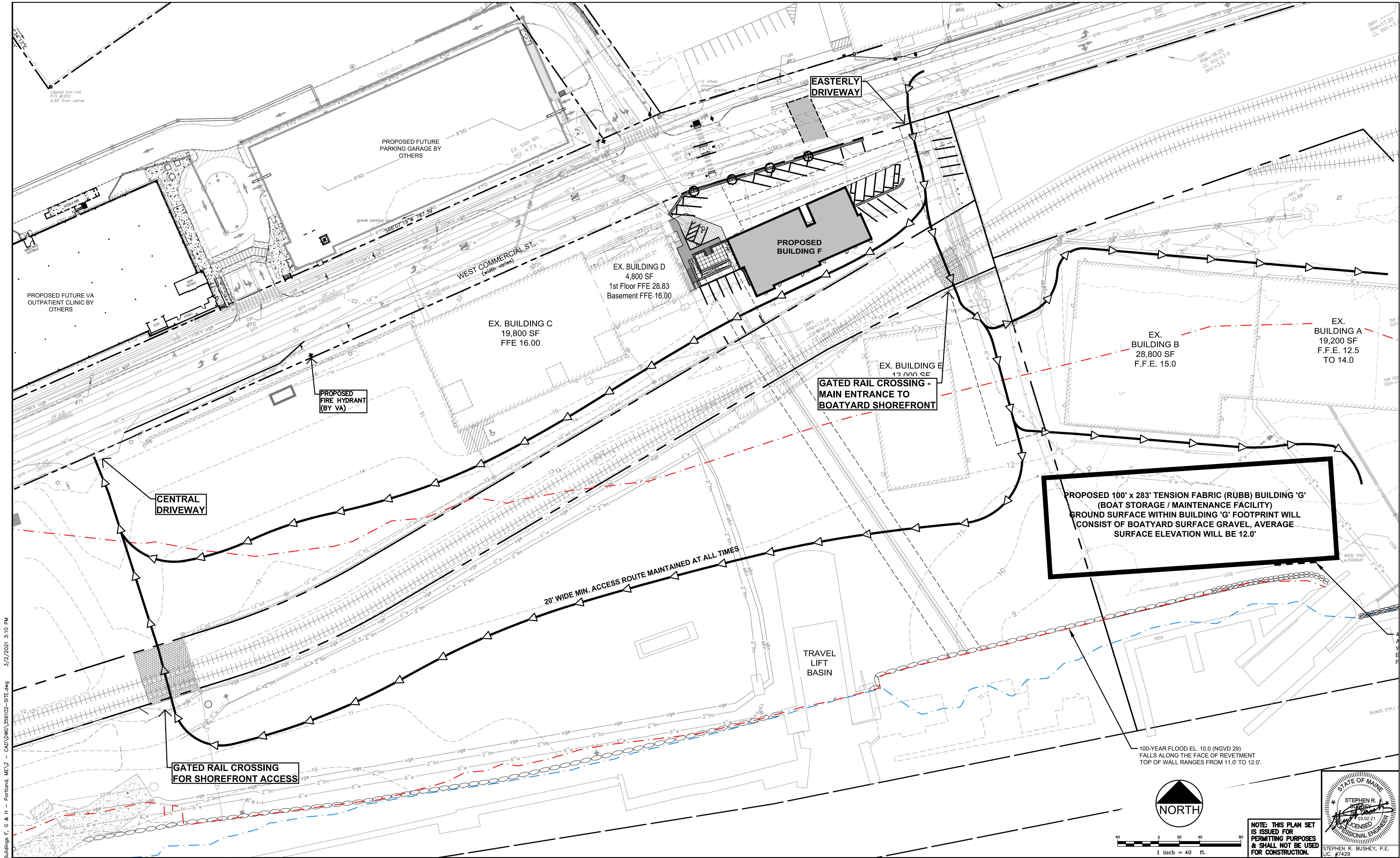
Project:
CANAL LANDING PHASE V – BUILDINGS F, G, H
West Commercial Street, Portland, Maine

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

Drawing No.
C-3.1



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Rev.	Date	Revision

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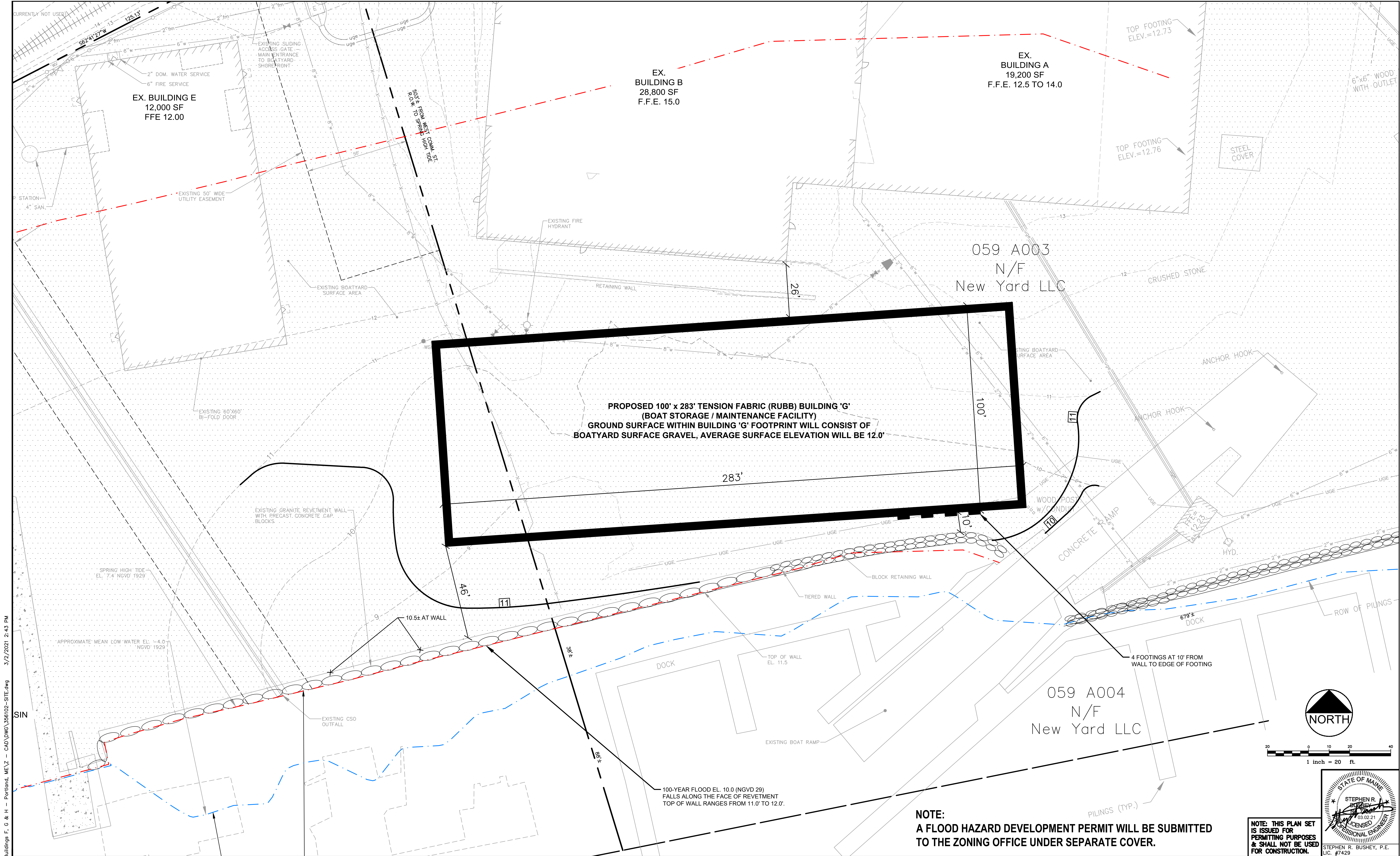


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Drawing Name:	CIRCULATION PLAN
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-3.2



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Rev.	Date	Revision

Rev.	Date	Revision
5	2021.03.02	FINAL PLAN SUBMISSION
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-SITE.dwg		
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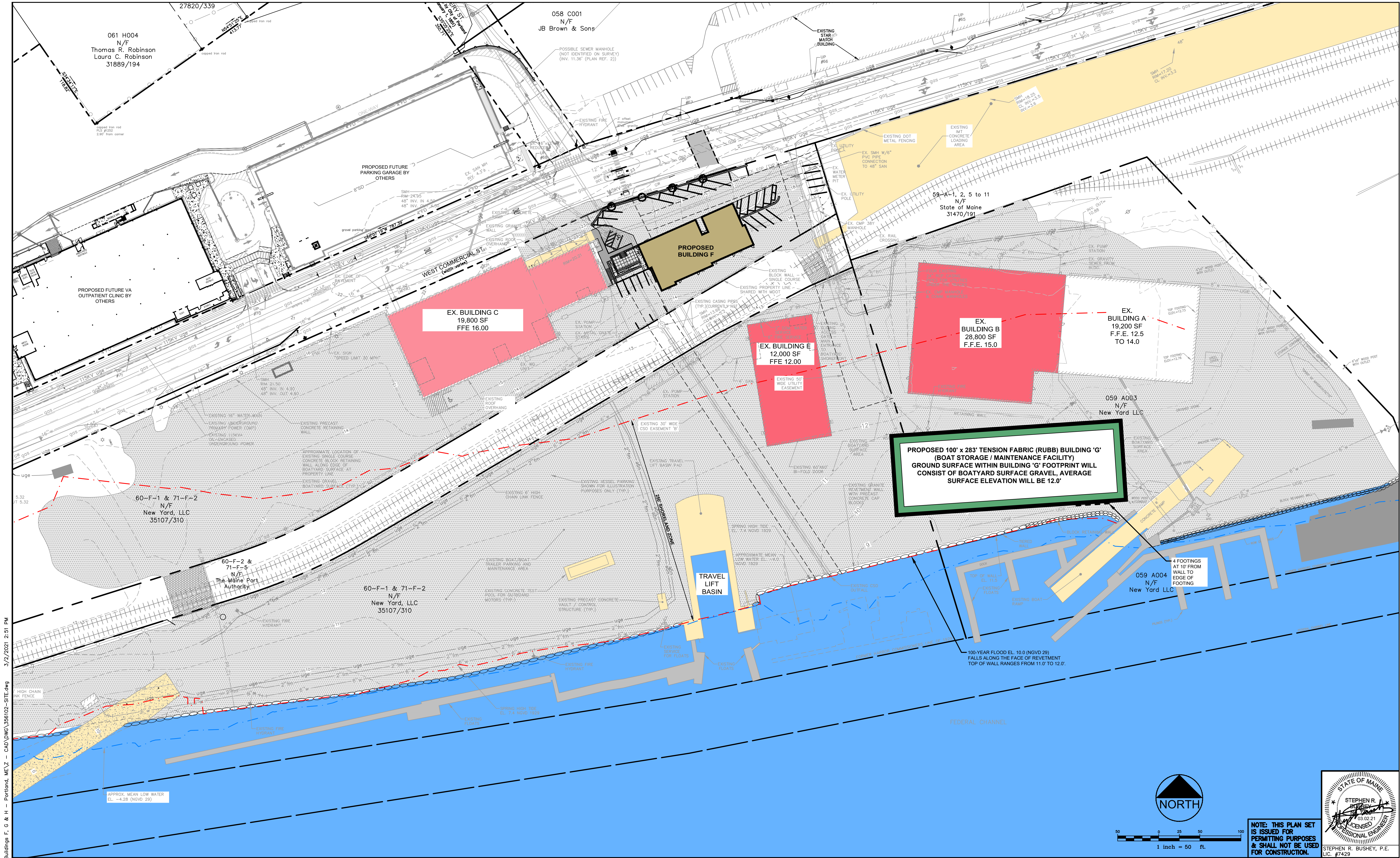


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Drawing Name:	SITE PLAN FOR TEMPORARY TENSION FABRIC BUILDING
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-3.3



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Rev.	Date	Revision
5	2021.03.02	FINAL PLAN SUBMISSION
4	2021.01.06	RESUBMITTED PER L.O.R. #2
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Rev.	Date	Revision

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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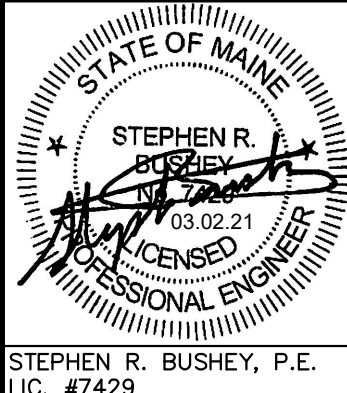


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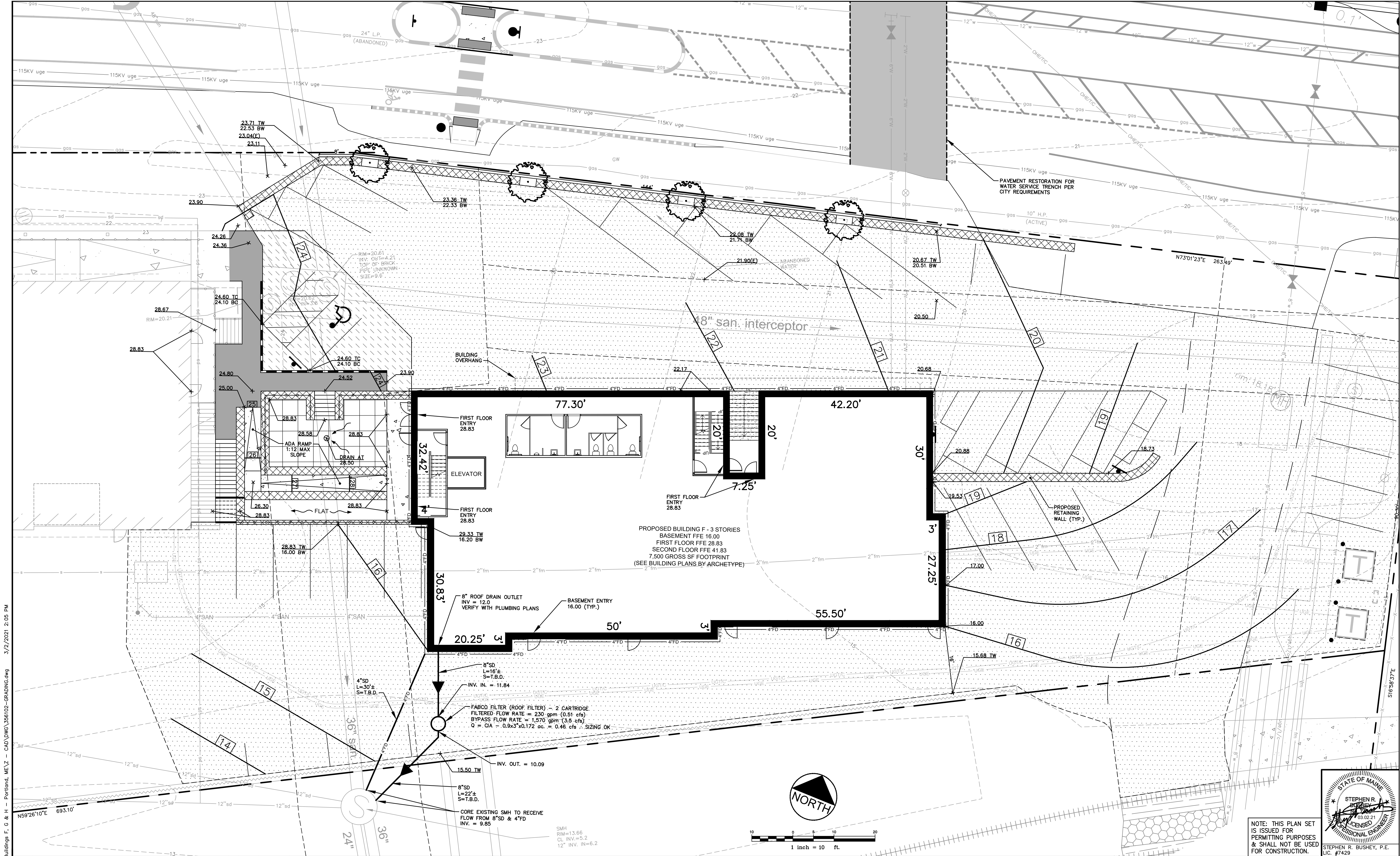
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Drawing Name:	OVERALL DEVELOPMENT PLAN
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-3.4



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Rev.	Date	Revision
5	2021.03.02	FINAL PLAN SUBMISSION
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Design: SRB	Draft: CDD	Date: JULY 2020
Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
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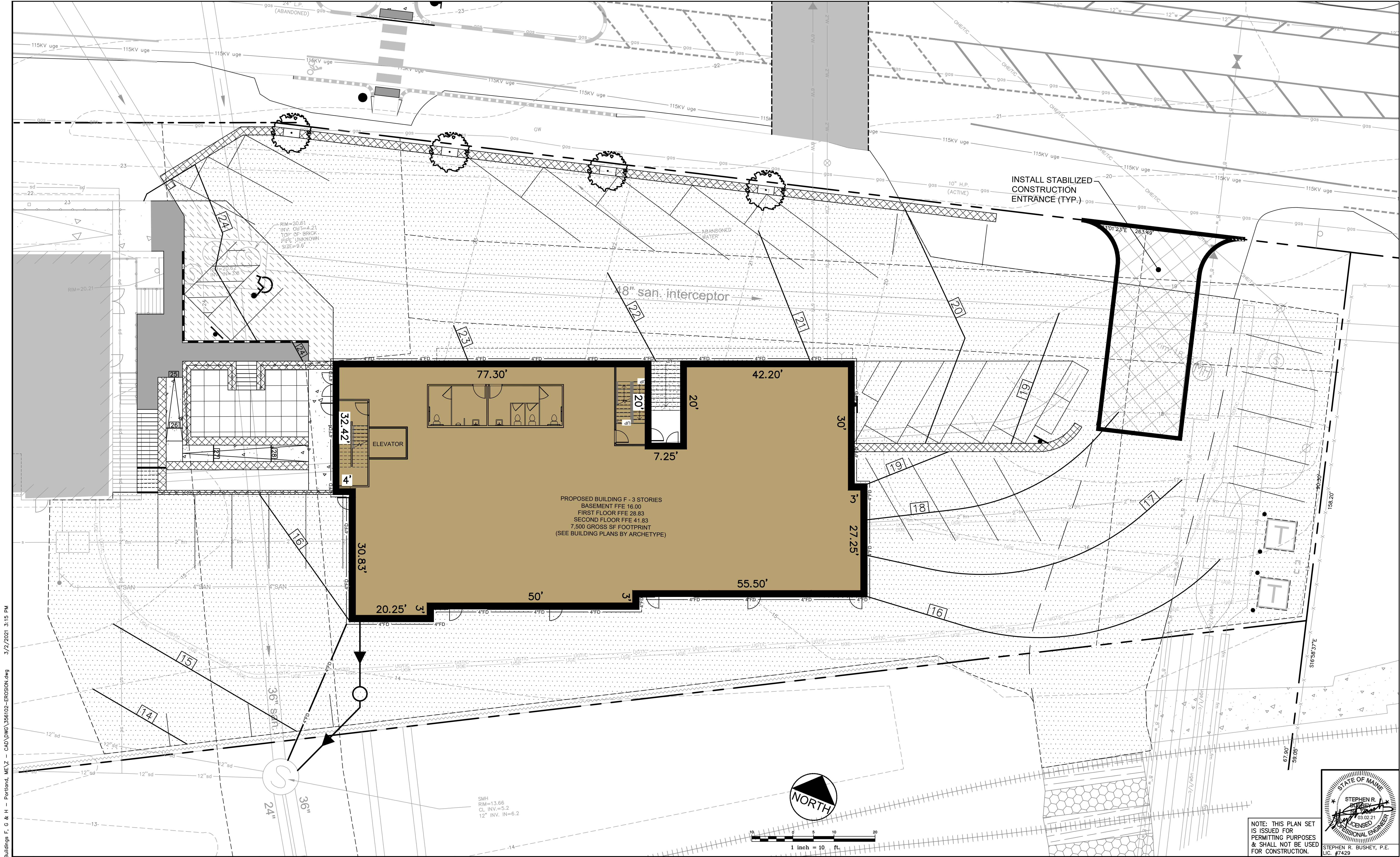
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Drawing Name:	BUILDING F GRADING & DRAINAGE PLAN
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-4.0

