CITY OF PORTLAND, MAINE
PLANNING BOARD

Sean Dundon, Chair
Brandon Mazer, Vice Chair
David Eaton
David Silk
Austin Smith
Maggie Stanley
Lisa Whited

AGENDA
PORTLAND PLANNING BOARD MEETING

The Portland Planning Board will hold a meeting on Tuesday, February 12, 2019, Council Chambers, 2nd Floor, City Hall, 389 Congress Street. **Public comments will be taken for each item on the agenda during the estimated allotted time and written comments should be submitted to planningboard@portlandmaine.gov**.

WORKSHOP - 4:30 PM

i. Level III Site Plan; 1 Center Street; Fathom CC., LLC., Applicant. (estimated time 4:30 - 6:00 p.m.) The Planning Board will hold a workshop on the redevelopment of an existing parking lot into a six story, 135 room hotel with a ground floor area of 22,758 sf and total square footage of 112,046 sf. The hotel includes a first floor restaurant and a rooftop bar. The hotel will be located in the Downtown B-3 zone with the pedestrian activity and Old Port district overlays. The project is subject to review under Portland's site plan and historic preservation ordinances.

PUBLIC HEARING - 6:30 PM

1. ROLL CALL AND DECLARATION OF QUORUM

2. COMMUNICATION AND REPORTS

3. REPORT OF ATTENDANCE AT THE MEETING HELD ON JANUARY 22, 2019

For the Workshop, Public Hearing and Evening Workshop - All members were present.

4. REPORTS OF DECISIONS AT THE MEETING HELD ON JANUARY 22, 2019

i. Cultural Plan Update, Creative Portland. Mazer moved and Stanley seconded a motion to find the proposed Cultural Plan Update is consistent with Portland's Comprehensive Plan and recommends adoption of the plan to the City Council. Vote: 7-0

ii. Zoning Text Amendments to B-2, B-2b and B-2c, Drive-throughs in buildings with upper floor residential uses, City of Portland. Mazer moved and Stanley seconded a motion to find the proposed text amendments to the Section 14-182, Permitted Uses, and Section 14-183- Conditional Uses of the B-2, B- 2b, and B-2c zones of the Land Use Code are consistent with the Comprehensive Plan and recommends adoption of the amendments to the City Council. Vote: 7-0

5. NEW BUSINESS

i. Level III Site Plan; 150 Riverside Street; Patagon Storage, LLC., Applicant. (estimated time 6:30 – 7:15 p.m.) The Board will hold a public hearing to consider the redevelopment of 142 and 150 Riverside Street into a 3 story, self-storage building with a footprint of 33,344 sf and a total floor area of 100,343 sf. The 3.6 acre site is located in the B-4 zone. The site plan is subject to Portland's site plan and stormwater permit standards.

ii. Level III Plan Amendment and IZ Conditional Use Amendment; 56 Hampshire Street; New Height Group, LLC, Applicant. (estimated time 7:15 p.m.) The Planning Board will hold a public hearing on the amended Level 3 subdivision and site plan application at 56 Hampshire Street. The revisions include adding a residential unit for a total of 31 units and revising the exterior materials for the building facades. The application is subject to Portland's site plan, subdivision and affordable housing ordinances.

Memorandum
Planning and Urban Development Department
Planning Division

To:	Sean Dundon , Chair and Members of the Portland Planning Board
From:	Matthew Grooms, Planner
Date:	February 8, 2019
Re:	Level III Site Plan, 1 Center Street hotel, Fathom Companies
Project #:	PL-000448-2018 CBL: 038-G-001
Meeting Date:	February 12, 2019

I. INTRODUCTION

Fathom Companies, LLC has submitted a Level III site plan application for redevelopment of an existing surface parking lot to a new six-story, 135-room hotel with ground floor restaurant space and a rooftop bar. The proposed development is located at 1 Center Street in the B-3 Downtown Business Zone, Downtown Entertainment Overlay Zone and Pedestrian Activity District (PAD). The hotel is considered part of Phase I of the 'Portland Square' Master Plan, which as of yet, has not been submitted for review. It is anticipated that the master development plan will be submitted within the first half of 2019, and will be brought to the Planning Board for a workshop shortly thereafter. Due to this timing, the proposal for this hotel is being reviewed as an independent, stand-alone project, with attention being paid to how it would function in the event that other elements of the Master Plan do not materialize.

Figure 1: Rendering of Proposed Hotel with other Portland Square project in background

The project site is located within the Old Port Historic District, and is being reviewed concurrently by the Historic Preservation Board. A total of three (3) workshops have been held to review compatibility of the project with HP standards, and a public hearing is currently being scheduled. As the project is located within a historic district, no design review was completed, and design of the building is not being considered by the Board.

This workshop was noticed to 134 property owners within 500 feet of the site and interested parties, and a legal ad was published in the Portland Press Herald on February 1 & 2, 2019. The required neighborhood meeting was held on January 17, 2019 in the Editorial Room at the Press Hotel. At the time of completing this memorandum, the Planning Division has not received any written public comment.

Applicant: Jim Brady, Fathom CC, LLC
Consultants: Lauren Swett, P.E., Woodard and Curran; Megan McDevitt, Woodard and Curran; Melissa Voelker, HKS Architects; Pat Carroll, Carroll & Associates; Owen Haskell, Owen Haskell, Inc.; Reece Bettina, Fathom CC, LLC

II. REQUIRED REVIEWS

Review	Applicable Standards
Site Plan	Section 14-526
Conditional Use (IZ)	Section 14-474, Section 14-487
Waivers	**Applicable Standards**
The applicant requests a waiver from the minimum driveway separation standard, listed under Technical Manual Section 1.7.2.7, to provide driveway separation of less than 100 feet. **Staff Recommendation:** The staff has reviewed this request, and supports a waiver of this standard given the low traffic volume of Cross Street and infrequent usage of the service access driveway by delivery vehicles.	Technical Manual Section 1.7.2.7, states that on streets where the speed limit is 25 mph or less, the driveway separation shall be 100 feet or more.

III. PROJECT DATA

Existing Zoning	B-3 Downtown Business, DE Overlay, PAD, Old Port Historic		
Existing Use	Surface Parking Lot (80 spaces)		
Proposed Use	135 Room Hotel with 2,620 SF Restaurant and 1,725 SF Rooftop Bar		
Property Size	0.55 acres (23,791 SF)		
	Existing	*Proposed*	*Net Change*
Building Footprint	0 SF	22,758 SF	22,758 SF
Building Floor Area	0	112,046 SF	112,046 SF
Impervious Surface Area	21,100 SF	19,100 SF	-2,000 SF
Parking Spaces	80 spaces	75 (Parking Lease)	-5
Bicycle Parking Spaces	0	4	4

IV. PROJECT SITE AND CONTEXT

Figure 2: Project site today

The proposed development would occupy 0.55 acres of existing surface parking area situated to the north and east of the Center Street and Commercial Street intersection, with principal frontage along Commercial Street between the Richardson Wharf Company Building and Baxter Davis Block Building. This location is considered part of the City's Old Port District, characterized by its stock of 19th and early 20th century commercial architecture, a high concentration of restaurant and retail establishments, and close proximity to the city's working waterfront. The Old Port is considered a major draw for Portland's tourism industry and a hotel in this location would provide easy access to the amenities just described.

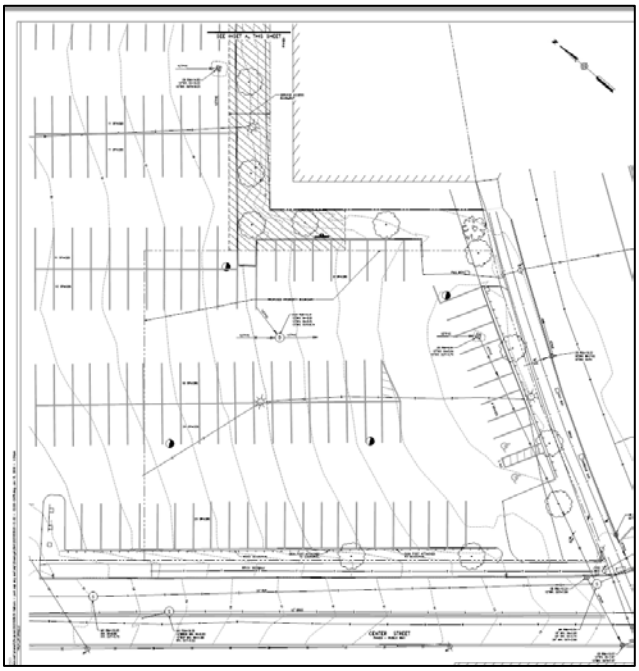
Figure 3: Existing Conditions Plan

One Center Street is almost entirely impervious, consisting of approximately eighty (80) parking spaces. Vegetated buffer areas, consisting of shrubs and street trees, run along the westerly, southerly and a portion of the easterly property line. Along Commercial Street, the existing streetscape consists of a brick sidewalk measuring no less than eleven (11) feet in width, with front-in angled on-street parking, and lighting provided via pole mounted cobra head fixtures. The Center street frontage features a narrower five (5) foot sidewalk with parallel parking spaces and pole mounted cobra head light fixtures on the opposite side of the street.

The site itself generally slopes down from north to south with a maximum elevation of just over 19' feet at the northwesterly edge of the property, and a minimum elevation of 11' feet along Commercial Street. At present, runoff sheet flows towards a storm drain that is

situated in a low spot near the property's Commercial Street frontage, that is then directed to a storm sewer located in Center Street, that outfalls from there into the harbor.

As mentioned in the introduction, the hotel is considered part of Phase I of the Portland Square Master Planned Development, which would occupy a substantial area of existing surface parking, stretching between Commercial Street in the south and Spring Street in the north. As of yet, exact details for the Master Plan have not been provided, though it has been stated that one development being proposed would consist of structured parking wrapped with a retail shell and upper level office uses. Additional information will be forthcoming, with an anticipated submission of material in early March, and a follow-up Planning Board workshop in April.

V. PROJECT DESCRIPTION

A. Overview

Fathom CC, LLC proposes to construct a new, six-story, 135 room boutique hotel that would feature two ground floor retail or restaurant spaces (identified as a café and bar) totaling 2,620 square feet of floor area, a roof level bar totaling 1,725 square feet and separate rooftop terrace, to be accessible to guests. The principle entrance to the hotel will be located on Center Street and in order to accommodate the additional pedestrian traffic, vehicle loading/unloading and valet services, two curb extensions are being proposed that would widen the sidewalk and provide vehicle refuge. At present, this sidewalk measures just five (5) feet in width, and would be widened up to sixteen (16) feet in width, with a portion of the sidewalk to be located on the applicant's property. Other improvements include relocation of traffic signal infrastructure and utility poles and addition of street trees along both Commercial and Center Street, and street lights along Center Street. The building's footprint occupies almost the entire site, and is set back no more than five (5) feet from the property boundaries in order to maximize the pedestrian zone along Center and Commercial Streets.

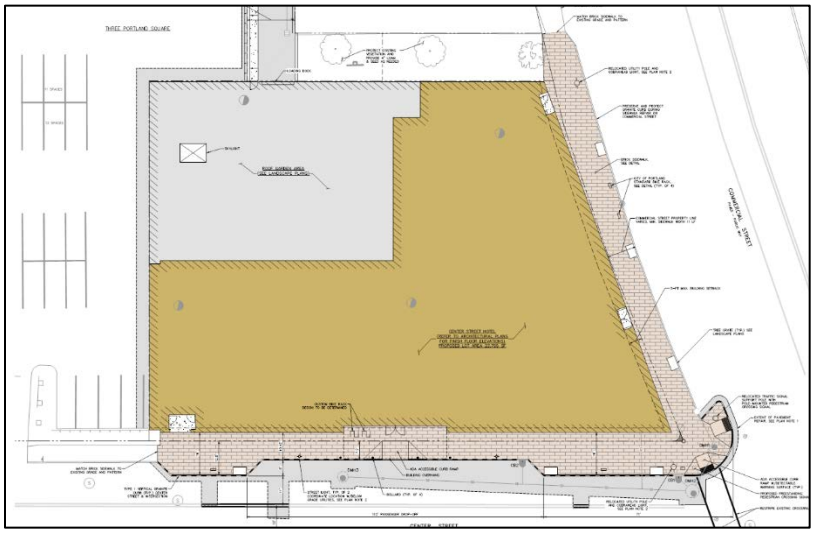

Figure 4: Proposed site plan. Note, area in gray is building at ground level, though does not extend above floor two.

B. Off-Street Parking and Loading/Unloading

While no parking is proposed on-site, it is understood that the applicant is negotiating a lease for seventy-five (75) parking spaces, to be located in close proximity to the project, that would eventually be transferred to the garage proposed as part of the Portland Square Master Planned development. In regards to loading, a fourteen (14) foot access-way is being developed across the rear of the Richardson Wharf Company Building, located within an existing service access easement, with access off of Cross Street. This access way would operate with trucks or other vehicles infrequently backing into the site towards loading bays located along the easterly façade of the building, and then driving forward to exit the site.

C. Mid-Block Permeability

A key element of the project is mid-block permeability, which ultimately would be achieved through a shared access corridor between Fore Street and Commercial Street. The ground level of the proposed building occupies almost the entire site, however the footprint of floors two through six is reduced, forming a large open area at the northeast corner of the site (located on top of a portion of the first-floor roof), accessible via exterior stairway off of Commercial Street. This open area would feature landscaping, a meandering walkway and areas for seating. While a landscape plan for this area has been provided, and preliminary renderings show how this corridor would function, it should be noted that this feature is contingent upon later development stages of the Portland Square Master Plan. The interim condition provides an access-way in place of the stairway, and a retaining wall to account for changes in grade.