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Rev.	Date	Revision
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Checked: SRB	Scale: AS NOTED	Job No.: 3561.02
File Name: 356102-EROSION.dwg		
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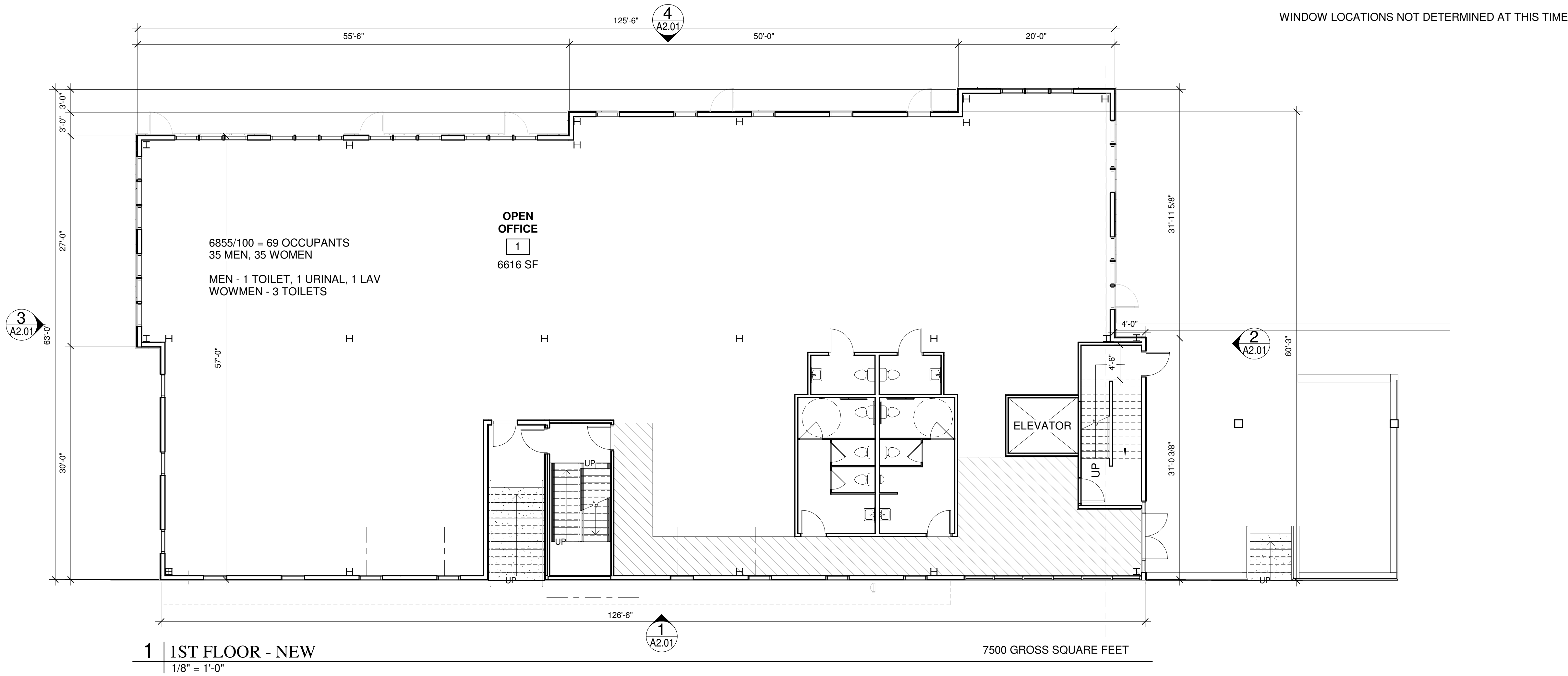
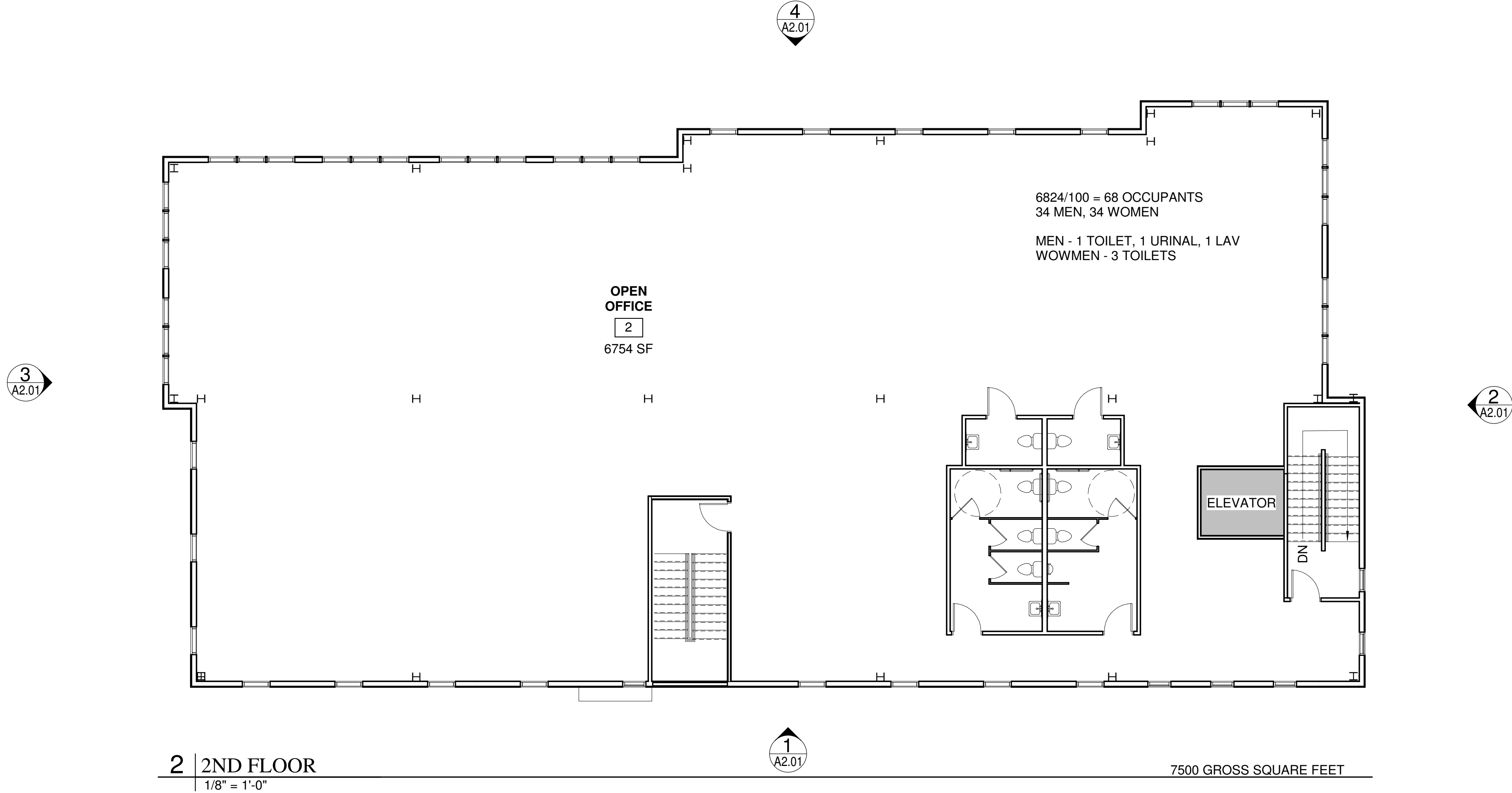
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Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-6.0

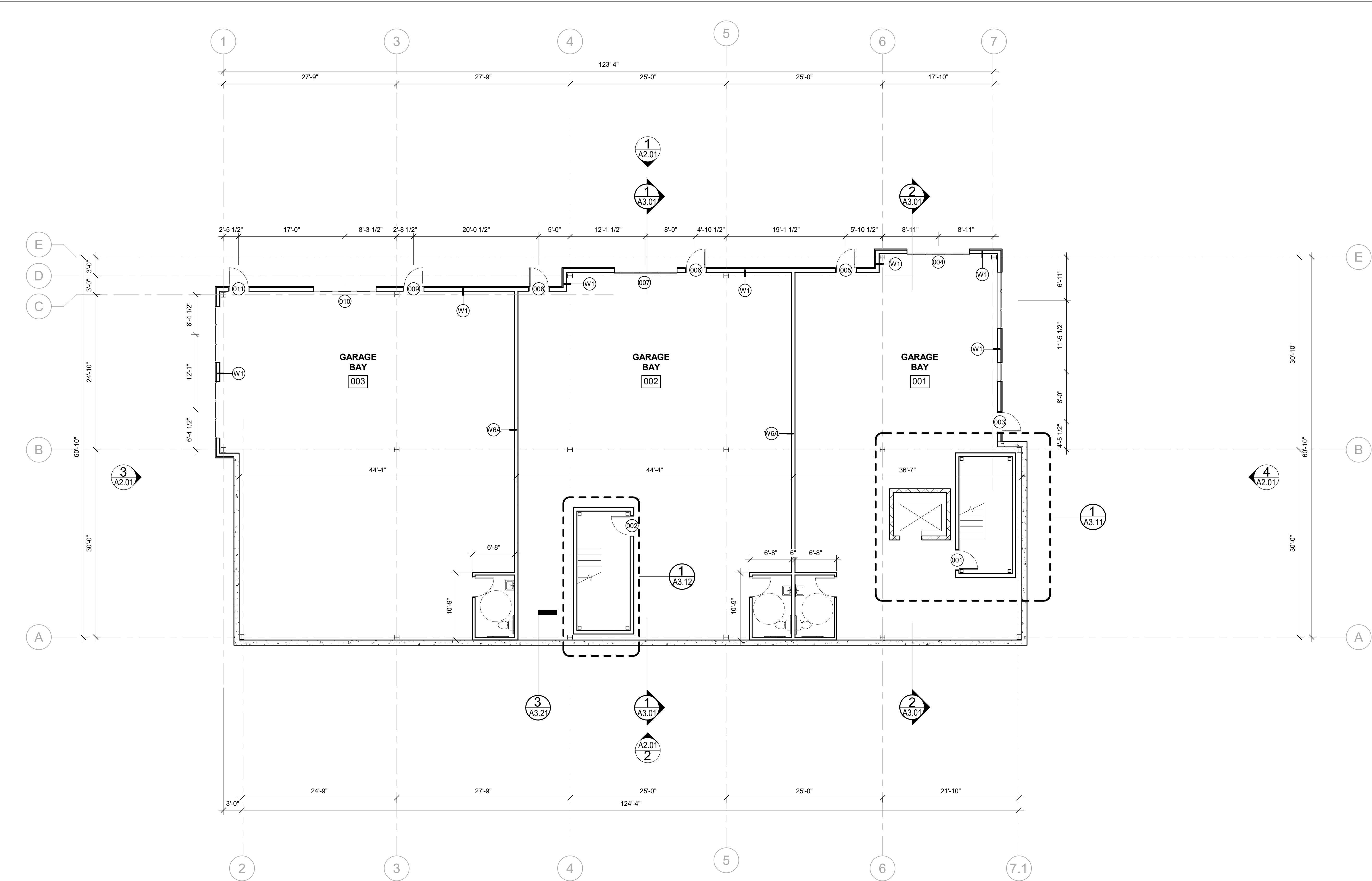
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3 STORIES

FOOTPRINT - 7432

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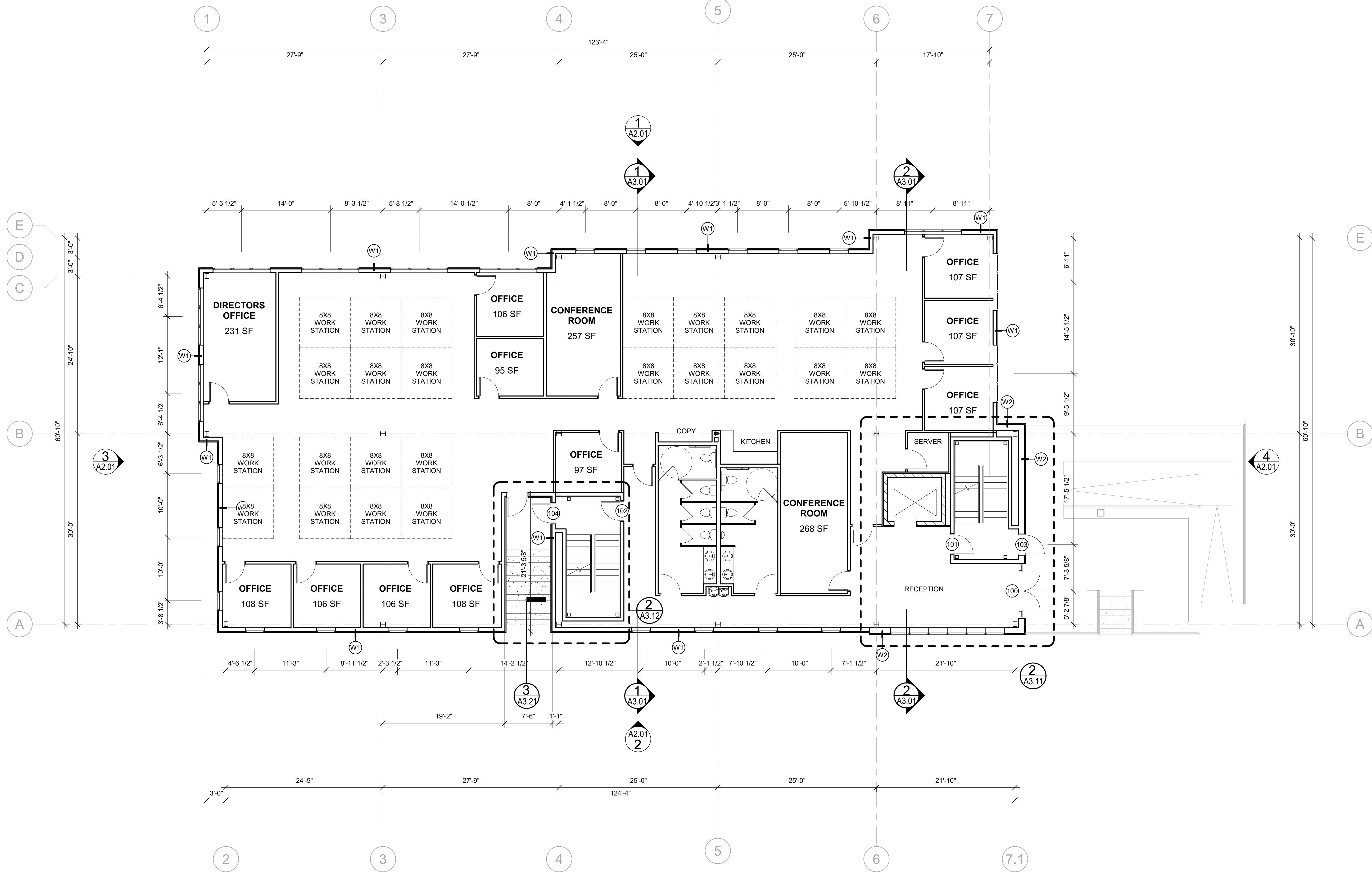


Prepared For:		Owner	
		Address City, State	
Consultant:		Architect:	
		Project:	
		Revisions:	
		Date:	
		Scale:	
		FLOOR PLANS	
		A1.01	



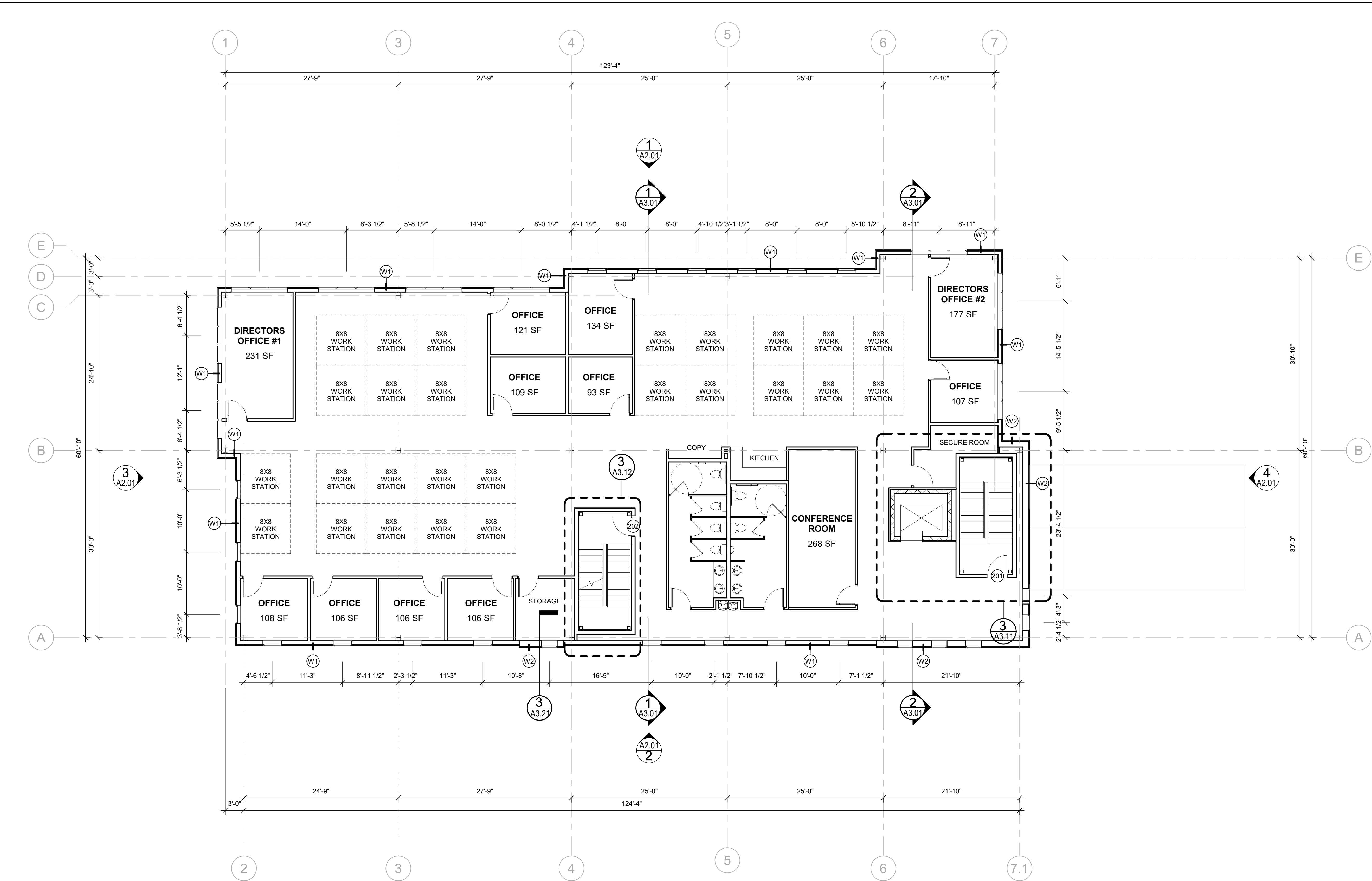
1 BASEMENT
1/8" = 1'-0"

Prepared For:	NEW YARD, LLC	
	Address	City, State
Consultant:	ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Project:	CANAL LANDING BUILDING F 400 WEST COMMERCIAL STREET PORTLAND, MAINE	
Revisions:		
Date:	Scale: 1/8" = 1'-0"	Basement Floor Plan
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A1.00		