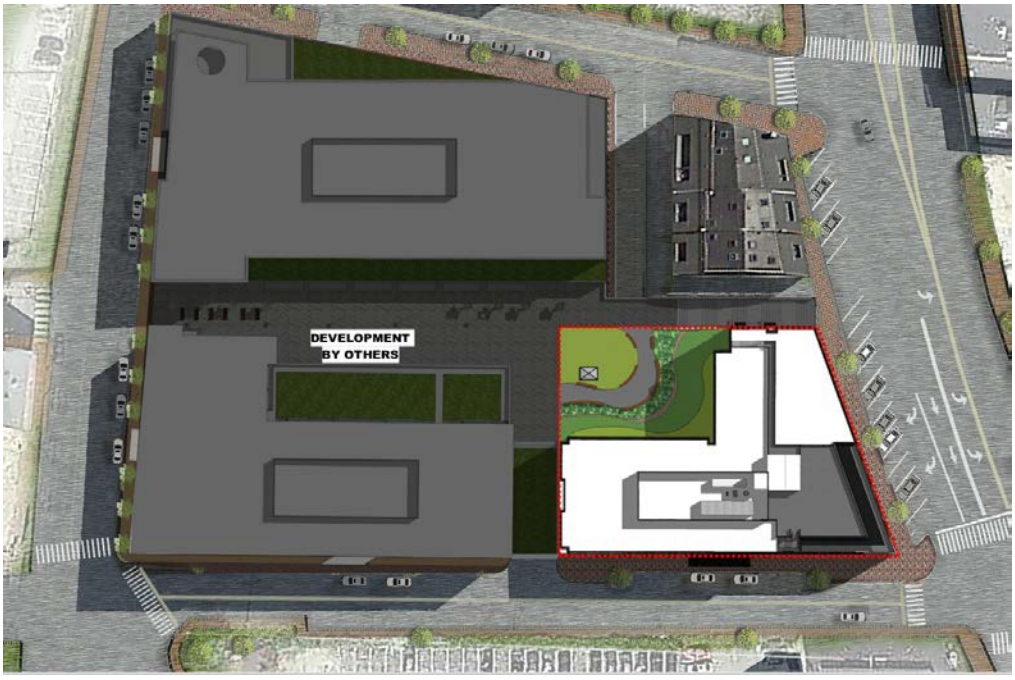

Figure 5: Master Plan concept showing mid-block permeability and rooftop garden

D. Building Design

In regards to architecture, the building draws significant influence from the Richardson Wharf Company Building (1860), located immediately east of the proposed hotel, and the Baxter Davis Block Building (1902), located to the west across Center Street along with other buildings situated along Commercial Street. While these context buildings are of a different style, scale and era, the design of the building seeks to strike a harmonious balance between the two, providing complementary proportions, scale, heights and rhythms.

The building features a continuous brick base (first two floors) along the two principal frontages, with a varied façade across upper floors consisting of brick wall with window and metal panel surround. A prominent canopy is provided along Center Street to identify the hotel entrance, whereas entrances along Commercial Street are specifically downplayed. The upper floor bar is situated on the sixth floor at the corner of Center and Commercial Street. The bar itself is recessed away from the edge of the building, providing outdoor space for seating. From the bar, patrons can access an exterior stairwell to a rooftop terrace, unassociated with the bar.

Figure 6: Rendering of hotel looking north with view of bar and roof terrace

Figure 7: Rendering of hotel looking west, with view of stairway and courtyard

E. Stormwater Management and Utilities

The project results in a net decrease in impervious area, and is not required to comply with the General and Flooding Standards of Maine DEP Chapter 500. Given that the redevelopment results in impervious area changing from surface parking to roof area, it is expected that stormwater quality will naturally improve. On-site runoff, including drainage from roof and foundation drains, will be directed into the separated stormdrain in Center Street. This stormdrain eventually connects to the combined sewer Lower Fore River Interceptor in Commercial Street.

Water and sanitary sewer service connect into existing infrastructure located beneath Center Street, with a 4" domestic service line, 6" fire line and 6" sanitary sewer pipe. Given the presence of a commercial kitchen, the project also features a separate sewer line with grease trap. Electrical service is provided underground to the property from Cross Street through the shared access easement provided for vehicle loading and unloading. The applicant proposes to work with CMP to relocate as necessary existing overhead utility lines and poles.

VI. PUBLIC COMMENT and NEIGHBORHOOD MEETING

As of the writing of this memo, no written public comments were received by the Planning Office regarding this project. At the February 7th meeting of the Waterfront Working Group, a comment was made that there are general concerns that the hotel will have a negative impact related to traffic flow along Commercial Street.

The required neighborhood meeting (Attachment V) was held on January 17, 2019 at the Press Hotel and was attended by twelve (12) members of the public. General concerns raised at the meeting included maintenance of the service driveway, lighting levels and their impact on condo owners at Richardson Wharf Building, location of required parking as well as displacement of existing parking.

In response to these questions, the applicant's team stated that the service driveway would be regularly maintained, and that lighting, when selected, would conform with City standards, being full cutoff with no light trespass beyond the property line. Regarding displacement of parking spaces, the applicant indicated that they are continuing to resolve this issue, and may be coming forward to the City in the near future with a proposal to use parking relief tools such as Transportation Demand Management planning.

VII. RIGHT, TITLE & INTEREST

A Purchase and Sale Agreement (Attachment E) between North River IV, LLC and Fathom CC, LLC has been provided which demonstrates right, title & interest in the property.

VIII. FINANCIAL & TECHNICAL CAPACITY

A letter from Mascoma Bank (Attachment I), based out of Hanover, New Hampshire, was provided stating that the applicant has the financial capacity to complete the project. The applicant has also compiled information on consultants, which includes Woodard and Curran, Carroll & Associates and Wright-Ryan, demonstrating technical capacity to complete the project.

IX. ZONING ANALYSIS

The proposed use, a hotel with restaurant and bar, is a permitted use within the B-3 Downtown Business Zone, the Downtown Entertainment Overlay District and the Pedestrian Activity District.

A. B-3 Downtown Business Zone

As described in the 'Purpose' section of the B-3 zone (Sec. 14-216), the intent of the B-3 framework is to:

- *Maintain and enhance the role of the downtown as the business and commercial center of the region*
- *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*
- *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.*
- *Encourage excellence in urban design.*
- *Reinforce the role of the downtown as a meeting place for community residents and visitors alike from all walks of life and all socio-economic groups.*
- *In the pedestrian activities district (PAD) overlay zone, create continuity of pedestrian-oriented uses along streets where such uses predominate and along streets which, over time, will establish and maintain a strong retail and pedestrian-oriented use pattern.*

The development as proposed achieves each of these goals as found in the Purpose section for the B-3 zone. This infill project activates a currently inactive space that is one of the few such properties remaining along the northerly side of Commercial Street within the Old Port. A hotel with restaurant and bar provides valuable meeting space for both residents and visitors alike, provides increased opportunity for visitors to stay downtown, improves upon the existing streetscape and establishes new ground-level pedestrian-oriented uses.

As shown in the table below, the proposed building meets the dimensional requirements for the B-3 Downtown Business zone.

	Required	Provided
Minimum Frontage	15 feet	140 feet (Commercial St) 200 feet (Center St)
Street Wall Build-to-Line	5 feet to property line	< 5 feet to property line
Maximum Lot Coverage	100%	96%
Building Height	35-foot min – 65-foot max	65 feet
Maximum length of undifferentiated blank wall in PAD Overlay Zone	15 feet	15 feet

B. Downtown Entertainment Overlay Zone

The Downtown Entertainment Overlay District is intended to regulate the location of businesses with entertainment licenses in order to maintain and improve public safety. The overlay zone requires that a business with an entertainment license be located further than one-hundred (100) feet from other businesses with entertainment licenses. It is unclear whether or not an entertainment license will be sought by this applicant, however no establishment with an entertainment license is located within one-hundred (100) feet of this property.

C. Pedestrian Activity District Overlay Zone

The site borders Center Street and Commercial Street, both of which are listed as streets within the Pedestrian Activity District (PAD) overlay zone. Per ground floor use restrictions for hotels within the PAD overlay zone, at least seventy-five (75) percent of the street level frontage of the building must be utilized; and at a minimum, the floor area to be occupied shall be seventy-five (75) percent of the street level frontage multiplied by a twenty (20) foot depth. Buildings with frontage on more than one street in the PAD overlay zone may reduce required retail area to one street to fifty percent of the frontage, which in this case, applies to the Center Street frontage at the hotel entrance. The project as designed meets these standards.

The design manual features additional architectural and site design requirements for properties in the PAD Overlay zone. Given that this property is located within the Old Port Historic District, review of these standards is being completed by the Historic Preservation Board. The latest memo from the third workshop is included as an attachment for the Board's reference. (Attachment 7).

X. STAFF REVIEW – SITE PLAN & INCLUSIONARY ZONING

A. Site Plan Standards

1. Traffic – Access, Circulation, Servicing and Loading

Initially, it was understood that this project would be considered in conjunction with other proposed developments of the Portland Square Master Plan, and that traffic impacts would be accounted for as part of a Traffic Movement Permit for the entire master development plan area. Due to delays in submission of the master development plan, staff have requested that a stand-alone traffic study be provided for the hotel, which will not be available until after the February 12th workshop.

The project features no on-site parking (though an interim condition may require that vehicles temporarily park on the lower Portland Square site), and hotel guest drop-off will be located on Center Street, where curb extensions provide vehicle refuge measuring approximately one-hundred (100) feet in length for four (4) vehicles. An eighteen (18) foot

access and utility easement with fourteen (14) foot paved access driveway would allow vehicles to back into the site from Cross Street, and then pull forward out of the site. It should also be noted that the Commercial Street Operations and Master Plan, while not complete or officially adopted, is currently underway. In light of this, staff are reviewing the proposal against recommendations from this plan and will suggest appropriate changes where fitting.

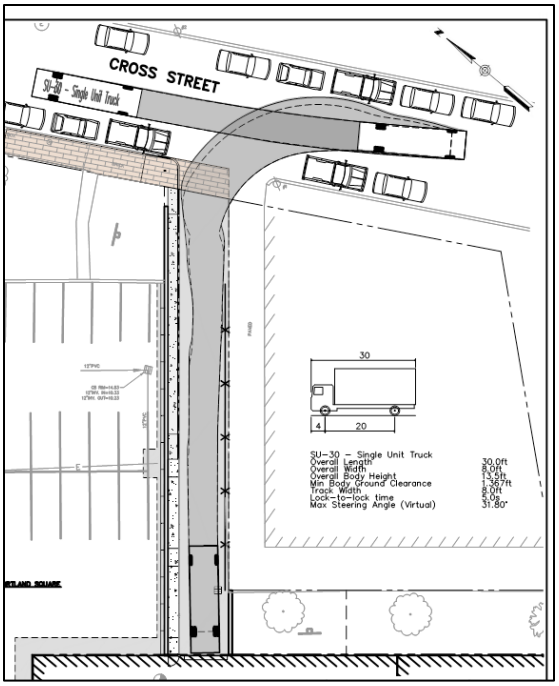

Figure 8: Access Driveway with turning template

The proposal has been reviewed by Tom Errico, P.E., traffic engineer with T.Y. Lin, who has offered the following preliminary comments (Attachment 2):

- The applicant has conducted a trip generation analysis and determined that the hotel, by itself, does not generate 100 passenger-car equivalents during any peak hour and thus does not require a Traffic Movement Permit. It is my understanding that a Traffic Movement Permit Application will be prepared for the overall Portland Square project. Depending on the timing of the Portland Square TMP, a traffic study may be required for this project. The applicant should suggest how best to proceed on this issue given their schedule.
- The applicant should provide documentation that only single-unit trucks will service the hotel.
- The loading dock driveway on Cross Street does not meet driveway separation standards. Given low traffic volumes on Cross Street, the abutting driveway is a service driveway and the proposed driveway allows for off-street vehicle delivery loading/unloading. I support a waiver from City standards.
- A traffic signal modification plan shall be prepared as it relates to relocation of the traffic signal support at the Commercial Street/Center Street northeast corner. All work shall meet MUTCD standards and be ADA compliant.
- A parking study shall be prepared that documents supply and demand provisions for the project.
- Significant impacts to traffic, parking and sidewalks are proposed during construction. I do not support the current construction management plan without additional detail/analysis. Given the significance of the impacts, I would suggest a meeting to review project specifics.

2. Sidewalks

As part of this project, the applicant intends to maintain the existing brick sidewalk along Commercial Street and substantially widen the brick sidewalk along Center Street from just over five (5) feet to between ten (10) and sixteen (16) feet, through the construction of curb extensions. The expansion of sidewalks would provide a more comfortable pedestrian experience, account for necessary ADA ramp improvements, and provide adequate space for new street lights and street tree planters. In order to achieve this width, the proposed plan shows the sidewalk being located partially on private property, for which easements shall be required.

Bruce Hyman, the Transportation Program Services Manager, has reviewed the proposed pedestrian improvements, and offers the following comments (Attachment 3):

- The sidewalk at the entrance of the hotel should not be interrupted by a flared curb ramp within the primary pedestrian access route along the frontage. Other ramp configurations (full ramping of sidewalk) or locations (at the end(s) of the curb extension) may be acceptable.
- If approved, radius curb is to be used for the curb extensions on Center Street that define the parking area.
- The existing curb extension at the corner of Center-Commercial uses sloped granite curb, not vertical curb. This is the typical/preferred configuration for Commercial Street.
- Crosswalks are to be Block Style. The crosswalk across Commercial Street is not shown. The crosswalk across Center Street is the incorrect style.
- The Brick sidewalk detail shall denote a maximum cross-slope of 2%.
- Details provided for the detectable warning panel are wrong, please correct.

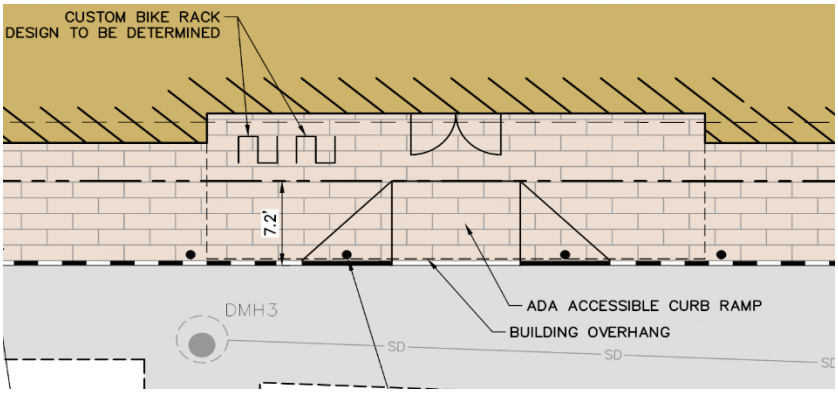

Figure 9: Staff are concerned that the proposed ramp design will constrict pedestrian movement at this location

3. Public Transit Access

Standards for public transit access are not applicable to this project.

4. Parking

Per Division 20, Off-Street Parking Standards, the proposed project is required to provide a total of sixty-four (64) parking spaces, calculated at a rate of one (1) space per four (4) hotel rooms (thirty-four (34) spaces) and one (1) space per one-hundred fifty (150) square feet of restaurant space (thirty (30) spaces based upon 2,620 square feet of ground floor restaurant space and 1,725 square feet for the rooftop bar. As part of the purchase and sale agreement between Fathom CC, LLC and North River IV, LLC, the seller has agreed to provide up to seventy-five (75) spaces for use by the development. The exact location of this parking has not been clearly identified and staff have requested additional information.

5. Bicycle Parking

A total of twelve (12) bicycle parking spaces are provided at principle hotel entrance on Cross Street. The site plan ordinance requires that two (2) bicycle parking spaces be provided for every ten (10) required vehicle parking spaces for non-residential uses, for a total requirement of twelve (12) spaces. Bruce Hyman, Transportation Program Manager, has reviewed the plans provided and offers the following comment (Attachment 3):

- The installation detail for proposed bike racks within sidewalks should not have exposed concrete. A surface mount rack may not be appropriate for this instance. Please ensure the detail used shows the appropriate final height of the bike rack from finished sidewalk grade.

6. Snow Storage

In the submittal material, the applicant states that given the 96% building coverage, there is no need for snow storage on-site. Accordingly, snow removal will be managed around the hotel by staff or a contracted third party.

7. Transportation Demand Management

A TDM plan is being developed for the Portland Square Master Plan, and will incorporate this development into those considerations.

8. Construction Management Plan

A construction management plan was submitted as part of the preliminary submittal package that identifies significant impacts to traffic, parking and sidewalks during construction. Based upon these impacts, the staff are requesting an in-person meeting with the applicant and their team to discuss construction management. This meeting will take place following the February 12th workshop.

9. Landscape Preservation/Site Landscaping and Screening/Street Trees

Due to zoning setback requirements, preservation of existing perimeter landscaping is not possible. To compensate for removal of this landscaping, the applicant is proposing regularly spaced street trees along the property frontage in accordance with the site plan

and Technical Manual standards, and a large landscaped roof garden over a portion of the ground floor of the hotel.

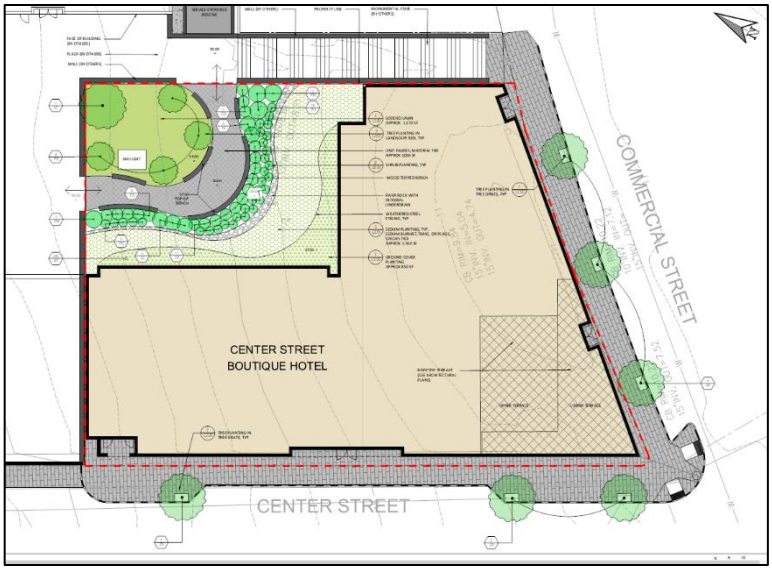

Figure 10: Proposed landscape plan

Jeff Tarling, City Arborist, has reviewed the landscape plan provided and offers the following comments (Attachment 4):

- The tree and landscape plans for the proposed 1 Center Street hotel work well, though I would suggest a condition to improve the grow space for street trees. This would include some type of raised granite tree planter for Center Street that could be built into the bump out and perhaps structural soil. The Commercial Street tree pits are flush with tree grates due to on-street parking.

10. Water Quality, Stormwater Management and Erosion Control

The proposed development constitutes a 2,000 square foot reduction in impervious surface in comparison with the existing condition, with the impervious surface changing from parking lot to roof area. It is well understood that runoff from roof area is cleaner than that from parking area, and as such, this change will result in improvements to water quality. Given the net reduction in overall impervious surface, the project is exempt from meeting Maine DEP Chapter 500 General and Flooding Standards. The applicant has also provided an erosion and sedimentation control plan which includes recognized best management practices as identified by Maine DEP.

Michael Guelthe, P.E. with Wright Pierce, reviewed the plans and documents provided for compliance with City standards and related stormwater management and erosion control and offers the following comments (Attachment 5):

- Limited erosion and sedimentation control best practices were observed on the Erosion and Sedimentation Control Plan, including a note for catch basin inlet protection. Erosion and Sedimentation Control Notes and Details were included. The applicant shall submit the following additional information for erosion and sedimentation control.

  - A construction entrance detail was provided, but the construction entrance location was not indicated on the Erosion and Sedimentation Control Plan. The applicant shall clarify construction access location.
  - Options for perimeter sediment barriers have been shown on the project details, but locations were not indicated on the ESC plan. Location shall be confirmed.
  - The Temporary Erosion Control Table mulching sections has blank spaces adjacent to the timing of application. The mulching application timeline should be listed as 7 days for any work located within 100 feet of a protected resource. More time is allowed in the Erosion and Sedimentation Control Handbook for areas outside the 100-foot resource protection area if the applicant prefers to specify or clarify.
- Section 11.4 of the Stormwater Management Report currently states that the General Standard is not applicable, which should be modified to instead indicate that the General Standard will be addressed as a redevelopment under the City Technical Manual, Section 5.
- The Stormwater Management Report indicated that a decrease in impervious surface area is proposed, and that the project is anticipated to result in a net decrease in stormwater flow generated. While it is agreed that the surface generating surface flows will be more permeable in the developed condition, factors such as roof piping may affect the time of concentration for surface flows, and accordingly affect the runoff rate for the site. Hydraulic calculations should be provided for site runoff to confirm that post-development site flows will not exceed pre-development site flows.
- Confirmation of pre-development and post-development flow rates is also requested to confirm flows to the combined storm system.

11. 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 proposals do not raise any particular concerns, but further information is being requested to describe how this standard is met, especially throughout the mid-block permeability corridor.

12. Fire Prevention

The Fire Department has reviewed the plans provided, and has asked that the street address be clearly marked on the front of the building and building sign. Otherwise, the Fire Department has no concerns with the proposal (Attachment 1).

13. Public Utilities

A utility plan was provided that shows new 4" water service, 6" fire service and 6" sanitary sewer connecting into existing infrastructure in Center Street. A separate sewer line with grease trap is provided to serve on-site food preparation. Underground electrical service is provided from Cross Street, which will be located beneath the shared access driveway. The staff have asked that the applicant, as part of the Master Plan process, to pursue the undergrounding of utility lines within the vicinity of Portland Square.

Michael Guethle, P.E. with Wright Pierce, has reviewed the utility plan and provides the following comments (Attachment 5):

- Ability to serve letters have not been provided for utilities impacted by the proposed project, but have been requested by the applicant for applicable utilities. The applicant has indicated that ability to serve letters will be submitted to Planning upon receipt.
- Storm drain manhole should be proposed at Cross Street storm drain connection, Sheet C2.04.
- Please include a detail for a PVC connection to a brick sewer main.
- Please include details for the electrical transformer vaults and electrical trenching and conduits.

14. Massing, Ventilation, Wind Impacts and Shadows

No adverse impacts are anticipated as it relates to these standards.

15. Historic Resources

The Historic Preservation Board has held three workshops to discuss building design and compliance with the City's Historic Preservation standards. Given that the project is located within a historic district, design review is completed by the Historic Preservation Board. For additional information, please see Attachment 7, which is a compilation of HP memos. Following the third workshop, the HP Board indicated that the project was ready for a public hearing, though the date of that hearing is still to be determined.

16. Exterior Lighting/Street Lighting

Two Old Port District Street Lighting Poles are shown along Center Street, with existing cobra head fixtures proposed to remain along Commercial Street. The plans do not call out wall-mounted light fixtures or provide information regarding lighting for the second-floor roof garden. Staff has requested that this information be provided with a follow-up submittal.

B. INCLUSIONARY ZONING

The City recently adopted amendments to Division 30, Inclusionary Zoning, which require that hotels with ten (10) or more rooms comply with Section 14-448.1, Inclusionary Zoning

for Hotel Projects. This standard states that one (1) low-income housing unit shall be created for every twenty-eight (28) hotel rooms, for a total requirement of five (5) low income housing units.

An alternative is to provide a fee in lieu of the required units, which is calculated at $3,806 per hotel guest room in 2019. Based upon one-hundred thirty-five (135) rooms, the total contribution would be $513,810. This fee would need to be paid prior to issuance of a Certificate of Occupancy.

As a new requirement, the applicant has not provided a strategy for complying with this standard, which goes into effect on February 22, 2019, retroactive to September 26, 2018. The applicant will be required to submit a conditional use application for Inclusionary Zoning, and at the next meeting, the project will be reviewed against the conditional use standards. For additional information, please see the attached memo from Victoria Volent, Housing Program Manager (Attachment 6).

XI. NEXT STEPS

- Continue HP process and secure HP approval
- Submit a conditional use application for inclusionary zoning addressing new standards regarding hotels.
- Provide updated information on site lighting and CPTED compliance for the shared access drive and mid-block corridor.
- Provide a traffic study specific to the hotel development.
- Continue to explore opportunities to underground overhead utility lines
- Meet to discuss construction management plan with City staff (Staff will coordinate)
- Address any feedback from the Board

XII. ATTACHMENTS

Staff Attachments

1. Preliminary Review Comments – Planning and Fire
2. Preliminary Review Comments – Traffic
3. Preliminary Review Comments – Pedestrian Improvements
4. Preliminary Review Comments – Landscaping
5. Preliminary Review Comments – Stormwater and Utilities
6. Preliminary Review Comments – Inclusionary Zoning
7. Historic Preservation Memos Compiled

Applicant's Documents

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B. Table of Contents

C. Application Fee & Checklists
D. Project Information & Approach
E. Right, Title & Interest
F. Additional Project Approvals
G. Assessment of Zoning
H. Easements and Other Burdens
I. Financial and Technical Capacity
J. Traffic
K. Significant Natural Features
L. Stormwater Management
M. Consistency with Master Plan
N. Utilities
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P. Summary of Fire Codes
Q. Consistency with Design Standards
R. HVAC
S. Boundary Survey
T. Zoning Analysis Table Center Street Hotel
U. CSH Supplemental Info Letter
V. Neighborhood Meeting
W. HP Workshop #3 Architectural Information
X. Construction Management Plan

Plans

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P2. Commercial & Center Street Survey
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P11. Architectural Inspiration Renderings
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P15. Overall Elevations (South)
P16. Overall Elevations (East)
P17. Overall Elevations (North)

P18. Overall Elevations (West)
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P31. Landscape Details

PLAN CORRECTIONS REPORT PL-000448-2018
FOR CITY OF PORTLAND

PLAN ADDRESS: 1 Center Street, Portland, ME 04101 **PARCEL:** 038- G001-001
APPLICATION DATE: 12/21/2018

DESCRIPTION: Redevelopment of existing surface parking lot with 135-room, 6-level boutique hotel at the corner of Center Street and Commercial Street. Hotel will have frontage on both Center Street and Commercial Street with guest access to the hotel via Center Street.

Comments & Corrections Required

Fire Robert Thompson

Comment(s)/ Recommendation(s):

4.3.2 Street Address shall be clearly marked on the front of the building and building sign as approved by the Fire Department.

The Fire Department has no immediate concerns about this propoosed project.

Planning Matt Grooms

Comment(s)/ Recommendation(s):

- A construction management plan shall be provided for review by the Department of Public Works.
- Does the applicant intend to install building mounted lighting? If so, associated details and photometric plan shall be provided.
- From the provided floor plans, it is unclear whether or not the rooms facing Commercial Street are guest rooms, or if they have a different function. Would the applicant please clarify?
- Given that this is an existing surface parking lot, are there any existing parking leases that would be impacted by this development? The City is seeking to determine whether or not the existing lot serves as required parking for nearby users.
- In the event that this development proceeds as a stand-alone development, the applicant will need to provide an updated site plan with details showing the design of the retaining wall and overall site disposition.
- It is unclear where required vehicle parking is to be located in the event that the associated parking garage is not completed prior to construction of this hotel. At this point in time, does the applicant have additional information regarding parking?
- Overhead utilities are shown to cross the property along the southerly property line. The applicant should coordinate with CMP to determine the cost relocating this line underground. City staff understand that this would incur additional fees as Commercial Street is a moratorium street. Additional guidance shall be forthcoming, and this shall be discussed in greater detail at the Planning Board meeting on February 12th.
- The applicant shall identify areas for snow storage, or provide a written response describing strategies for snow removal.
- The provided site plan shows portions of the public sidewalk on the applicant's property. Please note that a public access easement will need to be provided.
- The site concept features a significant walkway/stairway that provides mid-block permeability. How does the applicant intend to ensure compliance with City Crime Prevention through Environmental Design (CPTED) standards?
- When available, the applicant shall provide required utility 'ability to serve' letters for the development.

Portland Maine | Yes. Google's good here.