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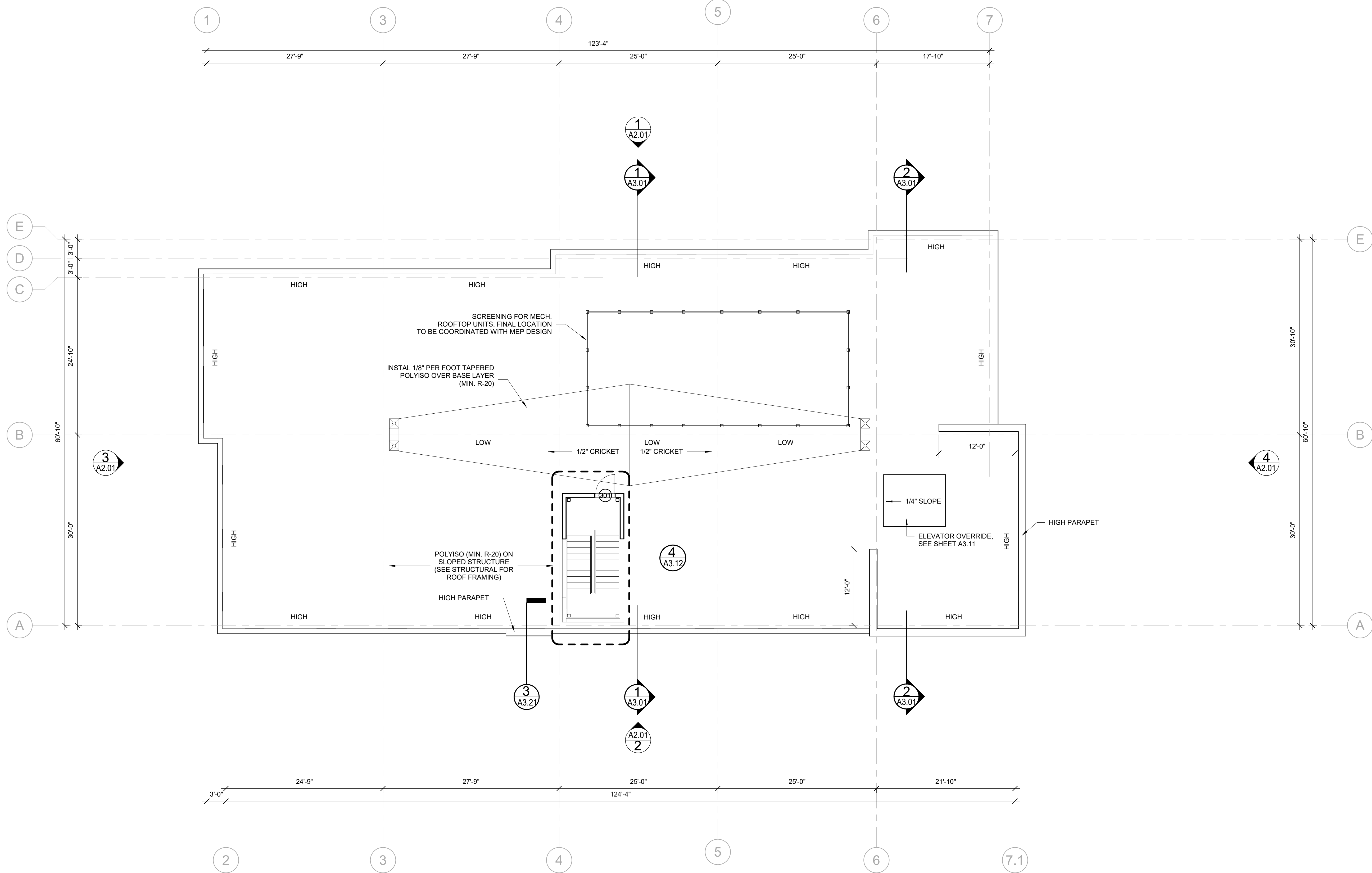
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Consultant:	ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Project:	CANAL LANDING BUILDING F 400 WEST COMMERCIAL STREET PORTLAND, MAINE	
Revisions:		
Date:	Scale: 1/8" = 1'-0"	First Floor
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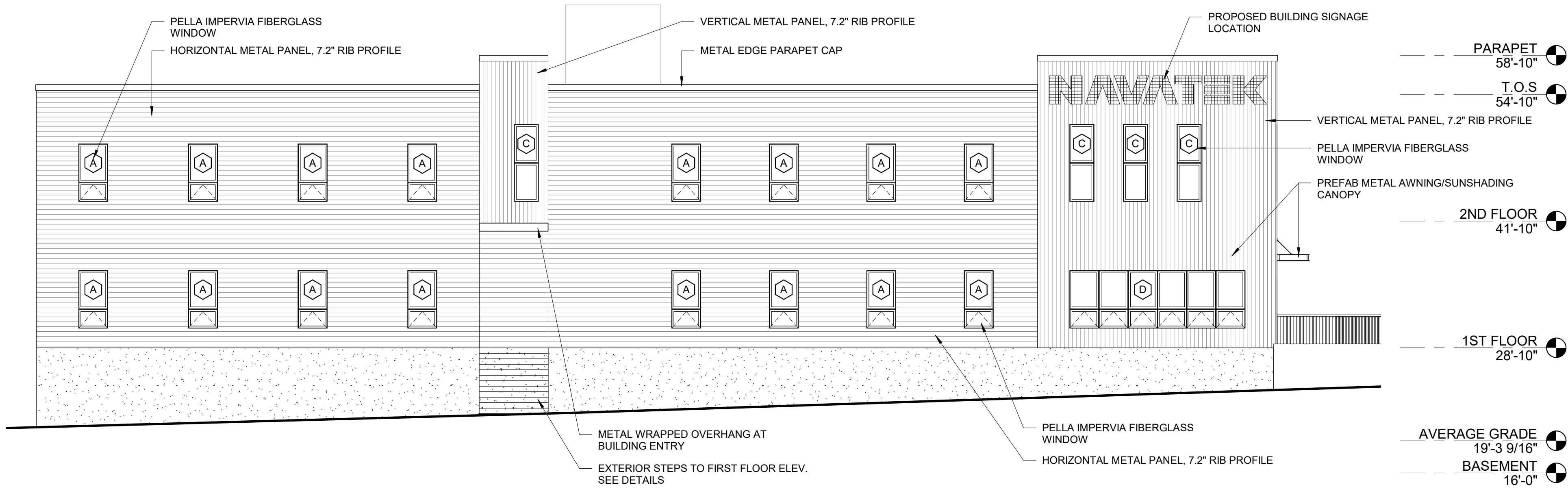
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Prepared For:	NEW YARD, LLC	
	Address City, State	
Consultant:	ARCHETYPE architects	
	48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM	
Project:	CANAL LANDING BUILDING F	
	400 WEST COMMERCIAL STREET PORTLAND, MAINE	
Revisions:		
Date:	Scale: 1/8" = 1'-0"	Second Floor Plan
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A1.02		

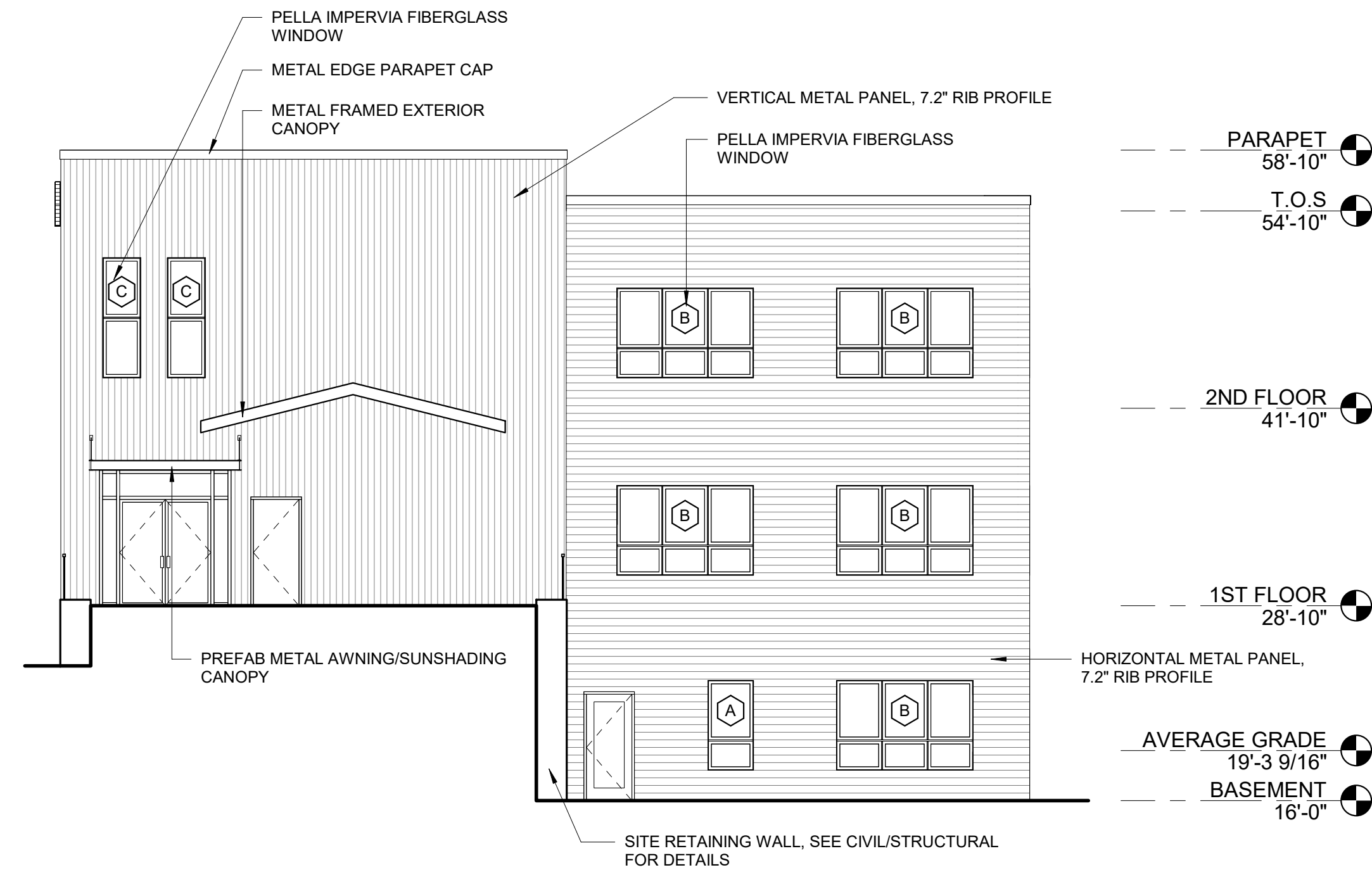
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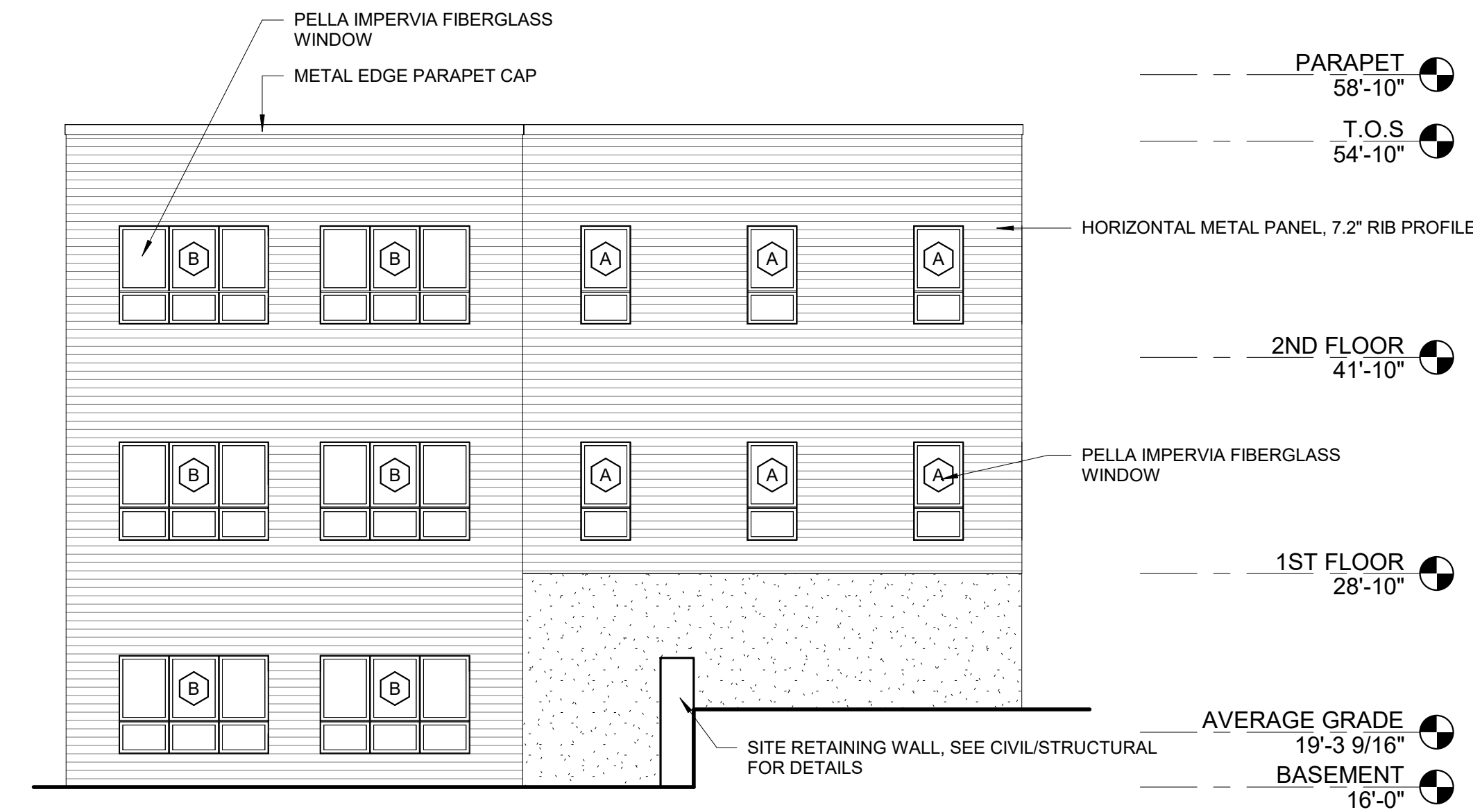
Prepared For: NEW YARD, LLC		Address City, State	
Consultant: ARCHETYPE architects 48 Union Wharf Portland, Maine 04101 (207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM		Architect: ARCHETYPE architects	
		Project: CANAL LANDING BUILDING F 400 WEST COMMERCIAL STREET PORTLAND, MAINE	
Revisions:	Scale: 1/8" = 1'-0"		
Date: -	Roof Plan		
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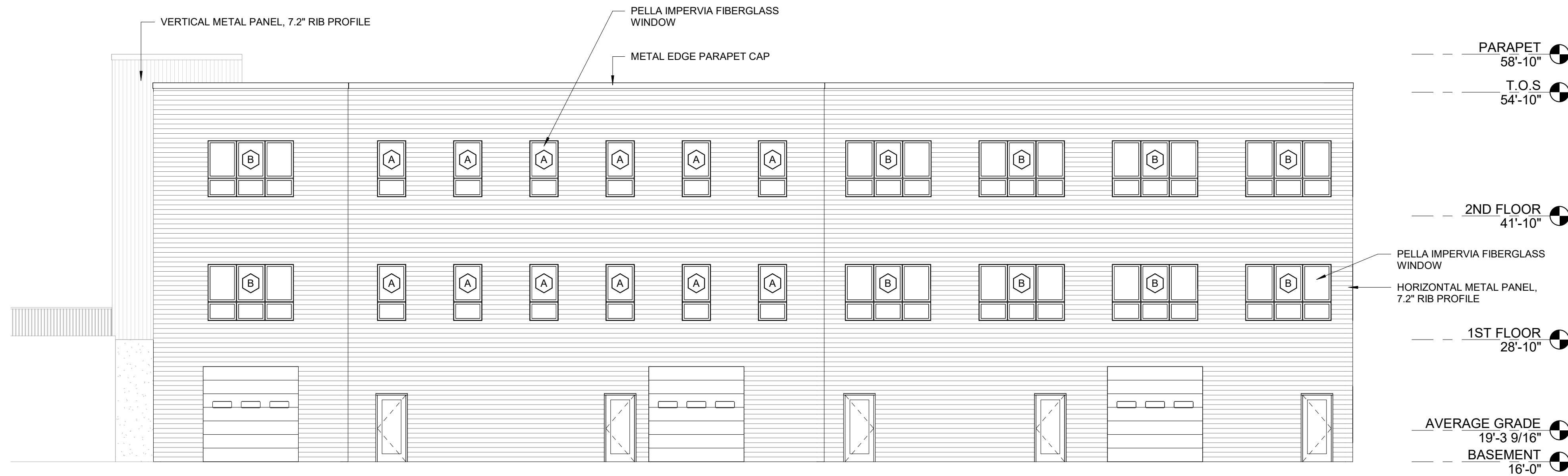
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4 | WEST ELEVATION
1/8" = 1'-0"



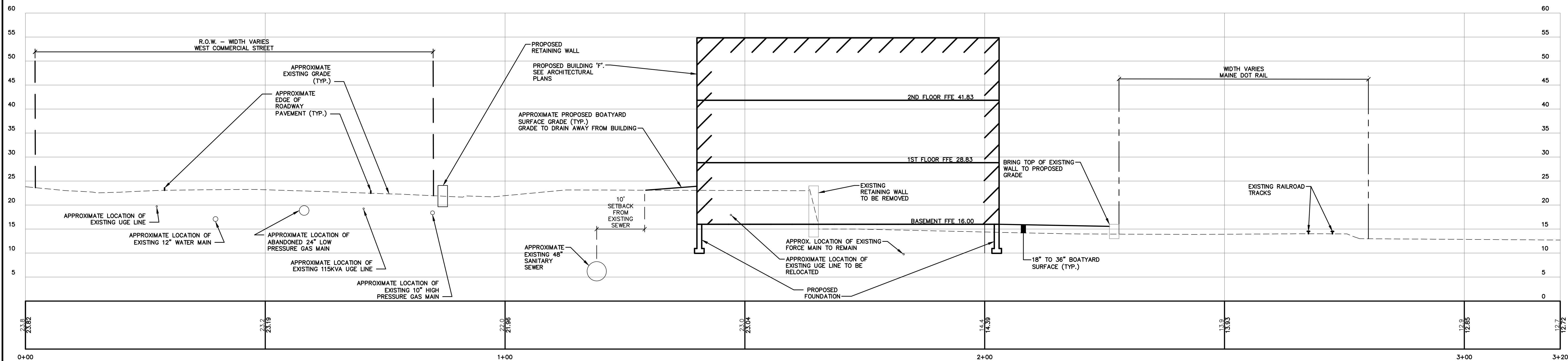
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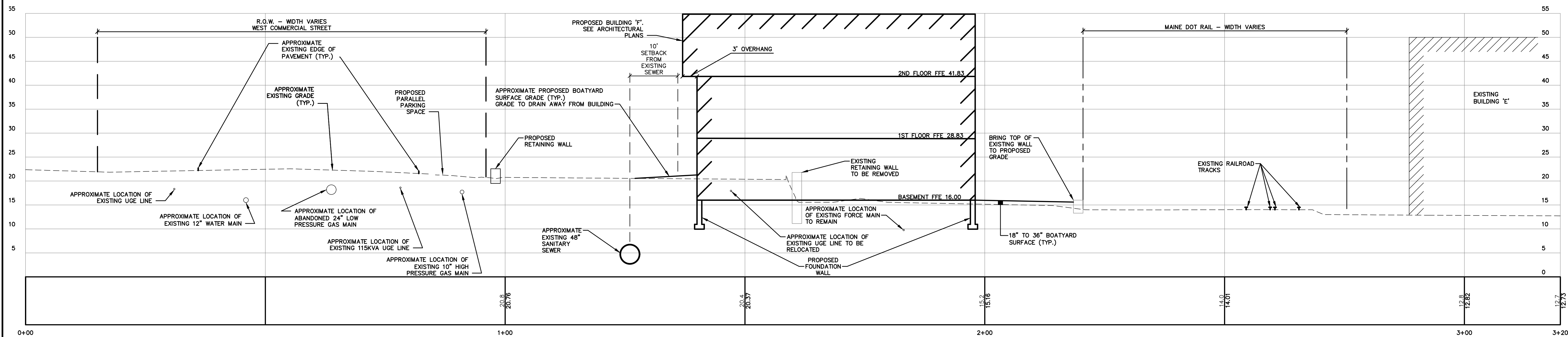
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1/8" = 1'-0"

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
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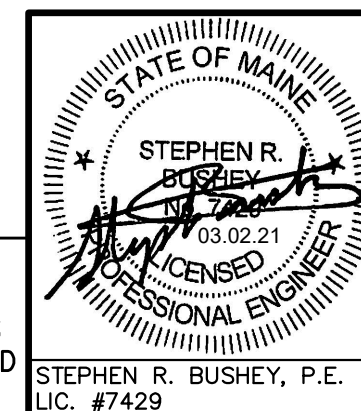


SECTION A-A
1"=10' HORIZ.
1"=10' VERT.