Matthew Grooms <mgrooms@portlandmaine.gov>

1 City Center Hotel - Preliminary Traffic Comments

Tom Errico <thomas.errico@tylin.com> Thu, Jan 31, 2019 at 2:39 PM
To: Matthew Grooms <mgrooms@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Matt – I have reviewed application materials and offer the following preliminary traffic comments.

- The applicant has conducted a trip generation analysis and determined that the Hotel, by itself, does not generate 100 passenger-car equivalents during any peak hour and thus does not require a Traffic Movement Permit. It is my understanding that a Traffic Movement Permit Application will be prepared for the overall Portland Square project. Depending on the timing of the Portland Square TMP, a traffic study may be required for this project. The applicant should suggest how best to proceed on this issue, given their schedule.

- The applicant should provide documentation that only single-unit trucks will service the hotel.

- The loading dock driveway on Cross Street does not meet driveway separation standards. Given low traffic volumes on Cross Street, the abutting driveway is a service driveway and the proposed driveway allows for off-street vehicle delivery loading/unloading, I support a waiver from City standards.

- A traffic signal modification plan shall be prepared as it relates to relocation of the traffic signal support at the Commercial Street/Center Street northeast corner. All work shall meet MUTCD standards and be ADA compliant.

- A parking study shall be prepared that documents supply and demand provisions for the project.

- It is my understanding that Bruce Hyman has provided comments as it relates to Center Street with regards to curb extensions, sidewalks and on-street parking.

- Significant impacts to traffic, parking and sidewalks are proposed during construction. I do not support the current plan without additional detail/analysis. Given the significance of the impacts, I would suggest a meeting to review project specifics.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate

Traffic Engineering Director
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Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Google+

"One Vision, One Company"

Portland Maine Yes. Google's good here.

Matthew Grooms <mgrooms@portlandmaine.gov>

Preliminary Comments: Street/Streetscape/Transportation - PL 448-2019 1 Center Street

Bruce Hyman <bhyman@portlandmaine.gov> Tue, Jan 15, 2019 at 2:49 PM
To: Matthew Grooms <mgrooms@portlandmaine.gov>
Cc: Jeremiah Bartlett <jbartlett@portlandmaine.gov>, Caitlin Cameron <ccameron@portlandmaine.gov>, Barbara Barhydt <bab@portlandmaine.gov>, Tom Errico <thomas.errico@tylin.com>, Keith Gray <kgray@portlandmaine.gov>

The following are my preliminary comments on 1 Center Street plans, dated/uploaded 12/28/18. It is likely that more comments will be provided upon further review.

Site Plan, Sheet C2.01

- The sidewalk at the entrance to the hotel should not be interrupted by a flared curb ramp within the primary pedestrian access route along the frontage. Other ramp configurations (full ramping of sidewalk) or locations (at the end(s) of the curb extension) may be acceptable.
- If approved, radius curb is to be used for the curb extensions on Center Street that define the parking area.
- Locations for any parking or other signs that are to be removed and replaced within the sidewalk are to be noted and are the responsibility of the applicant.
- The existing curb extension at the corner of Center-Commercial uses sloped granite curb, not vertical curb. This is the typical/preferred configuration for Commercial Street.

- The size shown for the tree wells appears inadequate (3'x6'). Their configuration (raised vs tree grates), size and location are to be coordinated with the city arborist and urban designer.
- Bike racks locations are not shown (or I couldn't see them).
- Crosswalks are to be Block Style. The crosswalk across Commercial Street is not shown. The crosswalk across Center Street is the incorrect style.

Details
Sheet C3.03 Details 2

- The Brick Sidewalk Detail is to denote a maximum cross-slope of 2%.
- The extent of and the detail for pavement moratorium repair on Commercial Street is to be coordinated with MaineDOT and DPW as noted on the Site Plan.

Sheet C3.05 Details 4

- The detail for the Detectable Warning Panel is wrong - please update it.
- The installation detail for bike racks within sidewalks should not have exposed concrete. A surface mount rack may not be appropriate for this instance. Please ensure the detail used shows the appropriate final height of the bike rack from finished sidewalk grade. I cannot find the bike rack locations on the Site Plan, either.

Section 9 - Traffic

- The loss of 10 on-street parking spaces on Center Street and replacement by 4 valet/restricted parking spaces/loading-unloading with no proposed off-set/compensation should be scrutinized very closely.

--
Bruce Hyman
Transportation Program Manager
Transportation Division

Department of Planning & Urban Development
389 Congress Street
Portland, Maine 04101
(207) 874-8717 phone

bhyman@portlandmaine.gov
http://www.portlandmaine.gov/1363/Transportation-Division
Yes! Transportation's Good Here ....

Portland Maine Yes. Google's good here.

Matthew Grooms <mgrooms@portlandmaine.gov>

1 Center Street Hotel - Landscaping

Jeff Tarling <jst@portlandmaine.gov> Thu, Jan 31, 2019 at 12:04 PM
To: Matthew Grooms <mgrooms@portlandmaine.gov>

Hi Matt -

The tree and landscape plan for the proposed 1 Center Street hotel looks good with a condition that we can improve the grow space for the street trees.

This would include some type of raised granite tree planter for Center Street that could be built into the bump out and perhaps structural soil. The Commercial Street tree pits are flush with tree grates due to on-street parking.

It would be a nice feature for the Center Street bump out to do a little more in the way of landscaping similar to other hotels on the street, the use of chunky granite as seating also seems like a nice feature to consider.

Thanks

Jeff

Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov

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WRIGHT-PIERCE
Engineering a Better Environment

MEMORANDUM

TO:	Matthew Grooms, AICP; Planner	**DATE:**	1/25/2019
FROM:	Michael Guethle, PE; Ryan Wingard, PE	**PROJECT NO.:**	14273A
SUBJECT:	1 Center Street Hotel – Level III Site Plan, 000448-2018		

Wright-Pierce has reviewed the Level III Site Plan Application information provided for the Center Street Hotel at 1 Center Street. The proposed Center Street Hotel project is located on a 23,795 +/- SF site on the corner of Commercial Street and Center Street. The proposed project includes redevelopment of the existing surface parking lot with a 135-room boutique hotel, and includes additional utility and site infrastructure improvements.

Documents Reviewed by Wright-Pierce:

- Level III Site Plan application, dated (most recent) January 16, 2019.
- Engineering Permitting Plans, stamped 1/15/2019, uploaded (most recent) January 16, 2019.
- Construction Management Plan, dated December 21, 2018.

Comments:

1) Level III Site Plan applications with the City of Portland must submit a stormwater plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules. This includes conformance with the Basic, General, and Flooding Standards (Ref: Technical Manual, Section 5. II. Applicability in Portland. C. a.; and Ref: City of Portland Code of Ordinances Sec. 14-526. Site Plan Standards, (b). 3. b.)
    a. Basic Standard: Per the City's Technical Manual *Portland Stormwater Management Standards And Maine Dep Chapter 500 Stormwater Management*, an Erosion & Sediment Control management plan, notes, and details per the Chapter 500 Rules must be provided to meet the Basic Standard.

i. The applicant has submitted a written erosion control plan to confirm erosion and sedimentation controls are provided down-slope of all disturbed areas, as well as information on maintenance and seasonal installation requirements. No further action necessary.

ii. Limited Erosion and Sedimentation Control best practices were observed on the Erosion and Sedimentation Control Plan, including a note for catch basin inlet protection. Erosion and Sedimentation Control Notes and Details were included. The applicant shall submit the following additional information for erosion and sedimentation control:

1. A construction entrance detail was provided, but the construction entrance location was not indicated on the Erosion and Sedimentation Control Plan. The applicant shall clarify construction access location.
2. Options for perimeter sediment barriers have been shown on the project details, but locations were not indicated on the Erosion and Sedimentation Control Plan. Location shall be confirmed on the plan.
3. The Temporary Erosion Control Table mulching sections has blank spaces adjacent to the timing of application. The mulching application timeline should be listed as 7 days for any work located within 100 feet of a protected resource. More time is allowed in the Erosion and Sedimentation Control Handbook for areas outside of the 100-foot resource protection area if the applicant prefers to specify or clarify.

b. General Standard: The applicant has provided information regarding the size and scope of the project indicating the project is subject to the General Standard within the City of Portland. It is understood the City's General Standard is more stringent

than the Chapter 500 requirements, and that this project requires adherence to the General Standard as it is a Level III Site Plan Application.

i. Information on the General Standard has been provided, including site calculations based on redeveloped impervious area. The applicant has indicated that the redevelopment portion of the site includes a total of 3,580 square feet of redeveloped non-roof impervious surfaces.

ii. Section 11.4 of the Stormwater Management Report currently states that the General Standard is not applicable, which should be modified to instead indicate that the General Standard will be addressed as a redevelopment under the City Technical Manual, Section 5.

iii. The Applicant is not increasing impervious surface, but will be creating 3,580 square feet of redeveloped non-roof impervious surface. In accordance with the City of Portland Technical Manual, the project is required to provide water quality treatment for no less than 50% of the redeveloped non-roof impervious area, if the total non-roof impervious area exceeds 5,000 SF. Therefore, it is agreed that the applicant does not need to meet the Redevelopment Standard for the proposed improvements.

iv. It is understood that additional site developments may be completed in adjacent lots at a future time as a master plan of development related to this parcel. If this occurs, the aforementioned 3,580 SF of non-roof impervious area may need to be included in stormwater management evaluations for future redevelopment.

c. Flooding Standard: The applicant has indicated that the project is not required to meet the Flooding Standard of Chapter 500. From review of Chapter 5 of the City Technical Manual, it is our understating that the project is required to submit a stormwater management plan, including information on the flooding standard, due to the project requiring a Level III Site Permit.

i. The Stormwater Management Report indicated that a decrease in impervious surface area is proposed, and that the project is anticipated to result in a decrease in stormwater flow rate generated. While it is agreed that the surface generating surface flows will be more permeable in the developed condition, factors such as roof piping may affect the time of concentration for surface flows, and accordingly affect the runoff rate for the site. Hydraulic calculations should be provided for site runoff to confirm that post-development site flows will not exceed pre-development site flows.

ii. Confirmation of pre-development and post-development flow rates is also requested to confirm flows to the combined storm system, as referenced in Land Use Code Chapter 14-526 (b) 3 a.

2) Grading and Drainage

a. Sidewalk grading appears to incorporate a 2% cross-slope, but is not confirmed on the detail on Sheet C3.03. Please confirm.

b. Site Structures

i. Proposed rim elevations appear to conflict with proposed contours for the following structures: DMH1, DMH2.

ii. Granite Catch Basin Headstone Detail, and associated “dishpan” details should be provided to confirm site grading adjacent to catch basin inlets.

c. Offsite Drainage from the parking lot to the northwest of the building does not appear to have a collection and conveyance around the building site. Please clarify, and provide information for construction easements if additional off-site grading and drainage is needed.

d. The catch basin in the adjacent parking lot to the access area appears to outlet with a pipe in the direction of the proposed building with no accommodation for the pipe. Please address how the existing catch basin will connect to the City storm drain system.

3) Utility Connections
    a. Ability to serve letters have not been provided for utilities impacted by the proposed project, but have been requested by the applicant for applicable utilities. The applicant has indicated that ability to serve letters will be submitted to Planning upon receipt.
    b. It is understood that grease trap sizing is being reviewed by Department of Public Works. Applicant shall defer to comments from Department of Public Works on this item.
    c. Storm drain manhole should be proposed at Cross Street storm drain connection, Sheet C2.04
    d. Connection to Existing Stormwater Systems: The applicant has made the following statement: *We have discussed the proposed stormwater connections with Brad Roland from the City of Portland's Department of Public Works. Other stormdrain systems in the area are at elevations that are too high to accept stormwater from the site, and it was determined that the proposed connection would be the most appropriate.*
        i. E-mail, or otherwise written, confirmation of the Department of Public Works accepting this connection is requested to confirm that this connection is appropriate under Land Use section 14-526 (b) 3 a. (iv); and 14-526 (c) 3 a.
    e. Please include a detail for a PVC connection to a brick sewer main.
    f. Please include details for the electrical transformer vaults and electrical trenching and conduits.

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

To: Matthew Grooms, Planner, Planning & Urban Development Department

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

Date: February 8, 2019

Subject: 1 Center Street – Inclusionary Zoning for Hotel Projects Conditional Use

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All hotel project consisting of ten (10) or more guest rooms for rent are conditional uses subject to Planning Board review on the condition that they comply with the requirements set forth in Division 30, Sections 14-487 and 14-488.1 of the Zoning Ordinance.

Division 30, Section 14-488.1, Inclusionary Zoning for Hotel Projects, requires the creation of at least one unit of low-income housing for rent in the City of Portland for every 28 rooms in the hotel project. The low-income units must meet the standards outlined in Section 14-487 and in the implementing regulations governing low income units. This number of hotel rooms used to calculate the required units shall be rounded up to the nearest increment of 28 rooms. For example, if a developer creates 135 guest rooms for rent, the developer would be required to provide 5 units of low-income housing for rent subject to Section 14-487 and 14-488.1 of the Zoning Ordinance.

As an alternative to providing workforce housing units, developers may pay a fee-in-lieu of some or all of the units. The fee for affordable units not provided shall be $3,806 per hotel guest room, adjusted annually in the same way as the fee under Division 29 for Housing Replacement. For example, if a developer prefers to pay a fee-in-lieu on a proposed 135 guest room project, the developer would be required to pay 135 times the adjusted fee or $513,810. The in-lieu fee must be paid into the Housing Trust Fund as defined in Sec. 14-489, before a certificate of occupancy may be issued.

Sincerely,

Victoria Volent
Housing Program Manager

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
ONE CENTER STREET

TO:	Chair Sheridan and Members of the Historic Preservation Board
FROM:	Deb Andrews, Historic Preservation Program Manager
DATE:	November 27, 2018
RE:	December 5, 2018 **WORKSHOP – Preliminary Review of Proposed Hotel Construction**

Address:	One Center Street (northeast corner of Commercial and Center)
Applicant:	Fathom Companies Jim Brady, principal
Project Architect:	HKS Hospitality Group

Introduction

Jim Brady, principal of Fathom Companies, and architects from HKS Hospitality Group have requested a workshop to introduce their proposal for construction of a new hotel at the northeast corner of Commercial Street and Center Street. The proposed hotel would be located immediately west of the historic Richardson Wharf Company Building at 269 Commercial. The address of the project, One Center Street, reflects the developer's decision to locate the main entrance of the hotel off Center Street.

As the aerial view illustrates, the hotel will occupy one corner of a large contiguous open parking lot that occupies the majority of the block bounded by Commercial, Center, Fore and Cross Streets. The entire property is currently owned by Waterfront Maine, which plans to subdivide the property and sell this lot to Fathom Companies. (Waterfront Maine is currently developing its own plans for the balance of the property.)

Enclosed for the Board's review is a fairly comprehensive package of aerial views of the site, floor plans, renderings, building sections and photos of other structures that have informed the design solution for the hotel. Included with these materials is a site master plan (see Sheet A1.01) that illustrates the relationship of the proposed hotel to structures and site amenities being planned by Waterfront Maine for the balance of the block. A review of the site master plan will address questions regarding the intended relationship between this hotel and other planned development. For example, parking for the hotel will be accommodated in a garage to be built by Waterfront Maine, access to which will be from Center Street. A wide set of stairs immediately abutting the east elevation of the hotel will access the upper portion of the block (which is elevated) and lead across the interior of the block to Fore Street. These elements, while planned in conjunction with the hotel, are not included in this developer's proposal and therefore not being reviewed at this time.

Project Context

The Historic Preservation Board has reviewed a number of new developments in this general area of Commercial Street in the recent past and has therefore spent a considerable amount of time reviewing and discussing the subject context.

Immediate Context

On the east side of the proposed hotel is the four-story Richardson Wharf Company building, which was constructed in 1860. (The applicant's narrative refers to the building as the Swasey & Company building based on the painted wall sign for a subsequent tenant.) With its broad gambrel roof, regular fenestration of vertical punched openings, brick upper façade and granite base, the building is typical of most of the warehouse structures that line the north side of Commercial. On the west side of the proposed hotel, across Center Street, is the Baxter Davis Block, built in 1902. (The building is often referred to as the Porteous Company warehouse, a major tenant for many years.) Built several decades after most of Commercial Street's warehouses, the building features Classical Revival architectural details consistent with its later construction date, is a story taller than its neighbors to the east and occupies the full width of its block. In important respects, however, the building is entirely consistent with its earlier neighbors. Because of its form, general scale, material palette and compatible architectural treatment, the Porteous warehouse continues and reinforces the established development pattern to the east.

General Context

The north side of Commercial Street is one of the most architecturally cohesive in the city, exhibiting an almost continuous row of similarly-scaled and architecturally related commercial structures that stretch along the inland side of Commercial Street from the

Galt Block east of Franklin Street to the recently completed Marriott Hotel west of Foundry Lane.

As Board members are aware, Commercial Street was created in the early 1850's on filled land. It was the coming of the railroad in the 1840's that mandated its creation. Starting in 1850, the land downhill from Fore Street was filled to create a mile-long, 100'-wide street to accommodate tracks, traffic and the business blocks and warehouses of an expanding economy. The fact that Commercial Street was almost fully developed within a very brief time period and that many of its structures were built for the same general function, accounts for Commercial Street's striking uniformity in scale, materials and architectural expression.

While most of the existing structures on the north side of Commercial were built shortly after the street was created in 1850, the Porteous warehouse between Center St. and Foundry Lane, described above) was built in the early 20th century (1902.) In 2013, approval was granted for the new Courtyard Marriot, immediately west of the Porteous Warehouse. Although the parcel was undeveloped when the Portland Waterfront Historic District was created, the boundary encompassed this open parcel to ensure compatible development on this site. As with the Porteous warehouse building, great care was taken to ensure that the new structure built upon the strongly consistent building patterns and characteristics that unify Commercial Street. Given this architectural unity and the compelling streetscape that results from it, it is important that Commercial Street's salient building characteristics be studied and reinforced in any new development.

Following are **unifying characteristics** of the streetscape:

Relationship to the street:

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous streetwall, interrupted only by intersecting side streets. The few gaps in this continuous streetwall pattern are the result of demolition and reuse of the subject site for surface parking.
- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, make possible expansive views of the continuous streetwall on the inland side of the street. This configuration allows one to appreciate the relationship between individual buildings.

Scale, Form and Architectural Composition of Individual Structures:

- A strong base, typically executed in granite, which is clearly distinguished from the upper floors. A continuous horizontal datum is established by the frieze/cornice above abutting storefronts
- Building heights that generally range from 3-5 stories. The Courtyard Marriott is 6 stories.
- Overall simplicity of massing
- Very regular fenestration, individual punched window openings, windows of vertical proportions
- A defined cornice
- Roof forms are typically flat or gambrel, with few exceptions
- Consistent and limited material palette.

Variety of Architectural Detail

- Within the generally uniform architectural framework described above, the individual buildings exhibit a great deal of architectural variety. Architectural detail is provided through corbelling of brick, projecting and recessed elements, decorative cornices, alternating bay treatments, granite detailing, etc. Observing the various ways in which granite alone is employed in buildings along Commercial Street, one sees a wide range of surface treatments and detailing. This lends textural and architectural interest to the street.

Proposed Development

The proposal calls for a six-story structure that occupies the northwest corner of the block. At an average height of 65 feet, the building meets the height allowed by zoning. See page 38 of architect's submission for most direct depiction of scale relationships with adjacent buildings. The building wraps the corner of Center Street and extends to the middle of the block. A five-story glass tower defines the Center Street corner. In its material palette and particularly in its prominent use of dark metal for window and door surrounds, the building features an industrial design vocabulary.

At its east end on Commercial Street, the building extends its full six stories for a depth of approximately 60 feet. Beyond this point, the hotel is a single story tall with a plaza atop this floor, creating an L-shaped plan for the bulk of the building.

A distance of approximately 30 feet separates the hotel from its easterly abuttor. Within this space, immediately abutting the east elevation of the hotel, the developer of the upper portion of the block proposes to construct a broad set of steps and landings to access their development (which includes a pedestrian plaza) and Fore Street. (This feature is not being reviewed at this time, but does obviously affect the design of the hotel's east elevation.)

As proposed, the Commercial Street facade of the hotel is broken up with a series of intermediate cornices, shifts in building materials and setbacks. The cornices and setbacks are intended to correspond to key datum lines of the buildings on each side. The building base is two stories tall across the entire façade, is clad in brick and features tall two-story window openings separated by brick piers. The building base is terminated by what appears to be a precast projecting cornice. On the east side of the Commercial Street facade, the façade rises to 6 stories, with breaks and projecting cornices above the second and fourth floor levels. Above the fourth floor, there is a shallow step-back and the façade material transitions from brick to an as-yet unspecific material. A simple flat cornice terminates the façade. Fenestration consists of tall, two-story openings with the floor breaks expressed by horizontal metal panels. The windows appear to be deeply set within the openings and wide metal trim surrounds the windows. The fenestration takes on a pronounced character with this treatment.

A vertical break near the center of the Commercial Street façade breaks the façade into two separate-but-related components above the two-story base. On the west side of the facade, above the second floor and intermediate cornice, the exterior material changes to the panel system. The façade extends to five stories. The sixth story is set back about 15 feet from the Commercial Street face of the building. (This setback continues around the corner as well, for a distance of about 40 feet.) The sixth story features a deep roof overhang and a metal railing surrounds the open plaza at this level. Window openings on the west side of the Commercial Street façade extend three stories with metal panels delineating the floor breaks.

The ground floor level of the Commercial Street façade features two recessed entries near the west corner of the building. Other window openings follow the vertical alignment of windows on the upper floors. The ground floor windows extend almost to grade, with a shallow stone base under each window.

A glass tower with metal framing defines the Commercial/Center St. corner of building. Beyond this point, the Center Street elevation repeats the design strategy established by the front façade. The lower end of the Center Street elevation is treated the same as the west end of the Commercial Street façade. Beyond this point, moving up Center Street, the treatment mirrors that of the east end of the Commercial Street façade. This creates the effect of the Center Street corner of the building begin "bracketed" by the two ends, as viewed from the southwest—see rendering on Sheet 22.

The hotel's main entrance is located mid-block on Center Street. The entrance is three-bays wide, with a deep canopy. Both the canopy and the lintel over the entrance bay itself appear to feature I-beams, consistent with the industrial vocabulary of the building. The two ends of the wide canopy appear to be louvered, creating a light pattern on the sidewalk. As proposed, the sidewalk on Center will be widened with a turn-out for arriving vehicles.

The east elevation, abutting the stairs leading to the interior of the block, features two solid walls separated by a continuous vertical break that is recessed from the abutting wall planes. Tall

windows delineate the floors within the recessed reveal. The exterior treatment employed on the east side of the Commercial Street facade (four stories of brick with intermediate cornices and metal panel above) continues around the corner up to this vertical break. The north end of this elevation features a metal panel exterior.

Preliminary Staff Comments

The proposed design reflects a considerable amount of study of the surrounding context in terms of the building's general massing, alignment with the sidewalk edge, material palette, proportion and rhythm of bays and fenestration, industrial design vocabulary, etc. It is also clear that care has been taken to honor key datum lines established by the proposed building's immediate abuttors. The introduction of the intermediate cornices and other architectural devices reflect this effort. (See page 38 of applicant's submission.) That said, staff has one key concern about the hotel design as proposed. Staff questions whether the decision to architecturally distinguish the east side of the Commercial Street façade from the west side is a successful strategy. Understanding that this has been driven in part by the goal of responding to the scales and respective datum lines of two buildings with different base heights and overall heights, the result is a design solution that is inconsistent with one of the key characteristics of virtually every building that makes up Commercial Street's strongly cohesive streetwall. That is, the general simplicity/uniformity of each building's overall design expression. Within the uniform overall expression, each building employs a variety of architectural details, usually repeated, that provide architectural interest and texture. Staff argues that the proposed hotel design, particularly its Commercial Street façade, would be more compatible with its surrounding context were two ends of the façade architecturally unified.

In staff's view the new building's relationship to the 1860 Swasey Block to the east is the least successful aspect of the proposal. While breakmetal horizontal panels dividing the two-story windows of the new building's base are intended to refer to the datum line of the Swasey Block's ground floor granite lintel, these horizontal panels do not "read" strongly enough to relate to the datum line. Also, the presence of the high-contrast masonry cornice above the second floor (that relates to the ground floor datum on the westerly abuttor) only accentuates the jump in scale on the east side.

Perhaps it's not necessary to follow each of the datum lines established by the two abuttors and the effort to do so only results in complicating the design. For example, the introduction of a second intermediate cornice above the east side's fourth flour (intended to relate to the roof cornice of the Richardson Block) ends up creating a three-tiered composition to this end of the facade that is not consistent with the compositional organization of other Commercial Street buildings. Also, while the renderings suggest a stronger tonal contrast than might be intended for these intermediate cornices, the very limited use of the material appears a bit arbitrary and not well integrated with the overall material palette.

While staff can appreciate that introducing these intermediate cornices and vertically dividing the Commercial Street elevation and the Center Street elevation into two sections also has the effect of highlighting and "bracketing" the western corner of the building, this architectural strategy is only discernible as one approaches from the west.

New Construction Review Standards and Guidelines

Building characteristics used to gauge visual compatibility of infill construction with an existing context include the following:

Scale and Form
- *Height*
- *Width*
- *Proportions of principal facades*
- *Roof Shapes*
- *Scale of the structure*

Compositions of Principal Facades
- *Proportion of Openings*
- *Rhythm of solids to voids in facades*
- *Rhythm of entrance porch and other projections*
- *Relationship of materials, texture and color*
- *Presence of signs, canopies and awnings*

Relationship to the Street
- *Walls of continuity*
- *Rhythm of spacing and structures on streets*
- *Directional expression of principal elevations*

Attachments:

1. Project architect's submission

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
ONE CENTER STREET

TO:	Chair Sheridan and Members of the Historic Preservation Board
FROM:	Deb Andrews, Historic Preservation Program Manager
DATE:	January 9, 2019
RE:	January 16, 2019 **2nd WORKSHOP – Preliminary Review of Proposed Hotel Construction**

Address:	One Center Street (northeast corner of Commercial and Center)
Applicant:	Fathom Companies Jim Brady, principal
Project Architect:	HKS Hospitality Group

Introduction

Jim Brady, principal of Fathom Companies, and architects from HKS Hospitality Group have requested a second workshop on their proposal for a 6-story, 135-room hotel at the northeast corner of Commercial Street and Center Street. The project address is One Center Street as the main entrance of the proposed hotel is on Center. Board members will recall that the hotel will occupy one corner of a large contiguous open parking lot that occupies the majority of the block bounded by Commercial, Center, Fore and Cross Streets. (The historic Richardson Wharf Company building occupies the southeast corner of the block.) Waterfront Maine, which owns the entire open parcel, plans to subdivide the property and sell this lot to Fathom Companies. Waterfront Maine is currently developing its own plans for the balance of the property. The wide set of stairs shown immediately abutting the east elevation of the hotel in the enclosed plans is actually part of Waterfront Maine's forthcoming proposal.

The project was introduced to the Historic Preservation Board on December 5th. In response to comments and concerns raised by Board members at the initial workshop, the development team has made a number of design modifications and is now seeking feedback on the revised proposal.

Enclosed for review are revised elevations and perspective views as well as floor plans, a roof plan and site plan. As with the initial proposal, the design team has shown the proposed development in the context of its neighboring properties and as viewed from numerous vantage points. These contextual renderings are particularly helpful in assessing compatibility.

For reference purposes, staff has enclosed selected elevations and renderings from the development team's 12/5 submission—see ATTACHMENT 3.

Project Context

A detailed description of the project context was provided in the 12/5 staff report. Following is an abbreviated version of the analysis that identifies the *unifying visual characteristics* of the project's Commercial Street context.