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

NOTE: THIS PLAN SET
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Design:	SRB	Draft:	CDD	Date:	JULY 2020
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File Name: 356102-SECTIONS.dwg					
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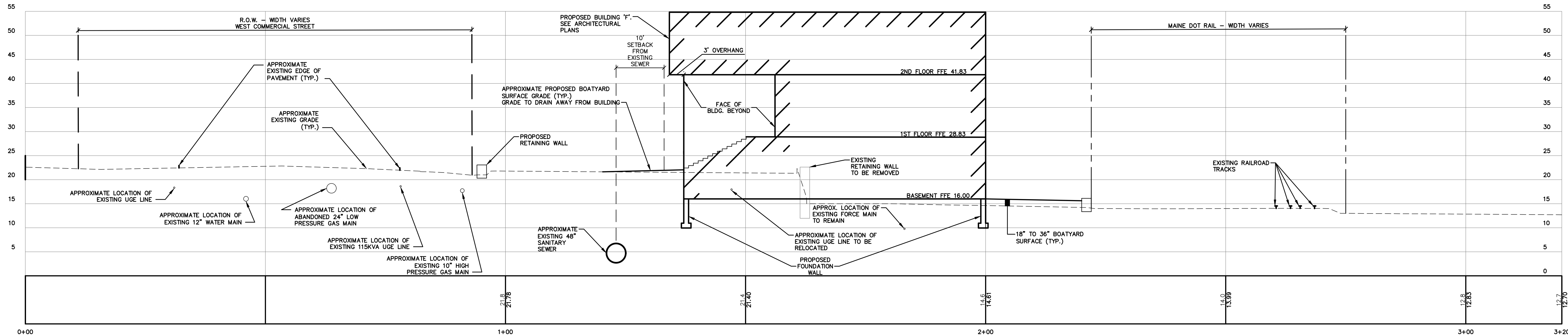


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Drawing Name:	SITE SECTIONS A-A & B-B
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

Drawing No.
C-5.1

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

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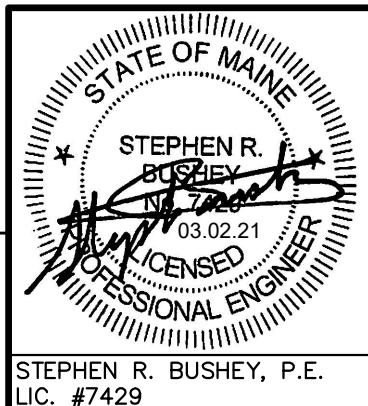
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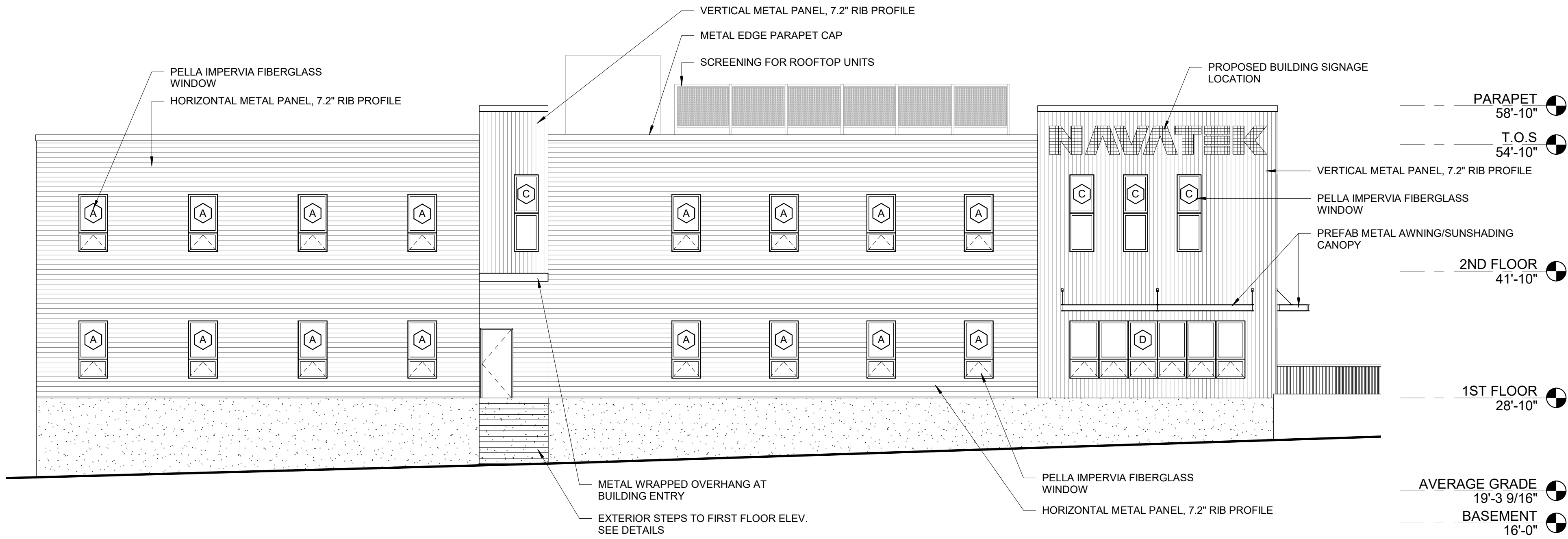
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Drawing Name:	SITE SECTION C-C
Project:	CANAL LANDING PHASE V - BUILDINGS F, G, H West Commercial Street, Portland, Maine
Client:	NEW YARD LLC 100 West Commercial Street, Portland, Maine 04102

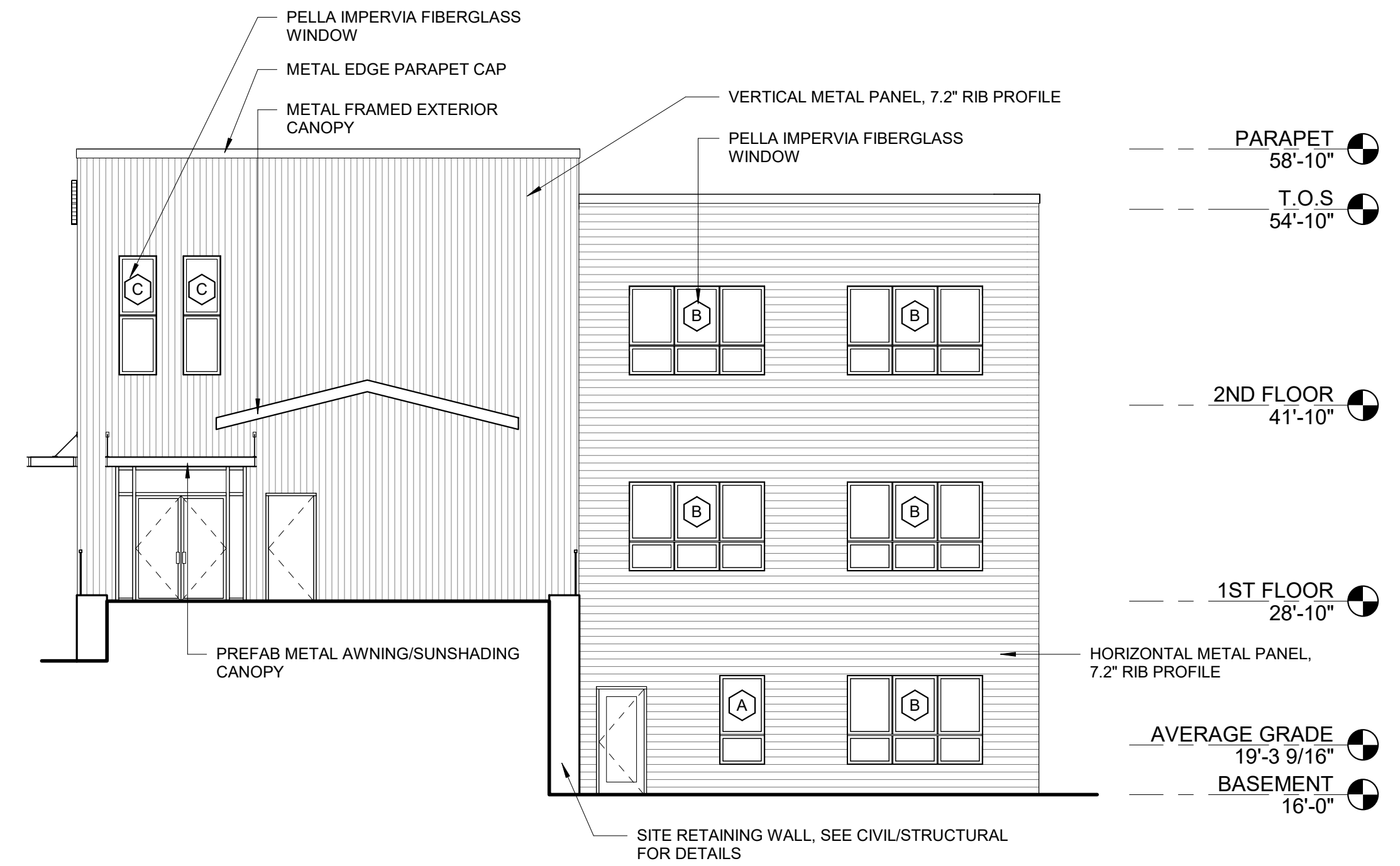
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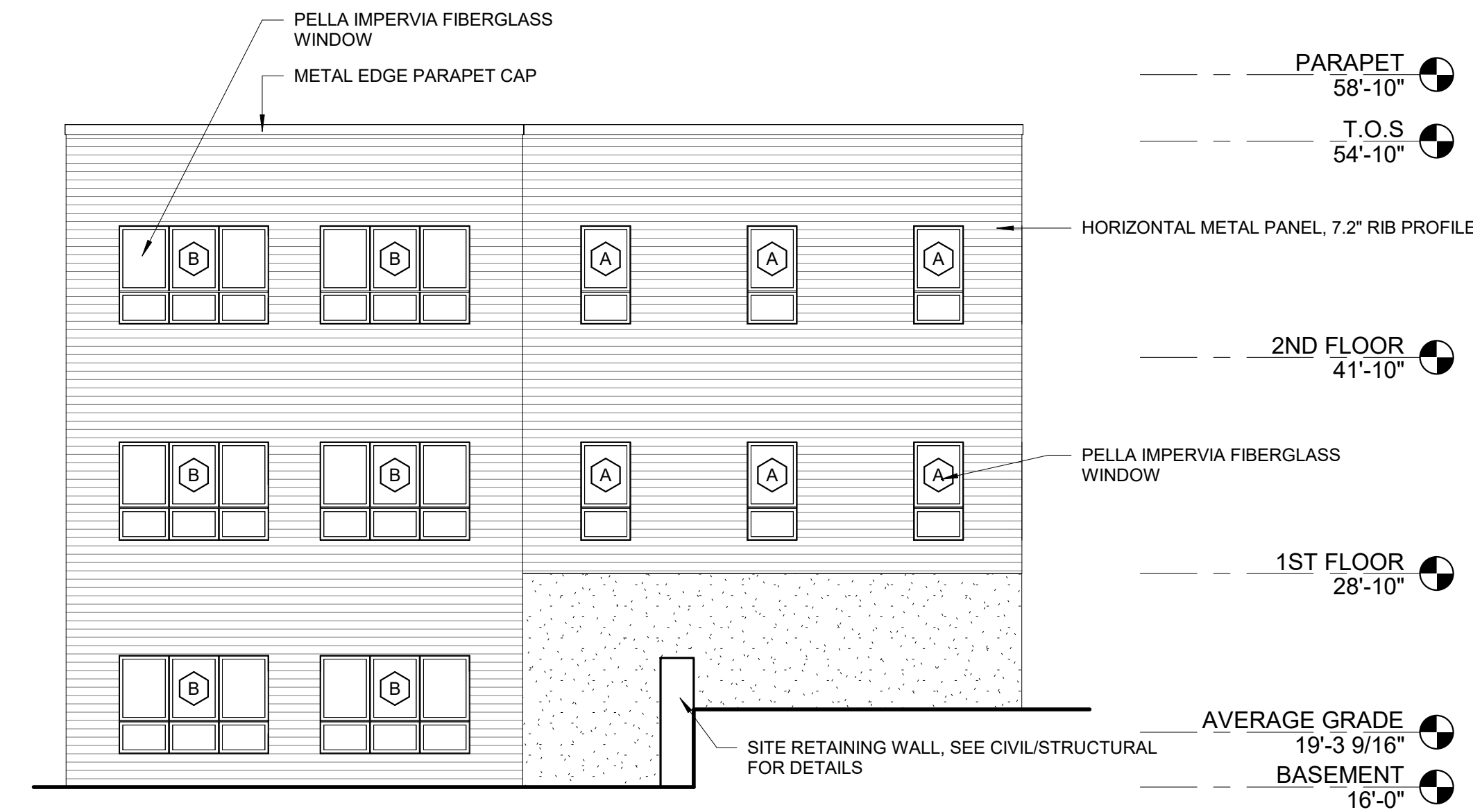




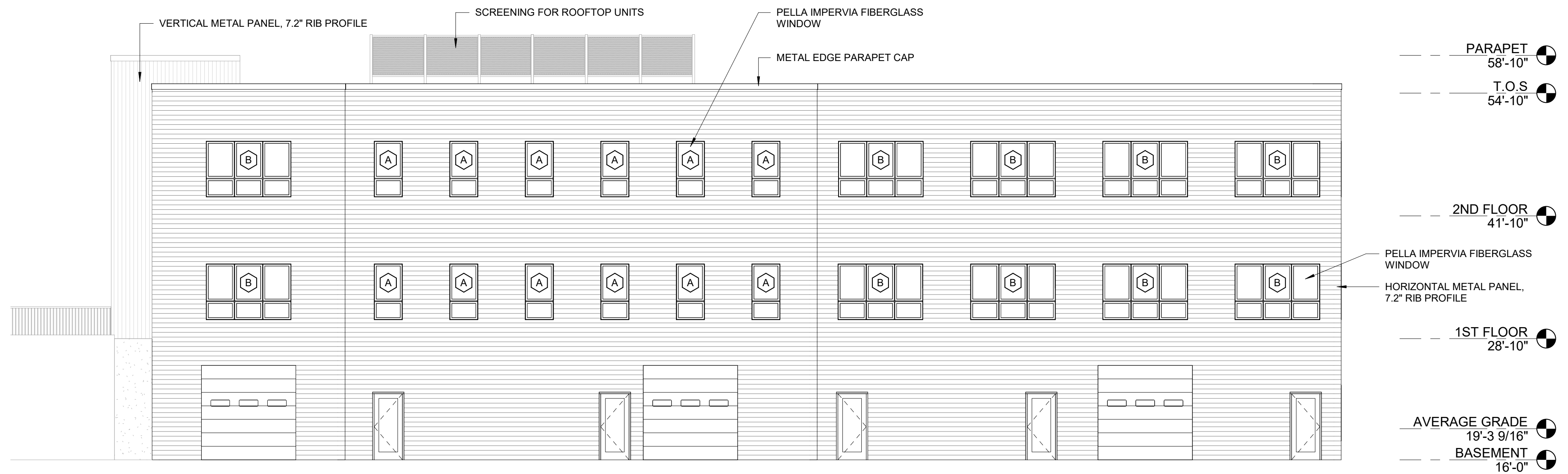
2 | NORTH ELEVATION
1/8" = 1'-0"



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

400 WEST COMMERCIAL STREET
PORTLAND, MAINE

Revisions:

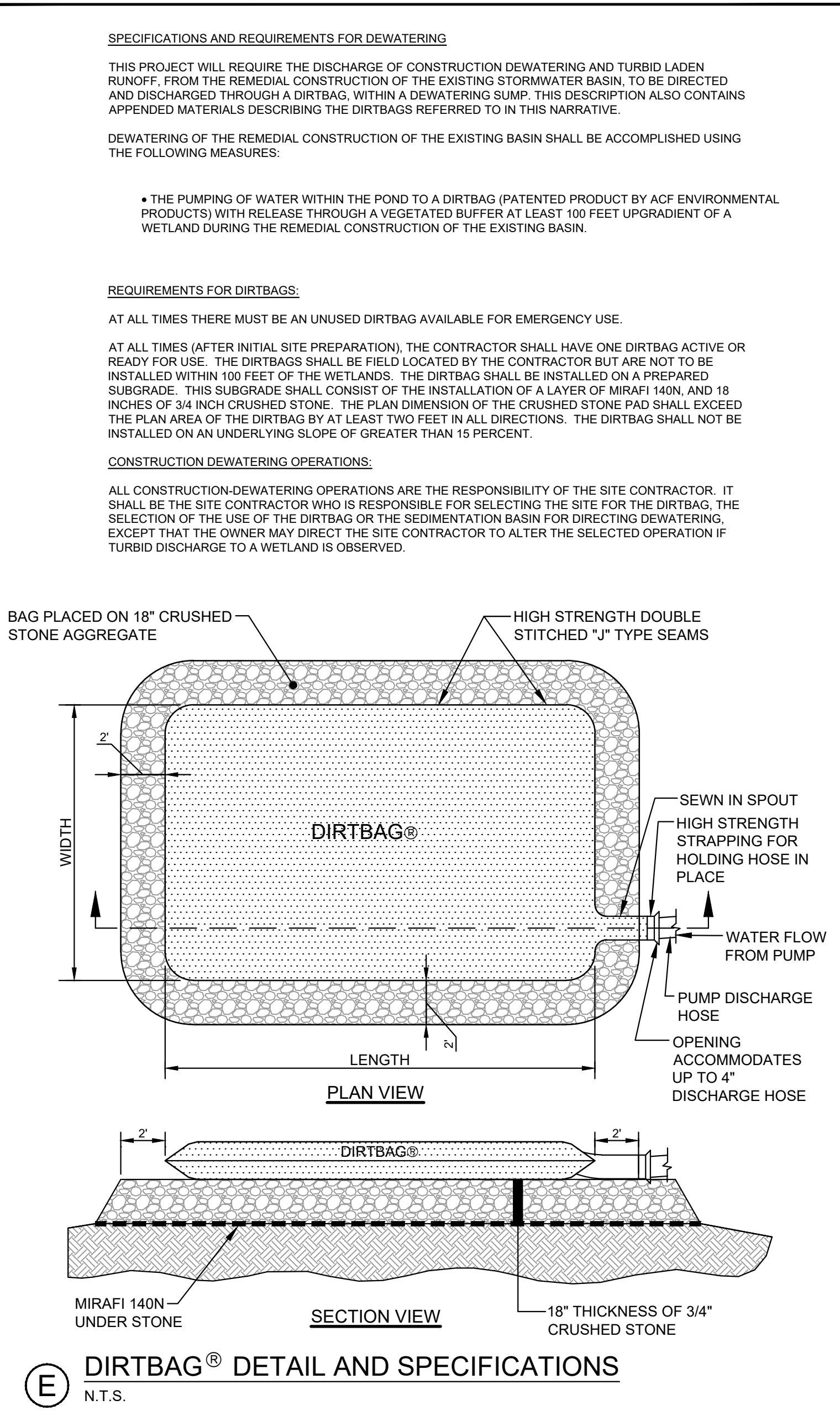
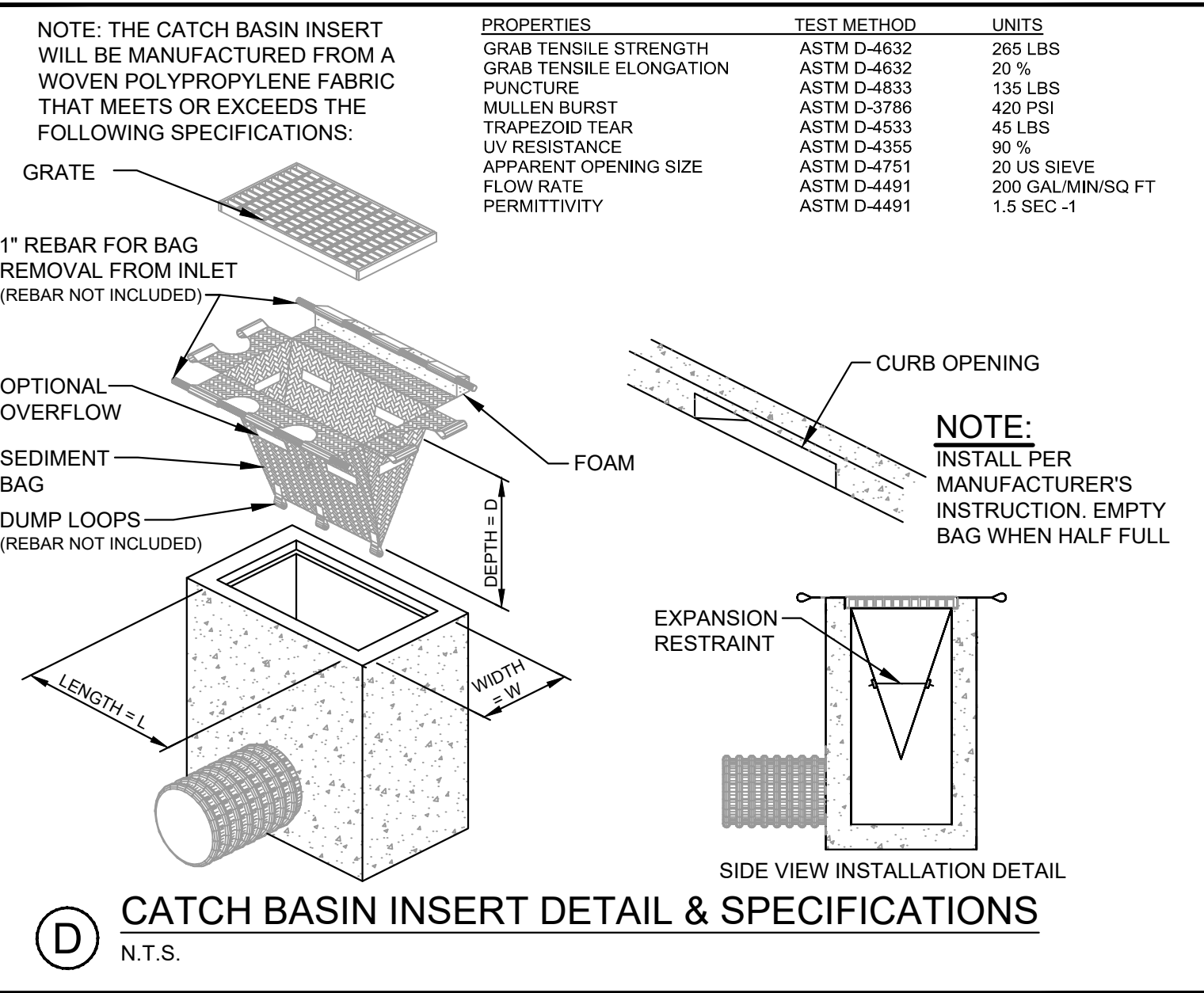
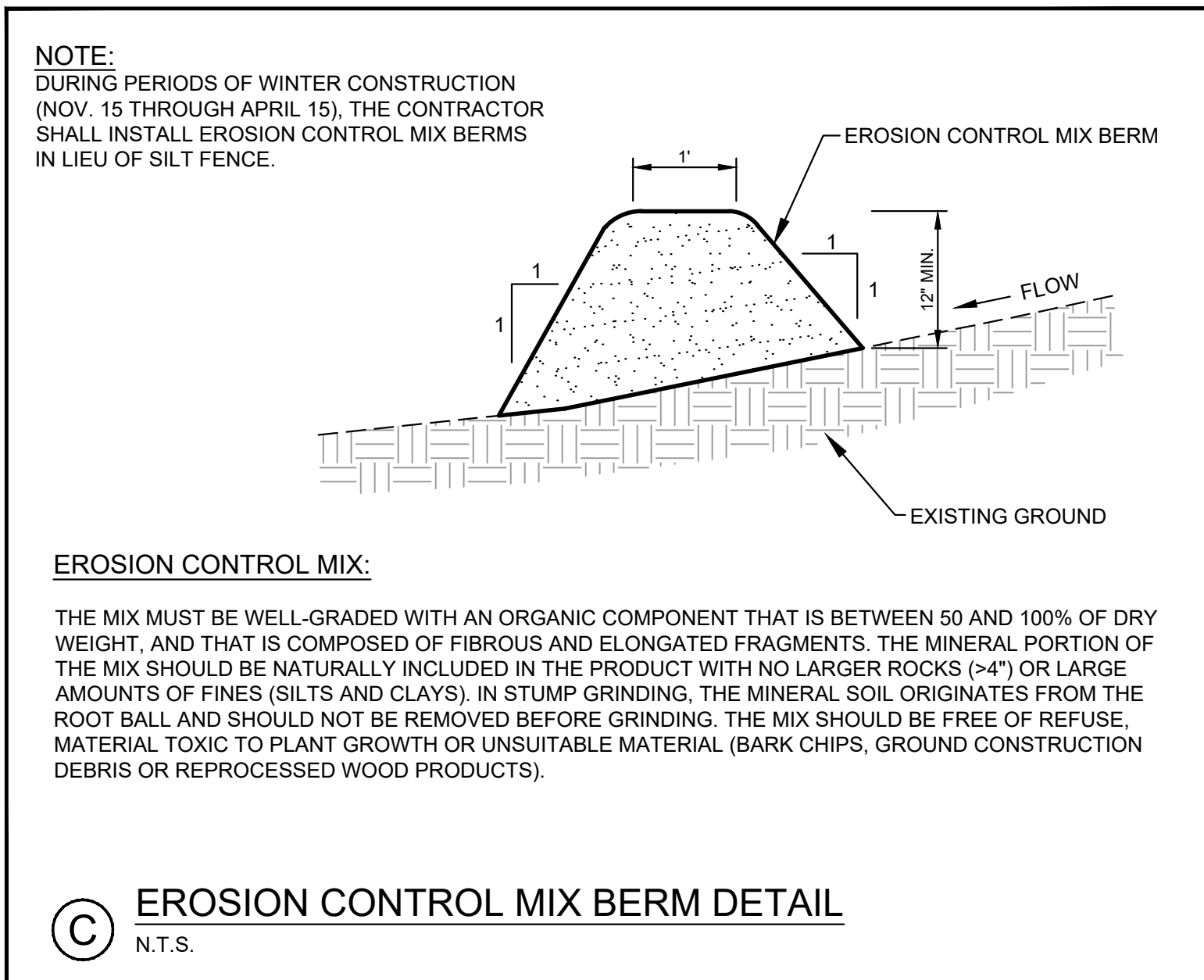
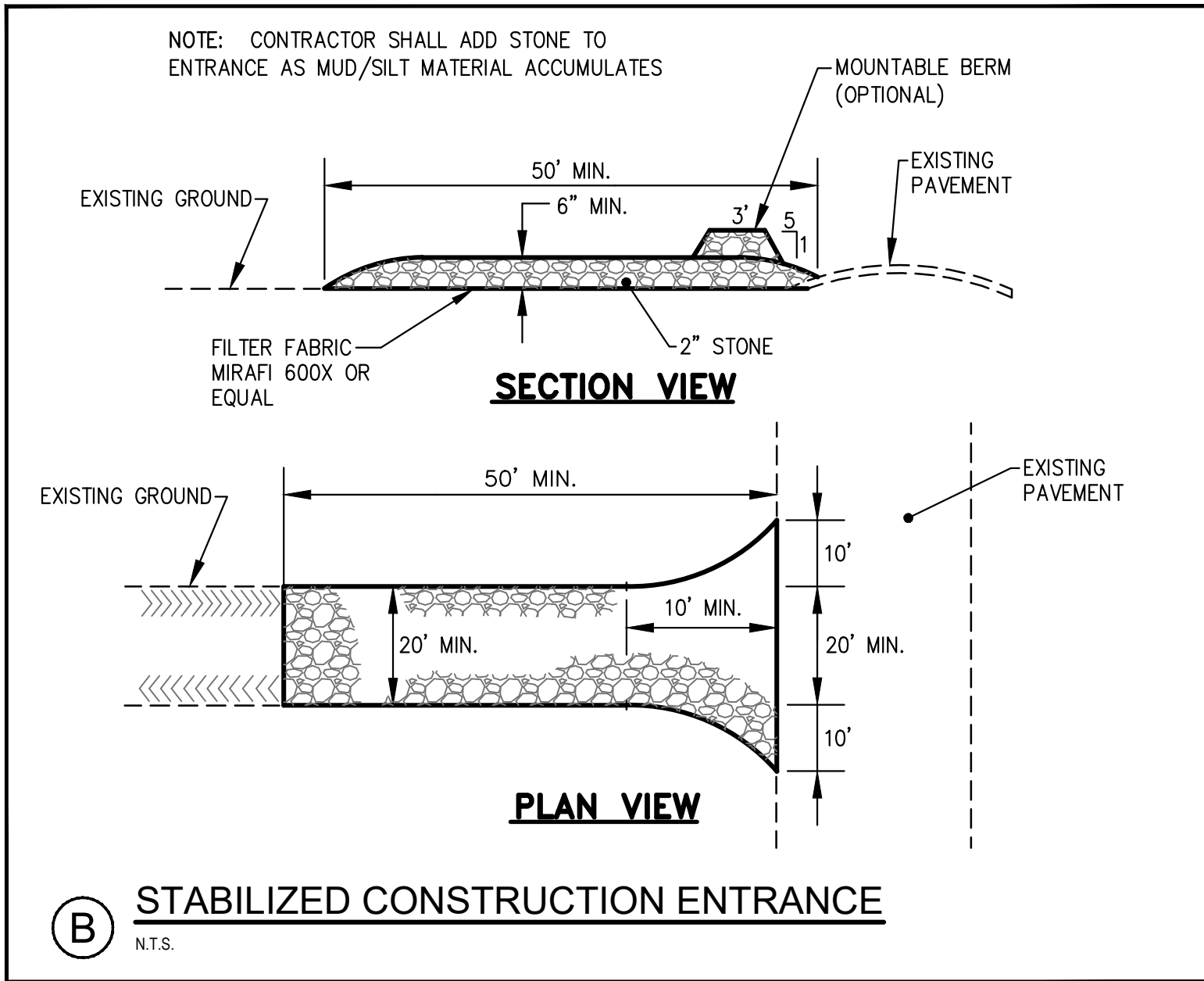
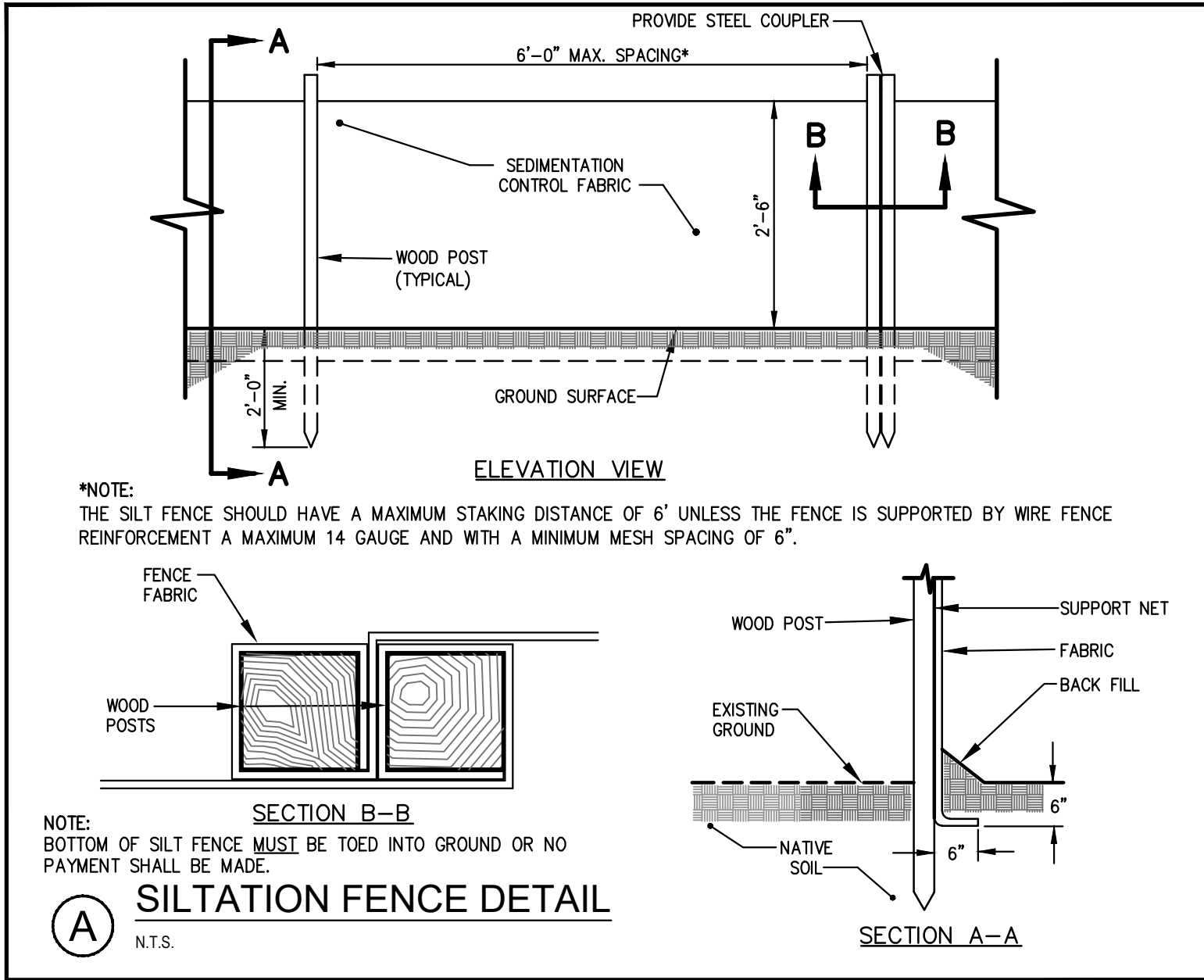
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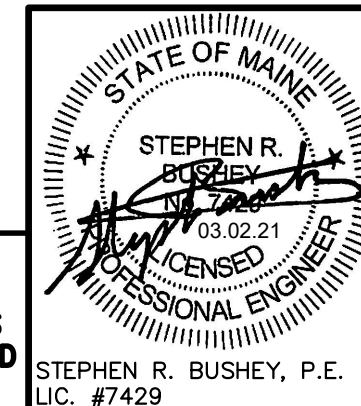
Building Elevations

A2.01

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Design: SRB	Draft: CDD	Date: JULY 2020
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Drawing Name:	EROSION AND SEDIMENT CONTROL 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-6.1

u:\356102_Canal Landing Buildings F, G & H - Portland, ME\Z - CAD\DWG\356102-DETAILS.dwg 3/7/2021 10:35 AM

A. INTRODUCTION

NEW YARD, LLC PROPOSES TO CONSTRUCT, OWN, AND OPERATE BUILDING F AS A NEW BOAT MAINTENANCE AND REPAIR FACILITY ON THE EXISTING CANAL LANDING FACILITY.

THE PROPOSED PHASE V PROJECT INCLUDES BUILDING F TO BE CONSTRUCTED ALONG THE WEST COMMERCIAL STREET FRONT. THE APPLICANT IS CURRENTLY SEEKING PHASE V APPROVAL FOR THE CONSTRUCTION OF BUILDING F.

THE PROJECT INCLUDES SITE DEVELOPMENT ACTIVITIES INVOLVING EARTHWORK, GRADING, BUILDING CONSTRUCTION, UTILITIES AND OVERALL SITE STABILIZATION.

THIS SECTION PRESENTS THE EROSION SEDIMENT CONTROL PLAN DESIGNED FOR THE PROJECT. THE EROSION CONTROL PLANS WILL BE CONTAINED IN THE CONTRACT DOCUMENTS FOR IMPLEMENTATION BY THE CONTRACTOR. SIMILARLY, THE APPLICANT'S OWN WORK FORCE WILL ALSO COMPLY WITH THESE REQUIREMENTS. FUGITIVE DUST EMISSIONS WILL BE CONTROLLED, THE REQUIREMENTS OF THIS EROSION CONTROL PLAN, AND ALL PERMIT REQUIREMENTS WILL BE FULFILLED. WINTER CONSTRUCTION WILL BE REQUIRED. SPECIFIC EROSION CONTROLS STIPULATED BY THE PLAN AND THIS REPORT ARE MINIMUM REQUIREMENTS.

B. EXISTING CONDITIONS

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 MIDDLE OF THE SITE. SITE ELEVATIONS ALONG WEST COMMERCIAL STREET TREND DOWN FROM WEST TO EAST FROM ELEVATION 23' (NGVD 1929) TO ELEVATION 15'. THE SITE'S LOW AREAS ARE NEAR ELEVATION 9'-12' WHILE MOST OF THE WATERFRONT TOP OF BANK IS NEAR ELEVATION 9'. 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.

GENERALLY SPEAKING, THE SITE'S RUNOFF 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 WEST COMMERCIAL STREET.

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 SPEAKING, THE GROUNDWATER FLOWS FROM THE NORTHWEST TO THE SOUTHEAST ACROSS THE SITE.

C. PROPOSED PROJECT

THE APPLICANT PROPOSES TO REDEVELOP THE PROPERTY IN A MANNER CONSISTENT WITH THE WPDZ STANDARDS. THE DEVELOPMENT PROGRAM INCLUDES THE FOLLOWING COMPONENTS:

PHASE V - WILL INCLUDE:

- SITE CLEARING, STABILIZATION AND GENERAL CLEAN UP.
- CONSTRUCTION OF A _____SF BUILDING F FOR BOAT DESIGN, TESTING AND MAINTENANCE OPERATIONS.
- INSTALLATION OF UTILITIES FOR BUILDING USE.
- SITE WORK FOR BOATYARD SURFACES AND UTILITIES.

D. OVERVIEW OF SOIL EROSION AND SEDIMENTATION CONCERNS

THE PRIMARY EMPHASIS OF THE EROSION AND SEDIMENTATION CONTROL PLAN TO BE IMPLEMENTED FOR THIS PROJECT IS AS FOLLOWS:

- **TEMPORARY MEASURES:** PLANNING THE PROJECT TO HAVE EROSION RESISTANT MEASURES IN PLACE BY IMPLEMENTING MEASURES INTENDED TO PREVENT EROSION FROM OCCURRING.
- **PHASING SEQUENCING:** THE PLAN INCLUDES MEASURES TO INTERCEPT AND CONVEY RUNOFF TO TEMPORARY SEDIMENT SUMPS AS THE CONSTRUCTION OF THE PROJECT OCCURS. THE USE OF SMALL TEMPORARY COLLECTION SUMPS WITH A CLEAN SAND FILTER ABOVE AN UNDERDRAINED DISCHARGE IS RECOMMENDED TO SUPPLEMENT THE PRINCIPAL SUMPS TO HELP REDUCE TURBIDITY.
- **USE OF TYPE I SETTILING:** INSTALLING SEDIMENT SUMPS AND SWALES EARLY IN THE CONSTRUCTION SEQUENCE TO PROVIDE SECONDARY RELIEF FOR EROSION CONTROL MEASURES WITHIN THE SITE UNTIL LATE IN THE PROJECT WHEN THE SEDIMENTATION AREAS NEED TO BE REMOVED FOR FINAL RESTORATION.
- **RE-STABILIZATION:** STABILIZATION OF AREAS DENUDED TO UNDERLYING PARENT MATERIAL MUST OCCUR WITHIN STIPULATED TIME FRAME TO MINIMIZE THE PERIOD OF SOIL EXPOSURE AND STABILIZATION OF DRAINAGE PATHS TO AVOID RILL AND GULLY EROSION.
- **INTERIM ENTRAPMENT:** THE USE OF ON-SITE MEASURES TO CAPTURE SEDIMENT (HAY BALES/SILT FENCE, ETC.) BEFORE IT IS CONVEYED TO SEDIMENT SUMPS.
- **LONG TERM SITE PROTECTION:** THE IMPLEMENTATION OF LONG-TERM MEASURES FOR EROSION/SEDIMENT AND POLLUTANT TREATMENT THROUGH THE CONSTRUCTION OF PERMANENT BOATYARD SURFACES.

SPECIAL WINTER CONSTRUCTION MEASURES: THESE WILL BE REQUIRED FOR WORK BETWEEN SEPTEMBER 15 AND APRIL 15.

E. DESCRIPTION AND LOCATION OF LIMITS OF ALL PROPOSED EARTH MOVEMENTS

THE CONSTRUCTION OF THE PROJECT WILL DISTURB ABOUT 1 ACRE OF LAND. THE LIMIT OF DISTURBANCE IS GENERALLY COINCIDENT WITH THE LIMIT OF GRADING.

THE EARTH MOVING WILL INCLUDE TRENCHING FOR UNDERGROUND UTILITIES, EARTHWORK TO RESHAPE THE SITE, EARTHWORK TO PREPARE AND SHAPE THE PREPARED BOATYARD SURFACE, THE BOATYARD AND EXCAVATION ATTENDANT WITH THE BUILDING AND EXCAVATION AND BORROW FOR THE PROJECT IMPROVEMENTS.

F. CRITICAL AREAS

CRITICAL RESOURCE AREAS INCLUDE THE FORE RIVER AND ASSOCIATED SHORELINE STABILIZATION. NO SPECIAL SPECIES HABITATS HAVE BEEN IDENTIFIED. IT IS NOTED THAT THE STORMWATER SYSTEM CONSISTING OF AN INFILTRATION THROUGH THE PROPOSED PREPARED BOATYARD STONE SURFACE SHALL NOT BE ACTIVATED UNTIL THE TRIBUTARY AREAS HAVE BEEN STABILIZED.