Relationship to the street:

- With few exceptions, the entire width of each block is developed with wall-to-wall buildings. On a few blocks, individual buildings with large footprints fill the entire width of the block. More often, individual, smaller-footprint buildings directly abut each other, sharing party walls. This creates a strong continuous streetwall, interrupted only by intersecting side streets. The few gaps in this continuous streetwall pattern are the result of demolition and reuse of the subject site for surface parking.
- Buildings are oriented with their principal facades facing Commercial Street, with no setback from the sidewalk.
- The flatness and unusual breadth of Commercial Street, together with its broad sweeping curve as one travels from one end to the other, make possible expansive views of the continuous street wall on the inland side of the street. This configuration allows one to appreciate the relationship between individual buildings.

Scale, Form and Architectural Composition of Individual Structures:

- A strong base, typically executed in granite, which is clearly distinguished from the upper floors. A continuous horizontal datum is established by the frieze/cornice above abutting storefronts
- Building heights that generally range from 3-5 stories. The Courtyard Marriott is 6 stories.
- Overall simplicity of massing
- Very regular fenestration, individual punched window openings, windows of vertical proportions
- A defined cornice
- Roofs are simple in form and singular in expression. Roofs are typically flat or gambrel, with few exceptions.
- Consistent and limited material palette.

Variety of Architectural Detail

- Within the generally uniform architectural framework described above, the individual buildings exhibit a great deal of architectural variety. Architectural detail is provided through corbelling of brick, projecting and recessed elements, decorative cornices, alternating bay treatments, granite detailing, etc. Observing the various ways in which granite alone is employed in buildings along Commercial Street, one sees a wide range of surface treatments and detailing. This lends textural and architectural interest to the street.

Summary of Board Comments at Initial Workshop

Enclosed for reference purposes are elevations and selected renderings from the 12/5 submission—ATTACHMENT 3.

In general, Board members responded quite favorably to the project, noting the overall high quality of design, attention to detail (in particular, the articulation of window framing), effort to create shadow and depth on the façade, and contextual material palette. That said, Board members did have a number of concerns/questions about the preliminary design:

- Ironically, one of the key identified problems with the design appeared to have arisen from the architect's effort to pick up on key datum lines of the buildings on either side of the proposed hotel. This effort to create a design that mediated between buildings of disparate scale and base heights resulted in an unduly complicated, "split" façade that was at odds with the prevailing development pattern on Commercial Street. As several members of the Board noted, Commercial Street facades are noteworthy for their overall consistent architectural expression. Board members encouraged the project architect to eliminate some of the intermediate cornices that referenced datum lines of the abuttors, adjust the material palette of the upper floors to create a simpler composition of base/middle/top and, most importantly, unify the Commercial Street façade to create a more cohesive architectural expression.

- Board members noted that the treatment proposed for the top floor contributed significantly to the Commercial Street façade's lack of cohesiveness and hybrid nature. As proposed, the eastern half of the top floor was positioned at the same plane as the lower floors, continued the same design vocabulary of the floors below and terminated in a flat roof with no projecting cornice. The western half of the top floor, which is to be occupied by a bar, was set back approximately 11 feet behind a metal railing and featured continuous glazing. A prominent projecting canopy, set at a lower height than the wall height of the eastern end, capped this recessed element.

The project architect was asked to explore ways to reconcile the treatment of the two ends to achieve greater uniformity of design at the top of the building. Given the width and arc of Commercial Street, the roofline will be prominent, making the disparity in treatment all the more apparent as viewed against the consistent rooflines of its neighbors. As one member put it, what is most important about this development's context is the overall character of the street.

- It was noted that the glazed tower element at the southwest corner of the building does not correspond to the interior program proposed for the upper floors. Floor plans indicate that the corner will be occupied by hotel rooms above the main floor, rather than common areas. Based on observations of another recently-constructed hotel with a similar feature, Board members noted it was inevitable that curtains will be drawn and the transparency and clarity of design intended for this key element will be undermined. The project architects were encouraged to reconsider the treatment of this corner, given the interior program.

- Board members expressed some concern about the overall size of the windows, particularly the upper floor windows. Acknowledging that windows on a new building will be larger than those on structures built in the 19th century and that the proposed window sizes were proportionate to the building itself, members of the Board nevertheless found the windows to be oversized when viewed in the context of neighboring buildings. Some adjustment in size was encouraged.

- Some members questioned the lack of windows on the east elevation of the hotel, especially near the Commercial Street corner.

- Board members recommended that the intermediate cornices on the Center Street elevation be removed as well.

- Questions were raised about the limited number of entries along Commercial Street's ground floor and the lack of canopies or other devices to distinguish the entry openings from the window openings.

Revised Proposal

Enclosed with the applicant's latest submission is a written summary of the design revisions made since the last workshop—see ATTACHMENT 1. As you will note, the latest submission includes not only design revisions made in response to Board input, but also some added building elements. Most notably, a rooftop terrace has been added on the west side of the building. A decorative metal railing, set close to the roof edge, surrounds the proposed deck. Also added to the roof are two new rooftop elements identified as elevator overruns. Presumably, these two elements are associated with the addition of a roof terrace. As Board

members will recall, the previous submission showed dotted lines indicating the potential for a roof terrace, but plans for such were still uncertain. Accordingly, there was little discussion about it.

The latest submission also provides information regarding proposed signage for the hotel. While a detailed proposal has not yet been developed, the latest elevations and renderings illustrate the proposed number, scale, and placement of proposed signs. More detailed plans will presumably be included with the final submission.

As the project architect has provided an itemized list of all the design revisions made since the last workshop, there is no need to repeat the list of changes here.

Staff Comments

The revised proposal is responsive to the Board's feedback in a number of respects. For example, the elimination of intermediate cornices and the unification of the material palette on the upper façade has simplified and "calmed" the composition considerably. The introduction of a simple metal cornice that extends across the entire façade above the fifth-floor level also helps unify the upper façade, at least up to this level of the building. The changes to the glazed tower element at the corner of Commercial and Center are positive as well. By raising the sills and lowering the headers on the corner windows and by introducing a series of horizontal louvres, issues of privacy and visual clutter are addressed.

Although the enclosed proposal reflects a number of positive and responsive design revisions, staff continues to have reservations about the proposed treatment of the sixth-floor level of the building in terms of achieving compatibility with the surrounding Commercial Street context. All of the measures taken to unify the façade below this level are undermined by the sharp division in treatment at the top floor. As was noted in the previous staff report and by Board members at the first workshop, one of the most important shared characteristics of the buildings that line the inland side of Commercial Street is their simplicity of form and overall consistency of architectural expression.

Staff's other concern is the applicant's proposal to add a rooftop terrace above the 6th floor on the west side of the building. Not only does the addition of the rooftop terrace further differentiate the west side of building from the east side, it also requires additional rooftop elements to accommodate it, including railings, and taller elevator overruns. Although these elements are set back from the Commercial Street elevation, given the expansive views afforded by the width and broad arc of Commercial Street, these projecting elements will be clearly visible.

To address both of the concerns expressed above, staff suggests that the treatment on the west side of the sixth floor be extended across the entire façade at this level. It appears that this would require the elimination of one hotel suite and two standard rooms at the sixth floor level.

However, extending this treatment across the entire top floor level could provide expanded outdoor seating for the bar and/or outdoor space and expansive views for hotel guests not patronizing the bar. With additional outdoor space at the sixth-floor level, the rooftop terrace and elevator overruns would not be necessary. Also, the overhanging canopy above the sixth floor would provide shelter for sun or inclement weather, something the proposed rooftop terrace does not provide. In staff's view, this modification in design and program would result in a more architecturally cohesive and compatible Commercial Street façade that still accommodates the desire for elevated outdoor space and expansive views.

Other proposed design revisions warrant further discussion as well. In the summary of design revisions prepared by the project architect, there is note of the fact that the upper floor windows have been widened by 8 inches and that the framing around all of the windows has been simplified. The drawings suggest that the framing has become flatter and less detailed. These changes appear to be at odds with the Board's input. At the 12/5 workshop, Board members suggested that the design team consider reducing the size of the windows somewhat to achieve better compatibility with surrounding buildings. The Board also called out the window framing as being a particularly successful feature of the design, noting that it added three-dimensional relief to the façade.

Finally, staff notes that the one Commercial Street entry (other than the service door at the eastern corner) is significantly downplayed. The entry bay has been reduced to one bay and but for the fact that the doors are recessed, there is little to distinguish the entry doors from the ground floor windows. There is no projecting canopy above the entrance. Only a wall-mounted plaque next to the door signals the entry. While staff understands the desire to control access into the hotel and encourage entry through the main entrance on Center Street, the limited number of entrances on Commercial and the very subdued treatment of the one provided does not animate the ground floor level to the extent one would expect in a pedestrian-oriented commercial district.

New Construction Review Standards and Guidelines

Building characteristics used to gauge visual compatibility of infill construction with an existing context include the following:

Scale and Form

- *Height*
- *Width*
- *Proportions of principal facades*
- *Roof Shapes*
- *Scale of the structure*

Compositions of Principal Facades

- *Proportion of Openings*
- *Rhythm of solids to voids in facades*

Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Presence of signs, canopies and awnings

Relationship to the Street
Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

Attachments:

1. Project architect's summary of design revisions
2. Latest submission, including floor plans, site plan, elevations and renderings
3. Excerpts from 12/5 submission

Note: Staff comments included in this report were based on elevations and renderings submitted on 12/28. On January 10th, as staff was concluding this report, the project architect submitted slightly revised elevations and renderings. While most of the modifications were not significant, the design treatment of the 6th floor (west side) and of the rooftop terrace above had been adjusted to make the two levels appear more clearly "of a piece". This may or may not affect the Board's response to this aspect of the proposal, but staff wishes to note that the comments included in this report were based on an earlier iteration.

The most recent drawings and renderings provided by the applicant (1/10) have been included with this report.

HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE

WORKSHOP
ONE CENTER STREET

TO:	Chair Sheridan and Members of the Historic Preservation Board
FROM:	Deb Andrews, Historic Preservation Program Manager
DATE:	January 30, 2019
RE:	February 6, 2019 3rd **WORKSHOP – Preliminary Review of Proposed Hotel Construction**

Address:	One Center Street (northeast corner of Commercial and Center)
Applicant:	Fathom Companies Jim Brady, principal
Project Architect:	HKS Hospitality Group

Introduction

Jim Brady, principal of Fathom Companies, and architects from HKS Hospitality Group have requested a third workshop on their proposal for a 6-story, 135-room hotel at the northeast corner of Commercial Street and Center Street. The project was before the Board at its last meeting January 16th). The development team has asked to return to the Board in short order in hopes of resolving outstanding design issues while the previous discussion is still fresh in everyone's mind.

Along with updated elevations and renderings, the project architect has provided a written summary of the design revisions made in response to Board input at the January 16th workshop—see ATTACHMENT 1. Staff has provided excerpts from the previous submission for reference purposes—see ATTACHMENT 3.

As this is the third workshop on this proposal, the Board is well familiar with the general details of this development and with the visual characteristics of the project's Commercial Street context. Accordingly, information and analysis provided for previous workshops is not repeated in this memo. Please refer to previous staff memos for this background information.

Summary of Board Comments at 2nd Workshop (January 16)

See ATTACHMENT 3 for excerpts from the applicant's previous submission, reviewed on January 16.

The Board responded favorably to a number of the design revisions made since the initial workshop, but raised the following concerns about the second iteration:

- The Board acknowledged the architect's effort to unify the Commercial Street façade by introducing an intermediate cornice above the fifth-floor level that continued across the entire width of the façade. In the Board's view, however, the relatively thin dark metal band was not sufficiently prominent on the west side of the façade to read as a defining cornice. As shown, the vertical piers separating the upper floor window bays appeared to simply terminate at the top of the fifth floor.

- Board members questioned why the window treatment proposed for the top floor of the Commercial façade (east side) was not consistent with that proposed for Center Street's top floor. On the Center Street elevation, the window treatment was consistent on all upper floor levels. On Commercial Street, the top floor windows were shown considerably larger than those on the floors below and the wide metal surrounds had been eliminated. In the view of the Board, the lack of metal framing served to exaggerate the fact that these windows were oversized and distinguished from all other windows on the building. Had a distinctive window treatment for this portion of the top floor succeeded in making the east and west ends of the floor more consistent, the different treatment might have been justified. But this was not the case.

- Contributing to the top floor's lack of consistency was the fact that the floor height on the east end was lower than that of the west end. This disparity was evident on the Commercial Street façade.

- Noting that the details of the metal framing around windows and doors had been revised since the first workshop, Board members questioned whether the revised treatment would provide the 3-dimensional character and visual interest that the previous iteration provided. Although reveals were shown between metal panels, it was not clear the width of the reveals was sufficient to make them discernable or provide a shadow line.

- Questions were raised about the treatment of the easternmost bay on the ground floor, where an egress door is proposed. Some Board members expressed the view

that the disparate treatment for this bay had the unintended effect of calling undue attention to the egress door, which was something the applicant and project architect wanted to avoid.

- Board members noted the absence of a granite base at the ground floor level, which is a consistent feature on Commercial Street buildings.

- Concern was expressed about the building's lack of engagement with the street life of Commercial Street. Recognizing that the applicant wanted to limit the number of entries onto Commercial Street, Board members expressed the view that the one entry needed to be highlighted, not downplayed as shown. Questions were also raised about provisions for signage for the ground floor restaurant.

- Some Board members expressed concern about the treatment of the east elevation, which lacked windows and was otherwise unarticulated. (It was explained that code requirements do not allow windows on this elevation.)

- One Board member raised questions about the revised treatment for the corner tower element and suggested consideration of fewer louvres to retain the sense of openness and transparency.

- Several Board members expressed opposition to the applicant's proposal to add a rooftop deck at the southwest corner of the building. They noted that the deck would necessitate an elevator overrun, an additional railing and other elements that would add complexity to the roofline. They also noted that the deck would exacerbate the building's lack of continuity between its east and west ends.

- When asked by the developer whether the Board would support an all-brick exterior as opposed to the combination of materials shown in the submitted elevations and renderings, Board members indicated that an all-brick exterior would meet the ordinance standards. That said, several members expressed a preference for metal panels on the upper façade as they found the material more consistent with the building's contemporary design and provided more architectural interest.

Revised Proposal

Enclosed with the applicant's latest submission is a written summary of the design revisions made since the last workshop—see ATTACHMENT 1.

Staff Comments

As has been noted in previous staff reports and expressed by members of the Board during previous workshops, the existing structures that line the north side of Commercial Street are noteworthy for their simplicity of form (including roof form) and singularity of architectural expression that extends across the entire width of each façade. Given this strong and identifiable development pattern and given the width and arc of Commercial Street that affords broad and expansive views of the buildings on the inland side of the street, it is important that the proposed building be unified and cohesive in its architectural expression and that its roofline remain as uncluttered as possible.

New Construction Review Standards and Guidelines

Building characteristics used to gauge visual compatibility of infill construction with an existing context include the following:

Scale and Form

Height
Width
Proportions of principal facades
Roof Shapes
Scale of the structure

Compositions of Principal Facades

Proportion of Openings
Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections
Relationship of materials, texture and color
Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity
Rhythm of spacing and structures on streets
Directional expression of principal elevations

Attachments:

1. Summary of latest design revisions
2. Latest submission, including floor plans, site plan, elevations and renderings
3. Excerpts from 1/16 submission

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December 21, 2018

Barbara Barhydt,
Development Review Services Manager
389 Congress Street
Portland, ME 04101

Re: Center Street Hotel Project
Level III Site Plan

Dear Barbara:

On behalf of Fathom CC, LLC, Woodard & Curran is submitting a Level III Site Plan for the proposed Center Street Hotel Project located at the corner of Center Street and Commercial Street in Portland, Maine with an address of 1 Center Street. The Application documents were prepared in accordance with City of Portland's Chapter 14, Land Use Code of Ordinances and meet the applicable sections of the City of Portland Design and Technical Manuals.

The proposed work includes the construction of a 6-story, 135-room hotel, that includes a rooftop bar and ground-floor restaurant that will be positioned along the Commercial Street frontage. The proposed hotel will be situated on 23,795 +/- SF parcel of land in such a way as to maximize the site footprint and set no more than the 5'-0" setback from the property boundaries in order to maximize the pedestrian activities district overlay zone along Center and Commercial Street. The project will also include associated utility and site improvements.

The Application Report and the Design Drawings will be uploaded into the Eplan folder when it is available for the project. If there are any questions on the uploaded materials, please don't hesitate to let me know.

Thank you for coordinating the review of this project. If you have any questions regarding this application, please feel free to contact me at (207) 558-3763 or by email at lswett@woodardcurran.com.

Sincerely,

WOODARD & CURRAN INC.

Lauren Swett

Lauren Swett, PE
Technical Manager

cc: Jim Brady, Fathom CC, LLC
Bettina Reece, Fathom CC, LLC

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1. APPLICATION

A Level III Site Plan has been filed through the City of Portland Citizen Self Service online system. The Level III Site Plan Checklist is attached.

1.1 APPLICATION FEES

The Application Fee will be paid by the Applicant online. The Application fee is $2,750, per the CSS Online Application.

Total Fee: $2,750

1.2 ATTACHMENTS

- Level III Checklist

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes to the left

General Application Documents

Checklist	Items to be Provided
Yes ✔ NA Plan	PROJECT DESCRIPTION • Cover Letter with detailed project description
Yes ✔ NA Plan	COMPLETED CHECKLIST – LEVEL III APPLICATION
Yes ✔ NA Plan	RIGHT, TITLE AND INTEREST • Deeds, leases, or purchase and sales agreements
Yes NA ✔ Plan	EVIDENCE OF STATE OR FEDERAL APPROVALS, if applicable • Permits or letters of non-jurisdiction, if applicable
Yes ✔ NA Plan	ZONING ASSESSMENT • Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes ✔ NA ✔ Plan	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS, if applicable • Evidence of existing easements and any proposed easements
Yes NA ✔ Plan	WAIVER REQUESTS • Written request for waiver describing request and reason. Waiver Table
Yes ✔ NA Plan	FINANCIAL CAPABILITY • Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes ✔ NA Plan	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

Check list	Assess/Provide/Document:
Yes NA Plan ☐ ✔ ☐	**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 Plan ✔ ☐ ✔	**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 Plan ✔ ☐ ✔	**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 Plan ✔ ☐ ✔	**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 Plan ☐ ✔ ☐	**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 Plan ✔ ☐ ☐	**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 Plan ✔ ☐ ✔	**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 Plan ✔ ☐ ☐	**Snow Storage (14-526 (a) 4 d)** • Management plan for snow removal and locate snow storage areas on plan
Yes NA Plan ☐ ✔ ☐	**Traffic Demand Management (TDM) (14-526 (a) 5), if applicable** • Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES

Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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 Plan ✔	**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 Plan ✔ ✔	**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 Plan ✔	**Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable** • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes NA Plan ✔ ✔	**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

Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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	
Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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 Plan ✔	**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 Plan ✔	**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	
Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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 Plan ✔	**Shadows (14-526 (d) 2), if applicable** • Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes NA Plan ✔	**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 Plan ✔	**View Corridors (14-526 (d) 4), if applicable** • Protection of designated view corridors (Portland Design Manual, Appendix 1)

Yes NA Plan ✔	**Historic Resources (14-526 (d) 5), if applicable** • Identify developments within Historic Districts or affecting Designated Landmarks • Certificate of Appropriateness or other evidence • Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required • Address preservation and documentation of Archaeological Resources
Yes NA Plan ✔	**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 Plan ✔	**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 Plan ✔	**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 Plan ✔	**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	
Check list	
Yes NA Plan ✔ ✔	**Construction Management Plan** • Construction Management Document and Plan

Level II and Level III Site Plan 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 & RENDERINGS including:
• Exterior building elevations, color renderings, illustrations of all sides • Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans

ZONING ANALYSIS Relevant Zone(s) B-3, PAD

All Projects:

	Required	Proposed
Lot Size	N/A	23,975 SF
Area Per Dwelling Unit	N/A	
Minimum Street Frontage	15'	140' & 200'
Front Yard Minimum	N/A	
Front Yard Maximum	5'	<5'
Rear Yard	N/A	
Yard Right	N/A	
Yard Left	N/A	
Side Street Setback	N/A	
Step Back	N/A	
Maximum Lot Coverage	100%	96%
Minimum Lot Coverage	N/A	
Maximum Height	65'	65'
Open Space	N/A	
Maximum Impervious Area	N/A	
Pavement Setback	N/A	
Floor Area Ratio	N/A	
Off Street Parking Spaces	34	75
Loading Bays	1	1
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

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

Affordable Housing Density Bonuses (if applicable)

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

2. PROJECT DESCRIPTION

Woodard & Curran is submitting this Level III Site Plan Application for the Center Street Hotel on behalf of the Applicant, Fathom CC, LLC, and will be acting as their Agent for all project permitting services. An Agent letter is attached.

2.1 INTRODUCTION

The proposed Center Street Hotel project is located on a 23,795 +/- SF site on the corner of Commercial Street and Center Street in Portland, Maine (Site) at 1 Center Street. The attached Location Map and Tax Maps show the project location. The project is located within the City of Portland B-3 zone, Pedestrian Activity District overlay zone, and Historic Preservation District 0 -The Old Port. The site is currently comprised of a paved parking lot surrounded by a landscaped esplanade and sidewalk with street trees. The proposed project includes redevelopment of the existing surface parking lot with a 135-room boutique hotel. The project will also include the relocation of traffic signal infrastructure and utility poles, reconstruction of the sidewalk along the project's frontage with adjustments to the curb alignment on Center Street to accommodate hotel guest pick-up/drop-off and vehicle valet services, and addition of street trees and street lights.

2.2 PROJECT PURPOSE AND NEED

The proposed project is intended to support local businesses and stimulate local economy by providing a place for visitors to stay overnight within the downtown area. The project will also provide additional restaurant and bar space along Commercial Street and at the rooftop. The underutilized and visually unappealing parking lot will be replaced by an attractive structure that fills a void along the frontage on Commercial Street. Additionally, the project is designed to work in concert with surrounding development to enhance pedestrian circulation, and to fully utilize space by strategically positioning vehicle drop-off and service access locations.

2.3 EXISTING CONDITIONS

The Existing Conditions Plan, included in the drawings submitted with this application, depicts the existing conditions of the project area, based on a ground-level survey and site observations completed by Owen-Haskell on October 12, 2018 and Woodard & Curran on December 12, 2018. No portion of the development is within the 100-year flood plain; a FEMA flood zone map has been attached for your reference. The Site is currently fully developed as a surface parking lot. There are no significant natural features or wetlands due to the intense level of existing development. Topography slopes gently from northwest to southeast towards Commercial Street, from approximate elevation 18' down to 11'.

2.4 PROPOSED DEVELOPMENT

The Center Street Hotel is situated on the northeast corner of Commercial Street and Center Street within the Old Port District of Portland, sited between the existing Richardson Wharf Company Building and the Baxter Davis Block building. As the parcel sits today, the hotel will be positioned in the Southern corner of an existing surface parking lot among the surrounding streets of Commercial, Center, Fore and Cross. Fathom CC, LLC holds an Agreement of Purchase and Sale with North River IV, LLC, to acquire this 23,795 +/- SF portion of the larger parcel.

The proposed redevelopment project includes the construction of a 6-story, 135-room boutique hotel, that includes a rooftop bar and ground-floor restaurant that will be positioned along the Commercial Street frontage. The proposed hotel will be situated in such a way as to optimize the site footprint and set no more than 5'-0" back from the property boundaries in order to maximize the pedestrian zone along Center and Commercial Streets. The project will also include associated utility and site improvements.

2.4.1 Civil Engineering Approach

The hotel has been designed to fill the parcel with minimal setback to adjacent property lines. The site work will consist primarily of utility improvements to support the hotel use and site layout for guest and service access for the hotel. Utility requirements are described in further detail in Section 13 of this report.

Primary guest access into the hotel is located along the Center Street façade with vehicular arrivals curbside along Center Street. The project also includes reconfiguration and widening of the Center Street sidewalk to support pedestrian circulation and create a well-defined guest arrival and drop off/loading area and valet space to improve visibility and safety of pedestrians, hotel guests, and hotel staff. Guest and staff parking will be located offsite; valet service will transport guest vehicles offsite to a parking area provided by North River IV, LLC as part of the Agreement of Purchase and Sales. Hotel service access will be provided via Cross Street through a service access easement along the rear of the adjacent Richardson Wharf Company building.

A set of project design plans showing the proposed Center Street Hotel is attached to this application. The set includes site, utility, grading and drainage plans, and details to support the site design.

2.4.2 Architectural Approach

Being one of the more historic streets in the Old Port District, Commercial Street's appearance is one of uniformity in scale and harmony of materials. Most of the existing structures were built in the mid 1850's on infilled land. Due to the introduction of the railroad to Portland in the 1840's, there was a necessity for the land downhill of Fore Street to be filled to create a "mile-long, 100' wide street" to support all the intricacies involved with the expanding economy and incoming traffic. This timeframe sets the stage for Commercial Street architecture, since it happened relatively quickly, in a very short era in time. The scale of the buildings and the regularity of forms and openings has created a structured and continuous street façade that captures the eye the entirety of Commercial Street.

HKS Architects, has been working closely with the project team, the Historic Preservation Board and Fathom CC, LLC to ensure the overall vision is contextual to Portland and the lineage established within the Old Port District. To set the context for the architectural vision of the Center Street Hotel, HKS Architects looked very closely at the proportions, scale, heights and rhythms of the historic buildings running the length of Commercial Street. In particular, the two adjacent buildings sitting either side of the proposed Center Street Hotel site carried a heavy weight in the influence and recognition of the architectural context.

The Richardson Wharf Company building, constructed in 1860, sits to the east side of the proposed hotel while the Baxter Davis Block building, constructed in 1902, sits to the west. One of the main architectural challenges for the proposed site was finding a relationship and an acknowledgement to our neighbors, who respectively were built in different styles, different scales and different eras. The Richardson Wharf Company building follows the more traditional form built during the in-fill stage of the Commercial Street architectural style. Following the typical gambrel roof form, the rhythmic articulation of the vertical openings and the predominant use of brick façades with a granite base, the Richardson Wharf Company building is a reminder of the original construction topping out at 4 floors plus 5th floor attic areas now enhanced with dormers. On the other side, the Baxter Davis Block was built 40 years later following a slightly different rhythm of openings with architecture more along the style of Classical Revival and is a floor taller than the Richardson Wharf Company building at 5 full stories above the Commercial Street grade.

Architectural design plans have also been provided and reflect the design approach.

2.4.2.1 Building Organization

Keeping that architectural approach above in mind, HKS Architects immersed their study into the defining characteristics of Commercial Street. The building planning has been organized to push all "guest-facing amenities" forward to align with both Commercial and Center Street. The hotel is configured in such a way that the pedestrian encouragement zone will be greatly enhanced by the prospect of the hotel and the internal space planning that engages

at the street level. Nearly the entirety of the site is encompassed by the hotel footprint so that the overall scale of the building relates to the neighboring context to create a continuous façade along both Commercial and Center Street.

Working within the overall 65'-0" height limit, the Architect has established the Center Street Hotel at 6 floors, one public base level with four levels of guestrooms and the top floor mixed with a rooftop bar amongst guestrooms. HKS is also exploring the potential for an open-air roof terrace at Level 07. In a balanced hierarchy between the two existing buildings (Richardson Wharf at 4 stories and the Baxter Davis Block at 5 stories) – the Center Street Hotel proposes to have a flat roof system which balances the overall scale amongst the adjacent roof forms of the slightly lower buildings either side.