G. EROSION/SEDIMENTATION CONTROL DEVICES

AS PART OF THE SITE DEVELOPMENT, THE CONTRACTOR WILL BE OBLIGATED TO IMPLEMENT THE FOLLOWING EROSION AND SEDIMENT CONTROL DEVICES. THESE DEVICES SHALL BE INSTALLED AS INDICATED ON THE PLANS OR AS DESCRIBED WITHIN THIS REPORT. FOR FURTHER REFERENCE ON THESE DEVICES, SEE THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION EROSION AND SEDIMENT CONTROL BMPs MANUAL (MARCH, 2003).

1. SILTATION BARRIER SHALL BE INSTALLED DOWN SLOPE OF ANY DISTURBED AREAS TO TRAP RUNOFF BORNE SEDIMENTS UNTIL THE SITE IS REVEGETATED. THE SILT BARRIER SHALL BE INSTALLED PER THE DETAIL PROVIDED IN THE PLAN SET AND INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. THE CONTRACTOR SHALL MAKE REPAIRS IMMEDIATELY IF THERE ARE ANY SIGNS OF EROSION OR SEDIMENTATION BELOW THE BARRIER LINE. IF SUCH EROSION IS OBSERVED, THE CONTRACTOR SHALL TAKE PROACTIVE ACTION TO IDENTIFY THE CAUSE OF THE EROSION AND TAKE ACTION TO CORRECT THE EROSION. TYPICALLY, THIS REQUIRES THAT STABILIZATION MEASURES BE UNDERTAKEN. PROPER PLACEMENT OF STAKES AND KEYING THE BOTTOM OF THE SILT BARRIER FABRIC INTO THE GROUND IS CRITICAL TO THE BARRIERS EFFECTIVENESS. IF THERE ARE SIGNS OF UNDERCUTTING AT THE CENTER OR THE EDGES, OR IMPOUNDING OF LARGE VOLUMES OF WATER BEHIND THE BARRIER, THE BARRIER SHALL BE REPLACED WITH A STONE CHECK DAM AND MEASURES TAKEN TO AVOID THE CONCENTRATION OF FLOWS NOT DIRECTED TO THE SILT BARRIER.

H. TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES

THE FOLLOWING ARE PLANNED AS TEMPORARY EROSION/SEDIMENTATION CONTROL MEASURES DURING CONSTRUCTION:

1. CRUSHED STONE-STABILIZED CONSTRUCTION ENTRANCES SHALL BE PLACED AT ANY CONSTRUCTION ACCESS POINTS FROM ADJACENT STREETS OR THE EXISTING PARKING LOT. THE LOCATIONS OF THE CONSTRUCTION ENTRANCES SHOWN ON THE DRAWINGS SHOULD BE CONSIDERED ILLUSTRATIVE AND WILL NEED TO BE ADJUSTED AS APPROPRIATE AND LOCATED AT ANY AREA WHERE THERE IS THE POTENTIAL, FOR TRACKING OF MUD AND DEBRIS ONTO EXISTING ROADS OR STREETS. STONE STABILIZED CONSTRUCTION ENTRANCES WILL REQUIRE THE STONE TO BE REMOVED AND REPLACED, AS IT BECOMES COVERED OR FILLED WITH MUD AND MATERIAL TRACKED BY VEHICLES EXITING THE SITE.

2. CONDITION 1 AND 2 SILT BARRIER SHALL BE INSTALLED ALONG THE DOWNGRADEMENT SIDE OF THE PROPOSED IMPROVEMENT AREAS. THE SILT BARRIER WILL REMAIN IN PLACE AND PROPERLY MAINTAINED UNTIL THE SITE IS ACCEPTABLY RE-VEGETATED. CONDITION 3 SILT BARRIER IS TO BE USED ALONG THE CONTOUR OF SIGNIFICANT FILL SLOPES AS ILLUSTRATED ON THE EROSION CONTROL PLAN SITE DRAWINGS. SILT BARRIER NEEDS TO BE CHECKED TO INSURE THE BOTTOM IS PROPERLY KEYED IN AND INSPECTED AFTER SIGNIFICANT RAINS. WOOD CHIPS OR EROSION CONTROL MIX IS OFTEN USED ON THE CONSTRUCTION SIDE OF THE SILT BARRIER TO PROVIDE AN EXTRA MARGIN OF SAFETY AND SECURITY FOR THE SILT BARRIER. THIS PRACTICE IS ENCOURAGED, PROVIDED THE CHIPS ARE REMOVED WHEN THE BARRIER IS REMOVED.

3. DIRTBAGS™ SHALL BE USED IN ACCORDANCE WITH THE DETAILS IN THE PLAN SET. THE PURPOSE OF THE DIRTBAGS™ IS TO RECEIVE ANY WATER PUMPED FROM EXCAVATIONS DURING CONSTRUCTION. A DIRTBAG™ SHALL BE INSTALLED AND PREPARED FOR OPERATION PRIOR TO ANY TRENCHING ON SITE. WHEN DIRTBAGS™ ARE OBSERVED TO BE AT 50% CAPACITY, THEY SHALL BE CLEANED OR REPLACED. STONE AND FILTER SAND UNDER THE DIRTBAG™ SHALL BE REMOVED AND REPLACED CONCURRENTLY WITH THE REPLACEMENT OF THE DIRTBAG™.

4. TEMPORARY STOCKPILES OF COMMON EXCAVATION WILL BE PROTECTED AS FOLLOWS:

a) TEMPORARY STOCKPILES SHALL NOT BE LOCATED AT LEAST 50 FEET UPGRADEMENT OF THE PERIMETER SILT BARRIER.

b) INACTIVE STOCKPILES SHALL BE STABILIZED WITHIN 5 DAYS BY EITHER TEMPORARILY SEEDING THE STOCKPILE WITH A HYDROSEED METHOD CONTAINING AN EMULSIFIED MULCH TACKIFIER OR BY COVERING THE STOCKPILE WITH MULCH. IF NECESSARY, MESH SHALL BE INSTALLED TO PREVENT WIND FROM REMOVING THE MULCH.

5. ALL DENUDED AREAS EXCEPT GRAVEL AREAS SHALL RECEIVE MULCH, EROSION CONTROL MESH FABRIC, OR OTHER APPROVED TEMPORARY EROSION SEDIMENT MEASURE WITHIN 7 DAYS OF INITIAL DISTURBANCE OF SOIL OR BEFORE A PREDICTED RAIN EVENT OF 1/2" UNLESS PERMANENT MEASURES ARE INSTALLED.

6. ALL SOILS DISTURBED BETWEEN SEPTEMBER 15 AND APRIL 15 WILL BE COVERED WITH MULCH WITHIN 5 DAYS OF DISTURBANCE, PRIOR TO ANY PREDICTED STORM EVENT OF THE EQUIVALENT OF 1/4" OF RAINFALL IN A 24-HOUR PERIOD, OR PRIOR TO ANY WORK SHUTDOWN LASTING MORE THAN 35 HOURS (INCLUDING WEEKENDS AND HOLIDAYS). THE MULCH RATE SHALL BE DOUBLE THE NORMAL RATE.

FOR WORK THAT IS CONDUCTED BETWEEN SEPTEMBER 15 AND APRIL 15 OF ANY CALENDAR YEAR, ALL DENUDED AREAS WILL BE COVERED WITH HAY MULCH, APPLIED AT TWICE THE NORMAL APPLICATION RATE, AND (IN AREAS OVER 10%

GRADE) ANCHORED WITH A FABRIC NETTING. THE TIME PERIOD FOR APPLYING MULCH SHALL BE LIMITED TO 5 DAYS FOR ALL AREAS, OR IMMEDIATELY IN ADVANCE OF A PREDICTED RAINFALL EVENT.

7. STONE CHECK DAMS, SILT LOGS, OR HAY BALE BARRIERS WILL BE INSTALLED AT ANY EVIDENT CONCENTRATED FLOW DISCHARGE POINTS DURING CONSTRUCTION AND EARTHWORK OPERATIONS.

8. SILT FENCING WITH A MAXIMUM STAKE SPACING OF 6 FEET SHOULD BE USED, UNLESS THE FENCE IS SUPPORTED BY WIRE FENCE REINFORCEMENT OF MINIMUM 1/4 GAUGE AND WITH A MAXIMUM MESH SPACING OF 6 INCHES IN WHICH CASE STAKES MAY BE SPACED A MAXIMUM OF 10 FEET APART. THE BOTTOM OF THE FENCE SHOULD BE PROPERLY ANCHORED A MINIMUM OF 6" PER THE PLAN DETAIL AND BACKFILLED. ANY SILT FENCE IDENTIFIED BY THE OWNER OR REVIEWING AGENCIES AS NOT BEING PROPERLY INSTALLED DURING CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED IN ACCORDANCE WITH THE INSTALLATION DETAILS.

9. STORM DRAIN CATCH BASIN INLET PROTECTION SHALL BE PROVIDED THROUGH THE USE OF STONE SEDIMENT BARRIERS OR A PREMANUFACTURED SILTSACK™. STONE SEDIMENT BARRIER INSTALLATION DETAILS ARE PROVIDED IN THE PLAN SET. THE BARRIERS OR SILTSACKS™ SHALL BE INSPECTED AFTER EACH RAINFALL AND REPAIRS MADE AS NECESSARY, INCLUDING THE REMOVAL OF SEDIMENT. SEDIMENT SHALL BE REMOVED AND THE BARRIER OR SILTSACK™ RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE-HALF THE DESIGN DEPTH OF THE BARRIER. SEDIMENT SHALL BE REMOVED FROM SILTSACKS™ AS NECESSARY. INLET PROTECTION SHALL BE REMOVED WHEN THE TRIBUTARY DRAINAGE AREA HAS BEEN STABILIZED.

10. ALL SLOPES STEEPER THAN 4:1 SHALL RECEIVE EROSION CONTROL MESH.

11. SLOPES STEEPER THAN 3:1 SHALL RECEIVE REINFORCED TURF.

12. CONDITION 3 SILT BARRIERS SHALL BE INSTALLED AS CONSTRUCTION PROGRESSES.

13. AREAS OF VISIBLE EROSION AND THE TEMPORARY SEDIMENT SUMPS SHALL BE STABILIZED WITH CRUSHED STONE. THE SIZE OF THE STONE SHALL BE DETERMINED BY THE CONTRACTOR'S DESIGNATED REPRESENTATIVE IN CONSULTATION WITH THE OWNER.

14. ALL CATCH BASINS, WHICH RECEIVE RUNOFF FROM CURRENT OR PAVED AREAS BEING CONSTRUCTED AS PART OF THIS PROJECT, SHALL HAVE A SORBENT BOOM INSTALLED PRIOR TO PLACING THE BASIN IN OPERATION INSTALLING BINDER PAVEMENT, OR OVERLAYS. THESE SORBENT BOOMS SHALL BE CHECKED WEEKLY FOR THE THREE WEEKS FOLLOWING PAVING AND REPLACED AS NECESSARY WITH THE BOOMS DISPOSED OF IN ACCORDANCE WITH LOCAL AND STATE REGULATIONS.

15. ANY FLOW FROM THE SITE THAT IS CONCENTRATED MUST BE DIRECTED TO A SUMP WITH SAND FILTER AND UNDERDRAINED DISCHARGE.

16. CONCENTRATED RUNOFF SHALL BE DIVERTED AWAY FROM SLOPES OF OVER 10 PERCENT UNLESS THE SLOPE IS ARMORED WITH STONE.

17. UNDERGROUND UTILITIES MUST BE INSTALLED IN COMPLIANCE WITH THE FOLLOWING STANDARDS AND OTHER REQUIREMENTS OF THIS EROSION CONTROL PLAN:

- NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME;
- EXCAVATED MATERIALS SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES;
- DEWATERING OF THE TRENCH SHALL BE PUMPED THROUGH A DIRTBAG™ AND APPROPRIATE SEDIMENT CONTROL FACILITIES TO AVOID A TURBID DISCHARGE, AND
- STABILIZATION SHALL OCCUR AS SOON AS PRACTICABLE.

18. RICE STRAW WATTLES SHALL BE USED TO CONTROL LOCALIZED EROSION.

19. MAINTENANCE OF THE EROSION CONTROL, SEDIMENTATION FACILITIES, AND CONTROL OF FUGITIVE DUST MUST OCCUR UNTIL THE SITE IS STABILIZED WITH PERMANENT EROSION CONTROL MEASURES.

I. STANDARDS FOR STABILIZING SITES FOR THE WINTER

THE CONSTRUCTION OF THE PROJECT MAY REQUIRE WINTER CONSTRUCTION. THE PROJECT IS ANTICIPATED TO REQUIRE ABOUT 6 MONTHS TO CONSTRUCT. FOR PERMITTED WINTER CONSTRUCTION, THE EROSION CONTROL MEASURES ARE SUBSTANTIALLY MORE STRINGENT DUE TO THE COLD TEMPERATURES AND LACK OF WEATHER CONDITIONS WHICH AID IN DRYING THE SUBGRADE SOILS THROUGH EVAPORATION.

IF CONSTRUCTION ACTIVITIES INVOLVING EARTH DISTURBANCE CONTINUE PAST SEPTEMBER 15 OR BEGIN BEFORE APRIL 15, THE FOLLOWING MUST BE INCORPORATED WITH THE EROSION CONTROL PLAN AND IMPLEMENTATION:

1. ENLARGED ACCESS POINTS MUST BE STABILIZED TO PROVIDE FOR SNOW STOCKPILING.

2. LIMITS OF DISTURBANCE SHALL BE REDUCED TO THE EXTENT PRACTICABLE.

3. A SNOW MANAGEMENT PLAN INCLUDING ADEQUATE STORAGE AND CONTROL OF SNOWMELT, REQUIRING CLEARED SNOW TO BE STORED DOWNGRADEMENT OF ALL AREAS OF DISTURBANCE SHALL BE PREPARED BY THE CONTRACTOR AND SUBMITTED TO THE OWNER FOR REVIEW AND APPROVAL.

4. SNOW SHALL NOT BE STORED IN SEDIMENT BASINS OR TO PRECLUDE DRAINAGE STRUCTURES FROM OPERATING AS INTENDED.

5. A MINIMUM 25-FOOT BUFFER MAINTAINED FROM PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE MAINTAINED ON THE "WORK AREA SIDE" TO ALLOW FOR SNOW CLEARING AND MAINTENANCE.

6. DRAINAGE SYSTEMS INTENDED TO OPERATE DURING THE WINTER SHALL BE CATALOGUED, SHOWN ON A PLAN, AND INSPECTED AFTER EACH SNOW REMOVAL PERIOD TO MAKE SURE THE DRAINAGE STRUCTURES ARE OPEN AND FREE OF SNOW AND ICE DAMS.

7. TO ENSURE COVER OF DISTURBED SOIL IN ADVANCE OF A MELT EVENT, AREAS OF DISTURBED SOIL MUST BE STABILIZED AT THE END OF EACH WORK DAY, WITH THE FOLLOWING EXCEPTIONS:

- IF NO PRECIPITATION WITHIN 24 HOURS IS FORECAST AND WORK WILL RESUME IN THE SAME DISTURBED AREA WITHIN 24 HOURS, DAILY STABILIZATION IS NOT NECESSARY.
- DISTURBED AREAS THAT COLLECT AND RETAIN RUNOFF, SUCH AS HOUSE FOUNDATIONS OR OPEN UTILITY TRENCHES.

8. STANDARD FOR THE TIMELY STABILIZATION OF DITCHES AND CHANNELS: THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE ALL STONE-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 15. THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE ALL GRASS-LINED DITCHES AND CHANNELS ON THE SITE BY SEPTEMBER 1. IF THE CONTRACTOR FAILS TO STABILIZE A DITCH OR CHANNEL TO BE GRASS-LINED BY SEPTEMBER 1, THEN THE CONTRACTOR SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE DITCH FOR LATE FALL AND WINTER.

a. INSTALL A SOD LINING IN THE DITCH. THE CONTRACTOR SHALL LINE THE DITCH WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE APPLICANT PINNING THE SOD ONTO THE SOIL WITH WIRE PINS. ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL, AND ANCHORING THE SOD WITH LUTE OR PLASTIC MESH TO PREVENT THE SOD STRIPS FROM SLOUGHING DURING FLOW CONDITIONS.

ii. INSTALL A STONE LINING IN THE DITCH. THE CONTRACTOR SHALL LINE THE DITCH WITH STONE RIPRAP BY SEPTEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE AND LINING THICKNESS NEEDED TO WITHSTAND THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHIN THE DITCH. IF NECESSARY, THE CONTRACTOR SHALL REGRADE THE DITCH PRIOR TO PLACING THE STONE LINING SO AS TO PREVENT THE STONE LINING FROM REDUCING THE DITCH'S CROSS-SECTIONAL AREA.

9. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES: THE CONTRACTOR SHALL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY SEPTEMBER 15. THE CONTRACTOR SHALL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 1. THE DEPARTMENT WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (OH:IV) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE A SLOPE BY SEPTEMBER 1, THEN THE CONTRACTOR SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

i. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MESH. BY SEPTEMBER 15, THE CONTRACTOR SHALL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR SHALL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SLOPE BY SEPTEMBER 15, THEN THE CONTRACTOR SHALL COVER THE SLOPE WITH A LAYER OF WOOD WASTE COMPOST AS DESCRIBED IN ITEM III OF THIS STANDARD OR WITH STONE RIP RAP AS DESCRIBED IN ITEM IV OF THIS STANDARD.

ii. STABILIZE THE SLOPE WITH SOD. THE CONTRACTOR SHALL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SLOPE WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL. THE CONTRACTOR SHALL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

iii. STABILIZE THE SLOPE WITH WOOD WASTE COMPOST. THE CONTRACTOR SHALL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY SEPTEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE CONTRACTOR SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE CONTRACTOR SHALL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.

iv. STABILIZE THE SLOPE WITH STONE RIP RAP. THE CONTRACTOR SHALL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY SEPTEMBER 15. THE CONTRACTOR SHALL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

10. STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOIL: BY SEPTEMBER 1, THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR SHALL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

i. STABILIZE THE SOIL WITH TEMPORARY VEGETATION. BY SEPTEMBER 15, THE CONTRACTOR SHALL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1,000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE CONTRACTOR SHALL MONITOR THE GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR FAILS TO COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE SEPTEMBER 15, THEN THE CONTRACTOR SHALL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM III OF THIS STANDARD.

ii. STABILIZE THE SOIL WITH SOD. THE CONTRACTOR SHALL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY SEPTEMBER 15. PROPER INSTALLATION INCLUDES THE CONTRACTOR PINNING THE SOD ONTO THE SOIL WITH WIRE PINS, ROLLING THE SOD TO GUARANTEE CONTACT BETWEEN THE SOD AND UNDERLYING SOIL, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.

iii. STABILIZE THE SOIL WITH MULCH. BY SEPTEMBER 15, THE CONTRACTOR SHALL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1,000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE CONTRACTOR SHALL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE CONTRACTOR SHALL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

iv. STABILIZE ALL STOCKPILES WITH MULCH WITHIN 24 HOURS.

J. SPECIAL MEASURES FOR SUMMER CONSTRUCTION

THE SUMMER PERIOD IS GENERALLY OPTIMUM FOR CONSTRUCTION IN MAINE, BUT IT IS ALSO THE PERIOD WHEN INTENSE SHORT DURATION STORMS ARE MOST COMMON, MAKING DENUDED AREAS VERY SUSCEPTIBLE TO EROSION, WHEN DUST CONTROL NEEDS TO BE THE MOST STRINGENT, AND WHEN THE POTENTIAL TO ESTABLISH VEGETATION IS OFTEN RESTRICTED BY MOISTURE DEFICIT. DURING THESE PERIODS, THE CONTRACTOR MUST:

1. IMPLEMENT A PROGRAM TO APPLY DUST CONTROL MEASURES ON A DAILY BASIS EXCEPT THOSE DAYS WHERE THE PRECIPITATION EXCEEDS 0.25 INCH. THIS PROGRAM SHALL EXTEND TO AND INCLUDE ADJACENT STREETS USED BY CONSTRUCTION VEHICLES.

2. SPRAY ANY MULCHES WITH WATER AFTER ANCHORING TO DAMPEN THE SOIL AND ENCOURAGE EARLY GROWTH. SPRAYING MAY BE REQUIRED SEVERAL TIMES. TEMPORARY SEED MAY BE REQUIRED UNTIL THE LATE SUMMER SEEDING SEASON.

3. MULCH, COVER, AND MOISTEN STOCKPILES OF FINE-GRAINED MATERIALS, WHICH ARE SUSCEPTIBLE TO EROSION. IN THE SUMMER MONTHS, THE POTENTIAL FOR WIND EROSION IS OF CONCERN, AS WELL AS EROSION FROM THE INTENSE, SHORT-DURATION STORMS, WHICH ARE MORE PREVALENT IN THE SUMMER MONTHS.

4. TAKE ADDITIONAL STEPS NEEDED TO CONTROL FUGITIVE DUST EMISSIONS TO MINIMIZE REDUCTIONS IN VISIBILITY AND THE AIRBORNE DISBURSEMENT OF FINE-GRAINED SOILS. THIS IS PARTICULARLY IMPORTANT ALONG THE ADJACENT STREETS.

THESE MEASURES MAY ALSO BE REQUIRED IN THE SPRING AND FALL DURING THE DRIER PERIODS OF THESE SEASONS.

K. SEDIMENTATION SUMPS

THE SEDIMENT SUMPS SHALL BE SIZED IN ACCORDANCE WITH THE PLAN AND SPECIFICATIONS. THE BOTTOM OF THE SUMPS IS INTENDED TO BE USED FOR INFILTRATION.

DISCHARGE MUST BE THROUGH A SAND FILTER OVER AN UNDERDRAINED OUTLET TO AID IN THE CONTROL OF TURBIDITY LEVELS IN THE DISCHARGE. AN EMERGENCY BYPASS SHALL BE INCLUDED AND SHALL BE CONSTRUCTED OF 6" OF STONE OVERLAYING FILTER FABRIC AND DISCHARGE TO UNDISTURBED TURF.

L. PERMANENT EROSION CONTROL MEASURES

THE FOLLOWING PERMANENT EROSION CONTROL MEASURES HAVE BEEN DESIGNED AS PART OF THE EROSION/SEDIMENTATION CONTROL PLAN:

1. THE DRAINAGE CONVEYANCE SYSTEMS HAVE BEEN DESIGNED TO INTERCEPT AND CONVEY THE 25-YEAR STORM. IN THE CASE OF OPEN CHANNELS OR SWALES, THIS INCLUDES THE DESIGN OF MEASURES TO RESIST SCOUR OF THE CHANNEL.

2. ALL AREAS DISTURBED DURING CONSTRUCTION, BUT NOT SUBJECT TO OTHER RESTORATION (PAVING, RIPRAP, ETC.), WILL BE LOAMED, LIMED, FERTILIZED, MULCHED, AND SEEDED. FABRIC NETTING, ANCHORED WITH STAPLES, SHALL BE PLACED OVER THE MULCH IN AREAS WHERE THE FINISH GRADE SLOPE IS GREATER THAN 10 PERCENT. NATIVE TOPSOIL SHALL BE STOCKPILED AND TEMPORARILY STABILIZED WITH SEED AND MULCH AND REUSED FOR FINAL RESTORATION WHEN IT IS OF SUFFICIENT QUALITY.

3. CATCH BASINS SHALL BE PROVIDED WITH SEDIMENT SUMPS FOR ALL OUTLET PIPES THAT ARE 12" IN DIAMETER OR GREATER.

4. PERMANENT SEEDING SHALL BE CONDUCTED ONLY IN APRIL THROUGH MAY AND IN LATE SUMMER UNTIL SEPTEMBER 15.

5. RIP RAP STABILIZATION OF SHORELINE.

M. TIMING AND SEQUENCE OF EROSION/SEDIMENTATION CONTROL MEASURES

THE SITE IS QUITE STABLE AND IS PRINCIPALLY A SEMI-VEGETATED GRAVEL SURFACE. THESE CONDITIONS WILL REDUCE THE EXTENT OF EROSION CONTROLS NEEDED COMPARED TO PROJECTS WITH FINE-GRAINED SOILS. HOWEVER, THE PROJECT WILL BE PHASED AND THE CONTRACTOR MUST CONTROL FUGITIVE DUST EMISSIONS, RESPECT AND NOT IMPRDE THE NEIGHBORING LAND USES, AND CONTROL SEDIMENT LADEN RUNOFF TO 280 NTU OR LESS. FOR ALL GRADING ACTIVITIES, THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION NOT TO OVEREXPOSE THE SITE BY LIMITING THE DISTURBED AREA AND SHALL STABILIZE ANY STEEP SLOPES WITHIN 24 HOURS IF FINAL SLOPE GRADING AND STABILIZATION WILL NOT BE COMPLETED WITHIN 7 DAYS. ANY FINAL SLOPES SHALL HAVE THE SPECIFIED EROSION CONTROL MEASURES INSTALLED WITHIN 7 DAYS OF FINAL STABILIZATION.

THE FOLLOWING CONSTRUCTION SEQUENCE SHALL BE REQUIRED, (UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE OWNER'S PROJECT MANAGER OR AUTHORIZED PERMIT AGENCY).

THE DESCRIPTION OF THE WORK IS:

PHASE I: THE CONTRACTOR WILL NEED TO PERFORM THE FOLLOWING WORK:

- MARK THE PHASE I WORK LIMITS.
- INSTALL SAFETY FENCE AND SECURITY SIGNS AROUND THE PERIMETER OF THE SITE.
- ESTABLISH AND INSTALL CONSTRUCTION ENTRANCE WITH GATES.
- INSTALL SILT FENCE OR BARRIERS ALONG THE PERIMETER AND OTHER DESIGNATED AREAS REQUIRING CONDITION 1 SILT BARRIER.
- INSTALL SILT SACKS AND INLET PROTECTION AT EXISTING STRUCTURES ON COMMERCIAL ST AND THE UNTIL PROPERTY.
- INITIALIZE REMOVAL OF ITEMS SLATED FOR DEMOLITION AND REMOVALS.
- ESTABLISH DIRTBAG™ AREA AND PUMP SYSTEM FOR DEWATERING ACTIVITIES AS NECESSARY.
- CONSTRUCT A DIVERSION SWALE TO DIRECT AS MUCH OF THE SITE TO THE TEMPORARY SEDIMENTATION SWALES AS POSSIBLE INCLUDING THE INSTALLATION OF CULVERTS AND RIP RAP WHERE THE DIVERSION SWALE PASSES UNDER THE CONSTRUCTION ACCESS DRIVES.
- COMMENCE EARTHWORK ACTIVITY TO SHAPE PREPARED BOATYARD SURFACE.
- CONSTRUCT BOAT RAMP.
- TRENCH ACROSS SITE TO CONNECT UTILITIES TO SHOREFRONT ELEMENTS.
- INSTALL LANDSCAPING AROUND THE PERIMETER SITE.
- PLACE BOATYARD PREPARED STONE INFILTRATION SURFACE.

N. PROVISIONS FOR MAINTENANCE OF THE EROSION/SEDIMENTATION CONTROL FEATURES

THE PROJECT WILL BE CONTRACTED TO A GENERAL CONTRACTOR. THE PROJECT IS SUBJECT TO THE REQUIREMENTS OF THE LOCAL PERMITS, AND A STATE REGULATED CONSTRUCTION GENERAL PERMIT AND SITE LOCATION OF DEVELOPMENT PERMIT (ADMINISTERED BY THE CITY OF PORTLAND).

THIS PROJECT REQUIRES THE CONTRACTOR TO PREPARE A LIST AND DESIGNATE BY NAME, ADDRESS AND TELEPHONE NUMBER ALL INDIVIDUALS WHO WILL BE RESPONSIBLE FOR IMPLEMENTATION, INSPECTION, AND MAINTENANCE OF ALL EROSION CONTROL MEASURES IDENTIFIED WITHIN THIS SECTION AND AS CONTAINED IN THE EROSION AND SEDIMENTATION CONTROL PLAN OF THE CONTRACT DRAWINGS. SPECIFIC RESPONSIBILITIES OF THE QUALIFIED REPRESENTATIVE(S) WILL INCLUDE:

1. EXECUTION OF THE CONTRACTOR/SUBCONTRACTOR CERTIFICATION CONTAINED IN APPENDIX B BY ANY AND ALL PARTIES RESPONSIBLE FOR EROSION CONTROL MEASURES ON THE SITE AS REQUIRED BY THE PERMIT AUTHORITIES.

2. ASSURING AND CERTIFYING THE OWNERS CONSTRUCTION SEQUENCE IS IN CONFORMANCE WITH THE SPECIFIED SCHEDULE OF THIS SECTION. A WEEKLY COMPLIANCE REPORT, ANY DEVIATIONS, AND CORRECTIVE MEASURES WILL BE NECESSARY TO COMPLY WITH THE EROSION CONTROL REQUIREMENTS OF THIS SECTION SHALL BE PREPARED AND SIGNED BY THE QUALIFIED REPRESENTATIVE(S).

3. IN ADDITION TO THE WEEKLY CERTIFICATIONS, THE REPRESENTATIVE(S) SHALL MAINTAIN WRITTEN REPORTS RECORDING CONSTRUCTION ACTIVITIES AT THE SITE WHICH INCLUDE:

- DATES WHEN MAJOR GRADING ACTIVITIES OCCUR IN A PARTICULAR AREAS.
- DATES WHEN MAJOR CONSTRUCTION ACTIVITIES CEASE IN A PARTICULAR AREA, EITHER TEMPORARILY OR PERMANENTLY.
- DATES WHEN AN AREA IS STABILIZED.

4. INSPECTION OF THIS PROJECT WORK SITE ON A WEEKLY BASIS AND AFTER EACH SIGNIFICANT RAINFALL EVENT (0.5 INCH OR MORE WITHIN ANY CONSECUTIVE 24-HOUR PERIOD) DURING CONSTRUCTION UNTIL PERMANENT EROSION CONTROL MEASURES HAVE BEEN PROPERLY INSTALLED AND THE SITE HAS BEEN STABILIZED. INSPECTION OF THE PROJECT WORK SITE SHALL INCLUDE:

- IDENTIFICATION OF PROPER EROSION CONTROL MEASURE INSTALLATION IN ACCORDANCE WITH THE EROSION CONTROL DETAIL SHEET OR AS SPECIFIED IN THIS SECTION.
- DETERMINE WHETHER EACH EROSION CONTROL MEASURE IS PROPERLY OPERATING. IF NOT, IDENTIFY DAMAGE TO THE CONTROL DEVICE AND DETERMINE REMEDIAL MEASURES.
- IDENTIFY AREAS WHICH APPEAR VULNERABLE TO EROSION AND DETERMINE ADDITIONAL EROSION CONTROL MEASURES WHICH SHOULD BE USED TO IMPROVE CONDITIONS.

- INSPECT AREAS OF RECENT SEEDING TO DETERMINE PERCENT CATCH OF GRASS. A MINIMUM CATCH OF 90 PERCENT IS REQUIRED PRIOR TO REMOVAL OF EROSION CONTROL MEASURES.
- ALL EROSION CONTROLS SHALL BE REMOVED WITHIN 30 DAYS OF PERMANENT STABILIZATION EXCEPT FOR MULCH AND NETTING NOT DETRIMENTAL TO THE PROJECT. REMOVALS SHALL INCLUDE BUT NOT BE LIMITED TO ALL SILT FENCE OR BARRIER, HAY BALES, INLET PROTECTION, AND STONE CHECK DAMS.
- ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED WHEN THE DEPTH OF SEDIMENT REACHES 50 PERCENT OF THE BARRIER HEIGHT. ACCUMULATED SILT/SEDIMENT SHOULD BE REMOVED FROM BEHIND SILT FENCING WHEN THE DEPTH OF THE SEDIMENT REACHES 6 INCHES.
- SILT SACKS SHOULD BE REMOVED AND REPLACED AT LEAST EVERY THREE MONTHS AND AT ANY TIME WHERE THE WEEKLY INSPECTION REVEALS THAT SILTATION HAS SIGNIFICANTLY RETARDED THE RATE OF FLOW THROUGH THE SILT SACK.
- DISCHARGES SHOULD BE MEASURED DURING STORM EVENTS TO DOCUMENT THE TURBIDITY OF STORMWATER DISCHARGE IS <280 NTU.
- 5. IF INSPECTION OF THE SITE INDICATES A CHANGE SHOULD BE MADE TO THE EROSION CONTROL PLAN, TO EITHER IMPROVE EFFECTIVENESS OR CORRECT A SITE-SPECIFIC DEFICIENCY, THE REPRESENTATIVE SHALL IMMEDIATELY IMPLEMENT THE CORRECTIVE MEASURE AND NOTIFY THE OWNER OF THE CHANGE.
- 6. ARRANGING FOR AN ON-SITE MEETING PRIOR TO COMMENCING WINTER CONSTRUCTION TO ASSURE THAT ALL SPECIAL WINTER CONSTRUCTION MEASURES WILL BE IMPLEMENTED AND TO REVIEW THE SPECIFIC REQUIREMENTS OF THIS PLAN FOR WINTER CONSTRUCTION.

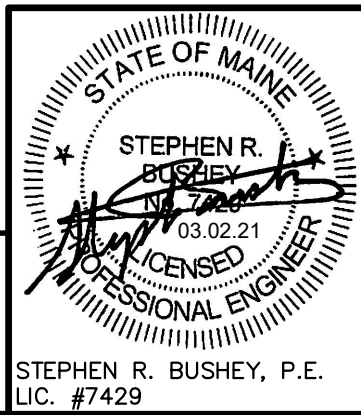
ALL CERTIFICATIONS, INSPECTION FORMS, AND WRITTEN REPORTS PREPARED BY THE QUALIFIED REPRESENTATIVE(S) SHALL BE FILED WITH THE OWNER, AND THE PERMIT FILE CONTAINED ON THE PROJECT. ALL WRITTEN CERTIFICATIONS, INSPECTION FORMS, AND WRITTEN REPORTS MUST BE FILED WITHIN ONE (1) WEEK OF THE INSPECTION DATE.

THE CONTRACTOR HAS SOLE RESPONSIBILITY FOR COMPLYING WITH THE EROSION/SEDIMENT CONTROL REPORT, INCLUDING CONTROL OF FUGITIVE DUST, AND SHALL BE RESPONSIBLE FOR ANY MONETARY PENALTIES RESULTING FROM FAILURE TO COMPLY WITH THESE STANDARDS.

ONCE CONSTRUCTION HAS BEEN COMPLETED, LONG-TERM MAINTENANCE OF THE STORMWATER MANAGEMENT SYSTEM WILL BE THE RESPONSIBILITY OF THE APPLICANT. INSPECTION AND MAINTENANCE ITEMS WITH A LIST OF MAINTENANCE REQUIREMENTS AND FREQUENCY ARE DESCRIBED IN A SEPARATE DOCUMENT. IN THE EVENT OF DEFECTIVE WORKMANSHIP OR ANY FAILURE BY THE CONTRACTOR AND ITS SUBCONTRACTORS TO ADHERE TO THE STANDARDS SET FORTH IN THESE DOCUMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE TO CORRECT, AT ITS SOLE COST, ANY LATENT DEFECTS TOGETHER WITH REIMBURSEMENT OF OWNER FOR ANY EXPENSES BORNE BY THE OWNER UP TO THE TIME OF SAID CORRECTION. THIS PROVISION SHALL REMAIN IN EFFECT BEYOND ANY STATED OR IMPLIED WARRANTY PERIOD.

P. PRECONSTRUCTION CONFERENCE

PRIOR TO ANY CONSTRUCTION AT THE SITE, REPRESENTATIVES OF THE CONTRACTOR, THE OWNER, THE CITY OF PORTLAND, AND THE SITE DESIGN ENGINEER AND ANY PERSONNEL IDENTIFIED IN THE PERMIT CONDITIONS SHALL MEET TO DISCUSS THE SCHEDULING OF THE SITE CONSTRUCTION AND THE DESIGNATION OF THE RESPONSIBLE PARTIES FOR IMPLEMENTING THE PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE MEETING. PRIOR TO THE MEETING, THE CONTRACTOR WILL PREPARE A DETAILED SCHEDULE AND A MARKED-UP SITE PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL CONDUCT MEETING WITH EMPLOYEES AND SUB-CONTRACTORS TO REVIEW THE EROSION CONTROL PLAN, THE CONSTRUCTION TECHNIQUES WHICH WILL BE EMPLOYED TO IMPLEMENT THE PLAN, AND PROVIDE A LIST OF ATTENDEES AND ITEMS DISCUSSED AT THE MEETING TO THE OWNER. THREE COPIES OF THE SCHEDULE, THE CONTRACTOR'S MEETING MINUTES, AND MARKED-UP SITE PLAN SHALL BE PROVIDED TO THE OWNER.



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

STEPHEN R. BUSHEY, P.E.
LIC. #7429

Drawing Name: **EROSION AND SEDIMENT CONTROL NARRATIVE**

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

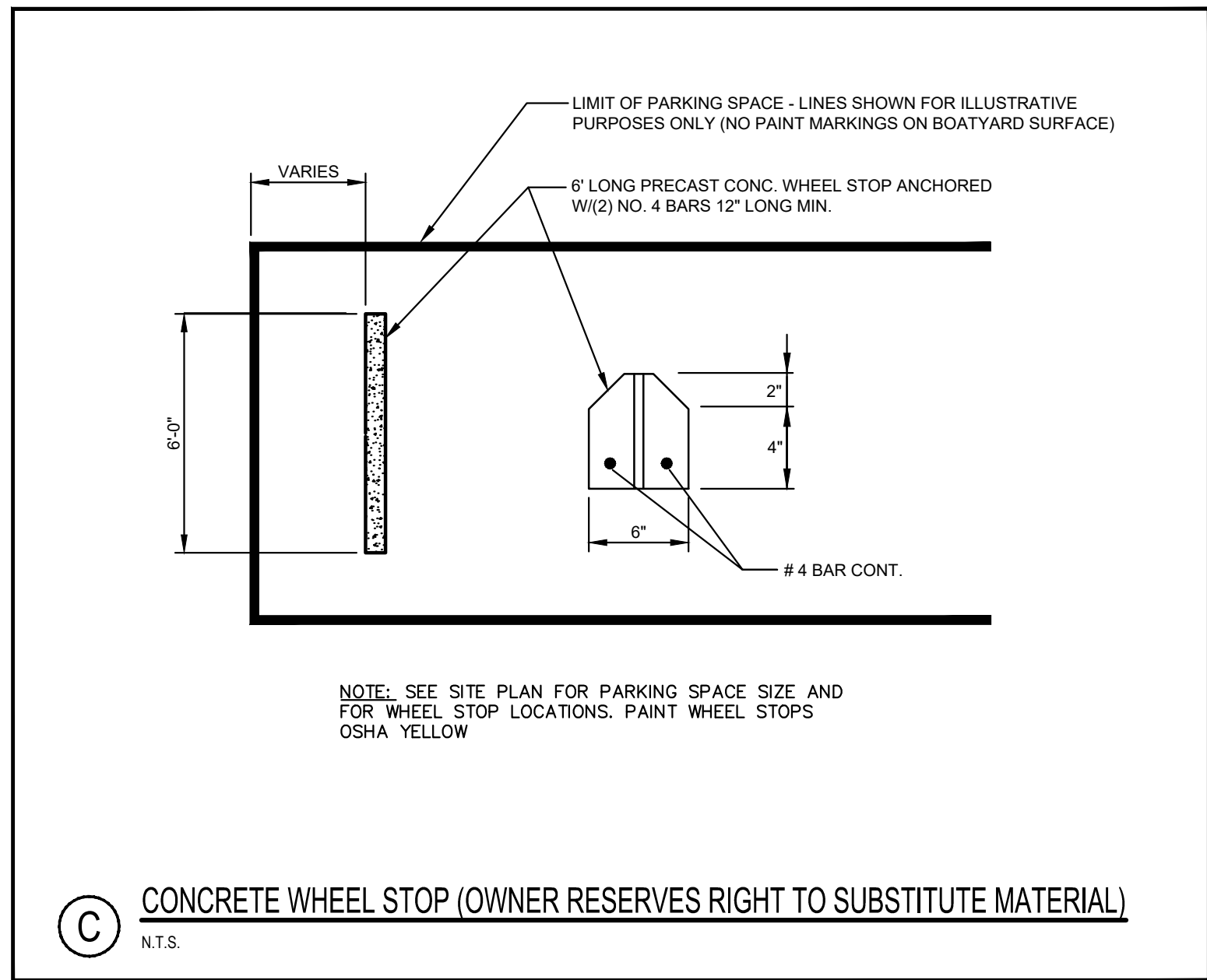
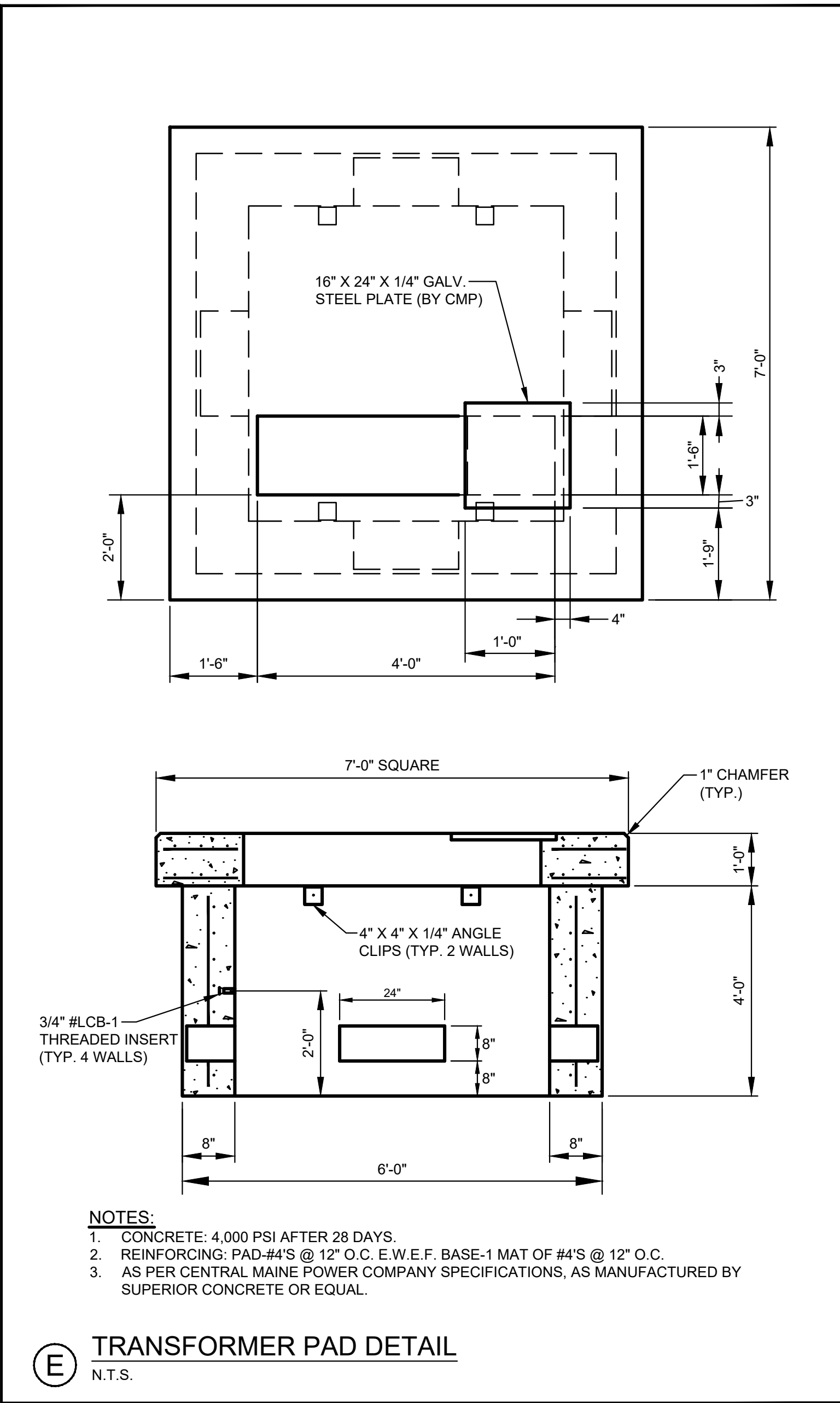
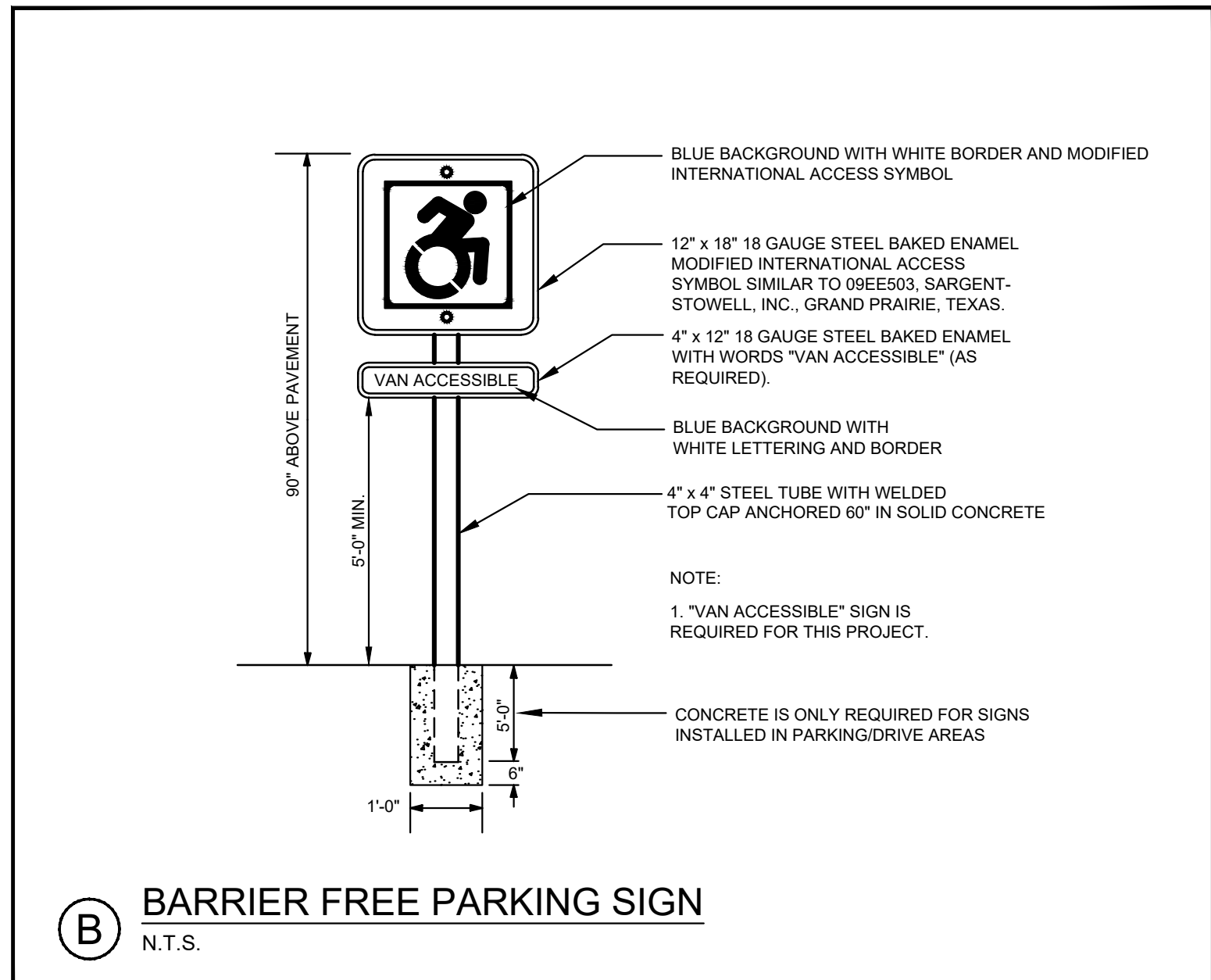
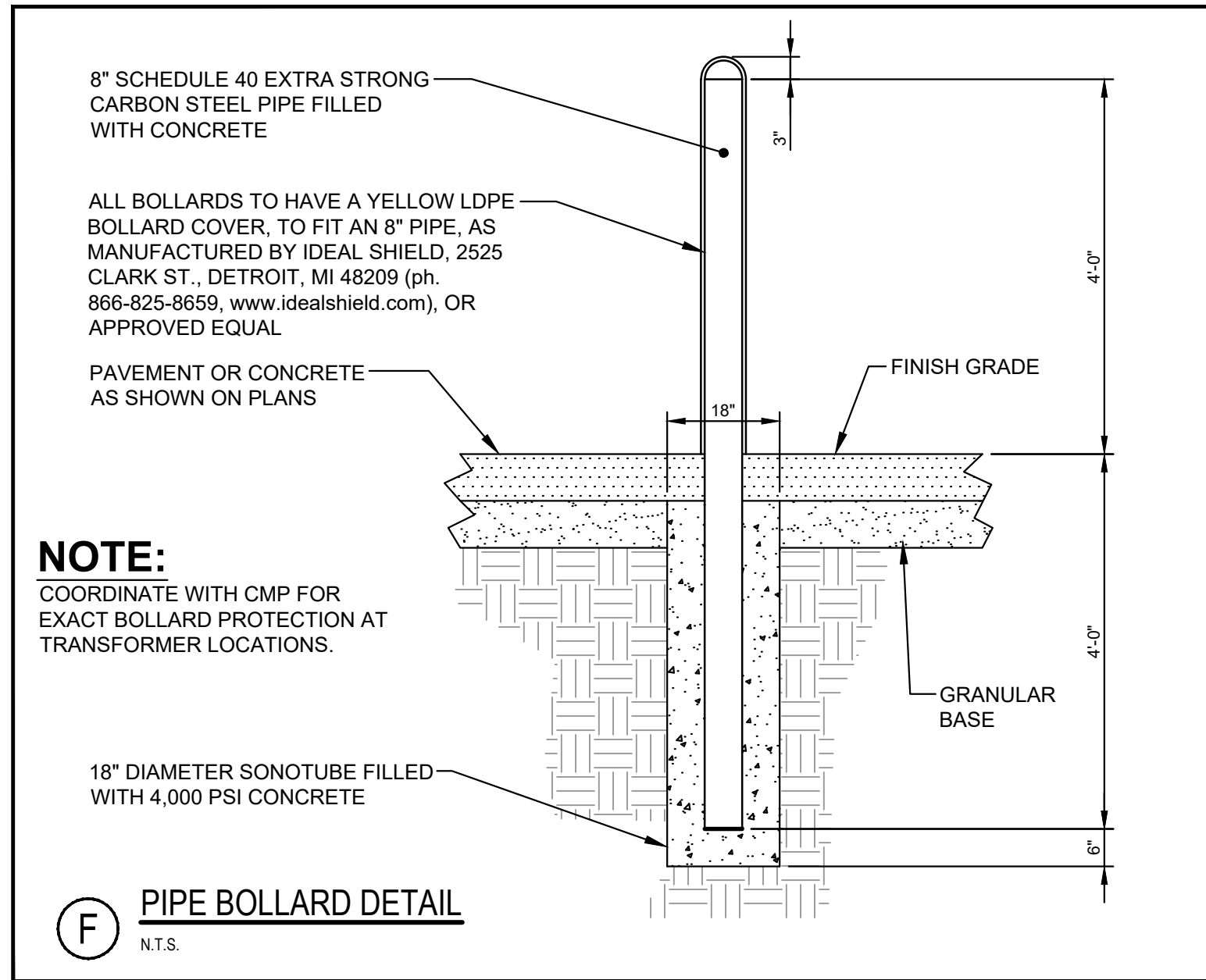
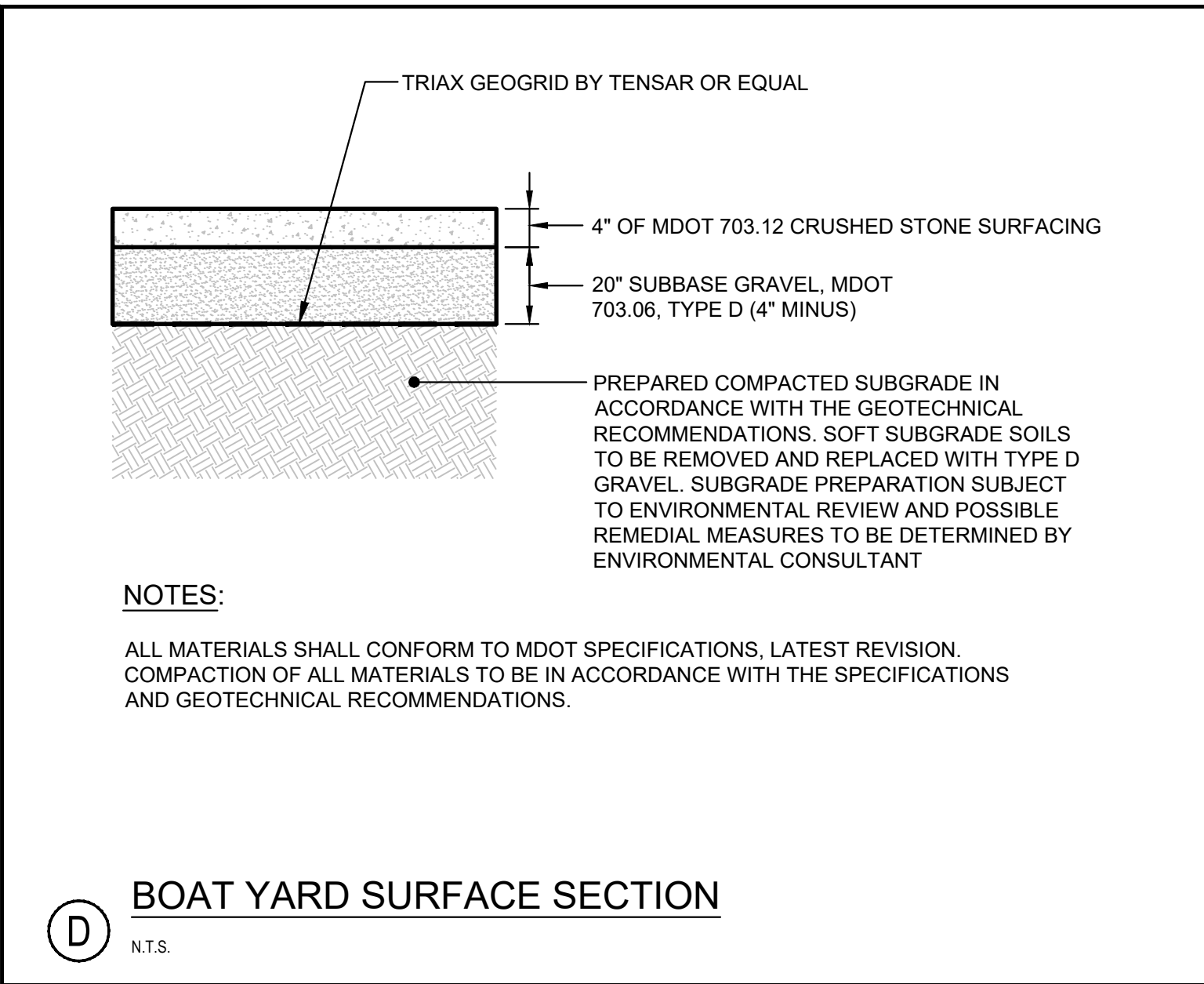
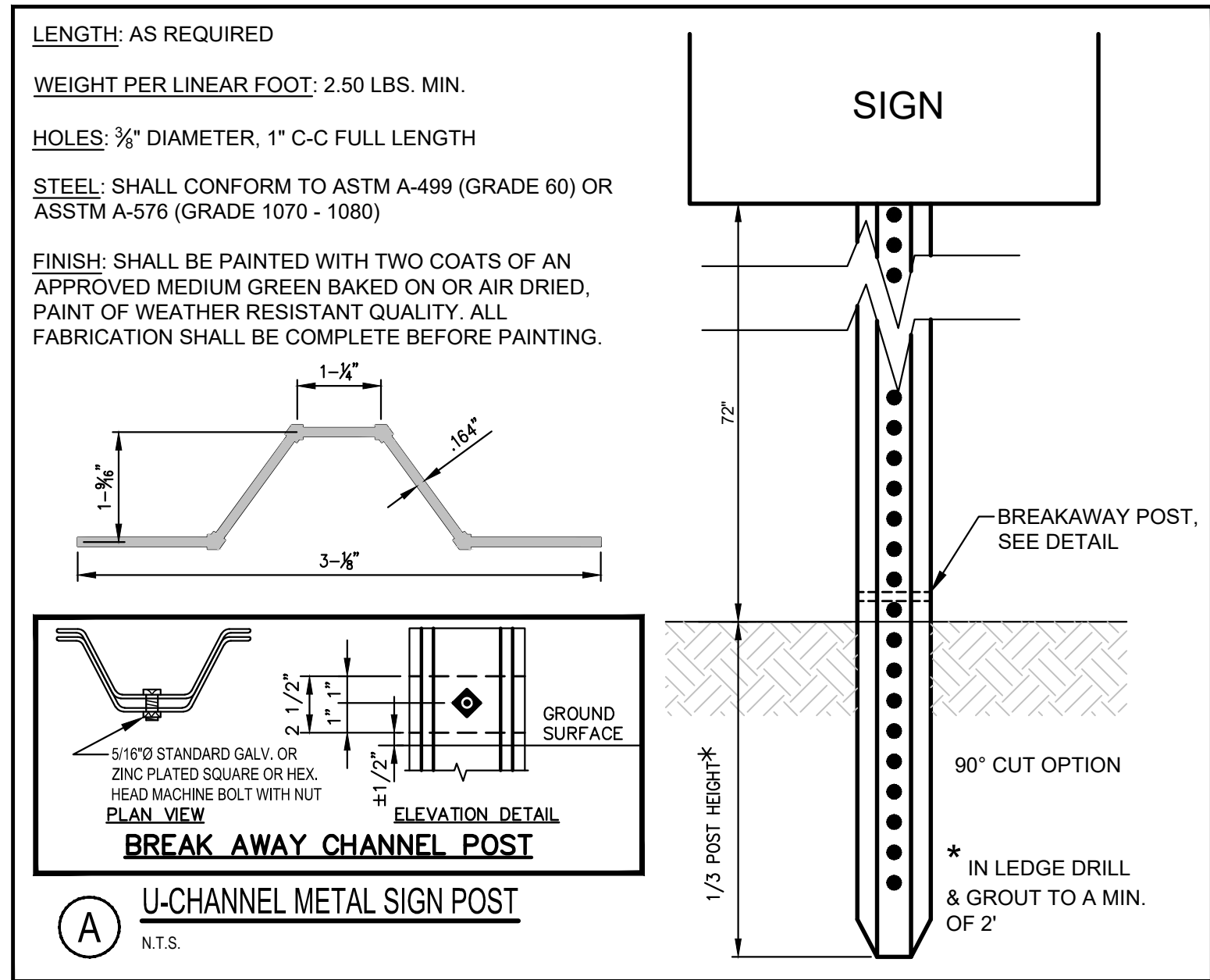
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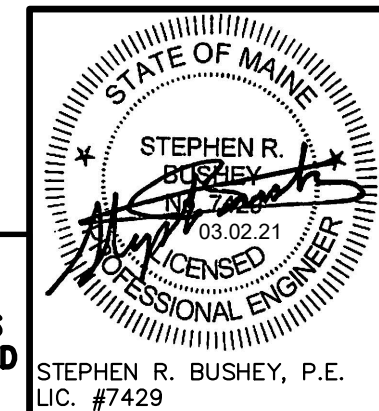


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Rev.	Date	Revision

Rev.	Date	Revision
5	2021.03.02	FINAL PLAN SUBMISSION
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:	SITE & MISCELLANEOUS 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-8.0

SECTION

THRUST/RETAINER GLAND SCHEDULE		
½ BEND	(90°)	USE POURED-IN-PLACE THRUST BLOCK WITH GRIPRING™ MECHANICAL JOINT RESTRAINT
⅝ BEND	(45°)	THRUST BLOCK W/ GRIPRING™
⅞ BEND	(22 ½°)	THRUST BLOCK W/ GRIPRING™
¾ BEND	(11 ¼°)	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.

PLAN

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

SECTION

© 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.

NOTE:
NUMBERS ARE
5.25" BUFFALO
VALVE BOXES

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™.

THRUST BLOCK NOTES
N.T.S.

PIPE SIZE	$\frac{1}{32}$ BEND	$\frac{1}{16}$ BEND	$\frac{1}{8}$ BEND	$\frac{1}{4}$ 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

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

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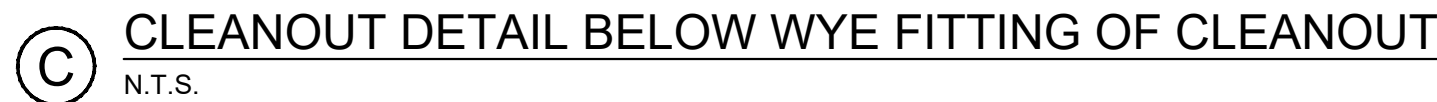
WATER SYSTEM DETAILS

Project:	CANAL LANDING PHASE V – BUILDINGS F, G, H West Commercial Street, Portland, Maine
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Client: **NEW YARD LLC**
100 West Commercial Street, Portland, Maine 04102

Drawing No.

C-8.1



(B) TYPICAL UTILITY PIPE TRENCH SECTION DETAIL
N.T.S.