2.4.2.2 Principal Façades

The main two façades proposed for the Center Street Hotel align to Commercial and Center Street respectively, with the main guest arrival to the hotel occurring off Center Street. The architectural language along these two façades pays homage to the neighboring context with a continuous brick base acting as the anchor to the organized rhythm of the guestroom windows above. The desire to have the guest vehicular arrival occur off Center Street is to help lessen the vehicular impact to Commercial Street by utilizing the slower Center Street to provide a safe arrival sequence for hotel guests to load/unload without impacting the main traffic flow. The arrival sits evenly in the middle of the Center Street façade, thus offering a balanced architecture and even form. The Commercial Street façade follows on with this language allowing the public base, tucked snugly behind a brick façade with guestrooms running smoothly on the upper levels above with an elegant rooftop bar and terrace acting as the jewel at the top.

2.4.2.3 Scale, Form, & Composition

The typical architectural base found running along Commercial Street is highlighted as mentioned above with a brick façade over the first two floors. This base helps to create a strong datum as it is capped at the top of the second floor, that relates strongly to the base architecture of the Baxter Davis Block Building. At this datum, HKS proposes to start the transition to a more contemporary interpretation of the surrounding context with a change in materials. While recognizing the overall "red" undertone that lies within the City as a whole, HKS proposes a more contemporary metal panel system that follows within a complimentary earth-tone family. Now, as the building starts to take form in relationship to the Commercial Street architecture, the overall palette pays a strong homage to the historic palette but sits itself nicely among the surrounding buildings in a style that is of this current era.

2.4.2.4 Materials

There are two principle building materials - a brick base and an upper metal panel system. The form is simple and regular with vertical openings articulated by a simple surrounding metal trim, grouped together over several floors. The brick base captures an accent around the brick openings which pull the more contemporary detailing of the metal panels above down to the streetscape below. This is a nice introduction at the street level to help inform pedestrians that this is a new development, of this age in time, that is not trying to copy what is old, but rather to interpret into a fresh vision, in today's contemporary and quality materials. It is a consistent, uniform and limited material palette, but one of our era, to provide architectural interest to the street.

2.4.2.5 Summary

Commercial Street is a predominantly developed street with only one or two larger parcels remaining to be developed. To help complete the original "mile-long corridor," the development of the Center Street Hotel offers a wonderful opportunity to embrace the historic street with a contemporary interpretation that blends contextually with the surroundings. The proposed simple architecture, clean palette of materials and respective nod to the history of the Old Port District, the Center Street Hotel strives to create a harmonious environment to the surrounding while remaining current and of this point in time. HKS Architects and Fathom CC, LLC are currently working with the City's Historic Preservation Board to refine the design in anticipation of a future Public Hearing and to obtain Certificate of

Appropriateness for the proposed hotel. The landscape plan and associated details are included in the attached design plans.

2.4.3 Landscaping Approach

Carroll Associates Landscape Architects have been working closely with the project team to develop a landscape concept for the Center Street Hotel that focuses on two distinct areas of the site, the public streetscape and the hotel courtyard.

2.4.3.1 The Public Streetscape

Proposed sidewalk improvements include new brick sidewalks and curbing with widened pedestrian flares at the Center-Commercial Street intersection and along the south face of the hotel, providing enhanced pedestrian zones and improved crosswalk function. Planned improvements will include new streetlights meeting the City of Portland Standards. Proposed street trees will be located approximately 50 feet on center along the curbline, located in flush mounted tree grates to provide maximum pedestrian movement along the sidewalk. Bike racks will be proposed in strategic locations within the right-of-way along Commercial Street.

2.4.3.2 Hotel Courtyard

The other defined landscape area is the rooftop courtyard located at the second level of the hotel. This courtyard is designed primarily for viewing from adjacent rooms which front onto this space and has no direct access from the hotel except for maintenance.

The courtyard is designed as a roof garden over first floor service uses, providing a protective cover for the roof and color/interest for hotel guests. The landscape plan proposes a series of curvilinear beds of different heights and textures. Close to the building, the bed consists of a dense ground cover to provide a clear buffer and privacy to the guest rooms. As the courtyard extends out to the north, there will be a series of landscape bands consisting of sedum planting, riverstone (to provide a central location for surface drainage to collect prior to collection), and a slightly raised bed of shrubs. At the northwest corner of the courtyard, a raised planting area of trees and small lawn could connect to any future development of the adjacent North River IV, LLC parcel.

2.4.3.3 Materials

Trees, shrubs, and ground covers are selected based on exposure, type of use, color/ flowering characteristics, and growing conditions. The street trees along Commercial and Center Streets are proposed to be columnar Armstrong Maple and Zelkova, robust trees able to tolerate urban conditions. Courtyard trees are proposed to be medium size deciduous trees such as Redbud or Flowering Cherry, providing color and interest and in scale with the adjacent plaza and buildings. Shrubs and groundcovers will be a mixture of evergreen and deciduous plants, providing year-round interest and appropriate to the shady microclimate of the courtyard. Sedum plantings may be installed in a planting medium or in trays typical to other roof applications. We anticipate working closely with the City Arborist on the final selection of these plant species.

2.5 ATTACHMENTS

- Agent Letter
- Location Map
- Tax Map
- FEMA Map
- Civil, Landscape, & Architecture Design Plans (uploaded to Drawings folder in Eplan)
- Architectural Renderings (uploaded to Drawings folder in Eplan)

Fathom
COMPANIES

December 21, 2018

Re: 1 Center Street Hotel– Agent Authorization

To Whom it May Concern:

Woodard & Curran is acting as our agent for all project permitting associated with the Center Street Hotel development (1 Center Street) project located in Portland, Maine.

Please contact me if you have any questions.

Sincerely,

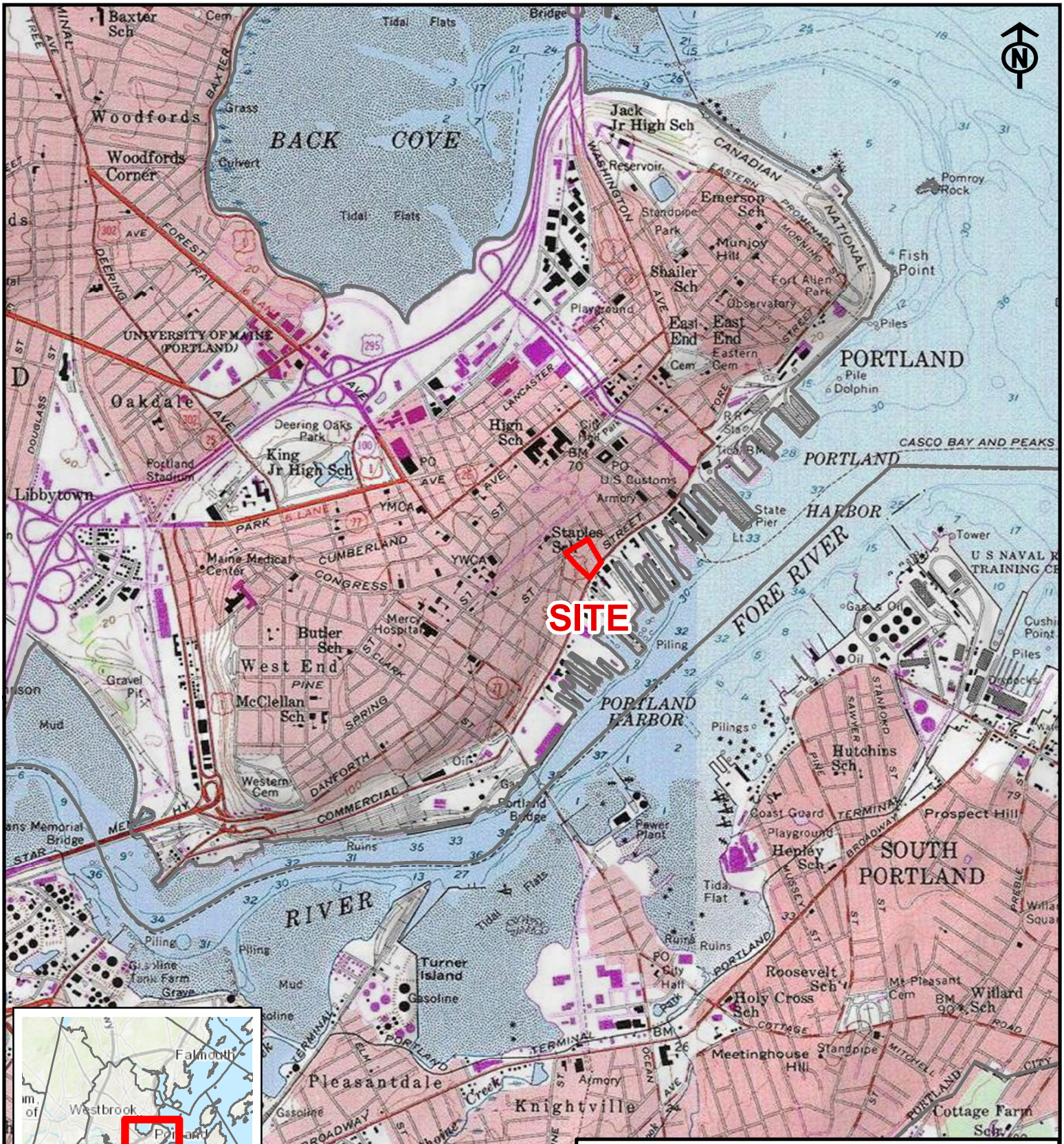
Fathom CC, LLC

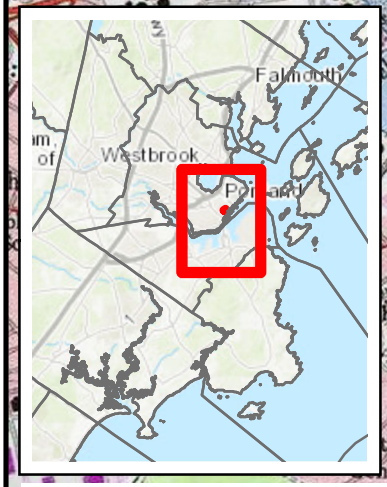
Its Manager:

Name: James H Brady

80 Exchange Street Suite 400 Portland Maine 04101

Tel | 207.808.8787 www.Fathomcompanies.com





Center Street Hotel
USGS Map

Portland, ME

Figure 1 of 1

Service Layer Credits: ESRI, MEGIS

41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS

DRAWN BY: AL

SCALE: 1 in = 2,000 feet

DATE: November 2018

DOC: CenterStHotel_USGSmap.mxd

F9SE F10SW F10SE

E9NE E10NW

E9SE E10SW E10SE

SPRING ST
ONE PORTLAND SQUARE CONDO
39393
032 I036
032 I040
CANAL PLZ
1 - 4
0 - 0
032 I039
21195
40
032 I041
41764
032 I013
1880
032 I017
032 I018
395
3315
PATTON CT
11 - 1
18 - 1
032 F014
365 - 377 379 - 387
366 - 380 382 - 388
370
376
390 - 406 389 - 399
384
388
12
392
032 J001
2812
032 J002
1892
398
FORE ST CONDO
958
032 J005
FORE-DANA CONDO
3120
394
8 - 17
8 - 18
12 - 15
2 - 5
2 - 6
032 S001
5808
11
9
032 S003
2727
032 S004
161
3600
5
032 S005
3
3576
MARKET ST
1 - 15
2 - 15
029 D001
145
14978
029 S001
SILVER ST
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2 - 15
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030 C006
100
030 C007
030 C008
030 C005
030 C004
030 C003
030 C002
138
030 C001
030 A001
030 A002
9
7407
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030 B003
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030 B006
030 B001
40 PORTLAND PIER CONDO
8269
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030 H001
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038 B002
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038 B003
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39520
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409 - 412 401 - 403
032 N011
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032 N010
410
032 N009
1120
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2178
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426
032 N012
2079
1080
428 - 448 429 - 457
032 R001
1740
432
032 R004
434
032 R003
1036
436
1426
43
37
WHARF ST
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42
032 R007
4739
45
446
032 R008
1891
47
51
46
44
032 V015
4590
032 V016
2630
34
36
10
032 V001
3469
205
032 V002
3805
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032 V004
4324
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223
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52
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8048
032 V012
032 V008
5392
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ONE UNION ST CONDO
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231
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237
9 - 13 10 - 15 - 21
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032 U005
3983
7
032 U003
3991
032 U004
2406
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MOULTON ST
1 - 11
2 - 10
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172 - 180 173 - 183
182 - 194 185 - 197
COMMERCIAL ST
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030 H004
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030 H007
030 H011
030 H019
030 H018
5
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1864
1760
1920
2000
PORTLAND PIER
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2 - 84
030 H013
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DOCK
1500
031 H007
031 H002
184
DOCK
15996
031 H001
031 J030
79792
196 - 214 0 - 0
198 - 215 0 - 0
216 - 234 217 - 237
LONG WHARF
1 - 25
2 - 26
029 D002
031 J031
031 K103
031 L038
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11786
2278
031 L135
26336
1
031 K003
218
13200
2 - 32
1 - 31
WIDGERY'S WHARF
031 J032
1712
2 - 78 1 - 77
CHANDLER'S WHARF
715
708
714
707
713
719
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717
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716
704
712
703
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86862
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81980
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298453
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031 J003
031 J002
CHANDLER'S WHARF CONDO
81980
71280
212
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412
031 K010
031 L036
71280
1 inch = 50 feet
COTTON ST
498 - 516 505 - 517
474 - 496 463 - 503
038 G001
68736
038 F009
28337
468
470
038 F008
2128
038 F019
12471
038 F006
038 F004
241
4857
245
4930
038 F010
261
4463
038 F020
9430
CROSS ST
1 - 35
2 - 38
038 G003
038 G007
038 G002
HARBOR LANDING CONDO
8568
038 G005
12386
CENTER ST
1 - 39
2 - 40
040 F009
64954
040 F011
305
041 A014
041 A015
260
12983
041 A016
041 A012
12 A
041 A0121
22352
041 A018
041 A017
041 A011
254
036
147389
034048
031 K008
031 L034
250
14948
7390
031 L035
30
031 L036
UNION WHARF
COMMERCIAL ST
228 - 242 229 - 251
224 - 256 253 - 265
204 - 220 205 - 233
D - O
12 - 0
0 - 0
1 - 1
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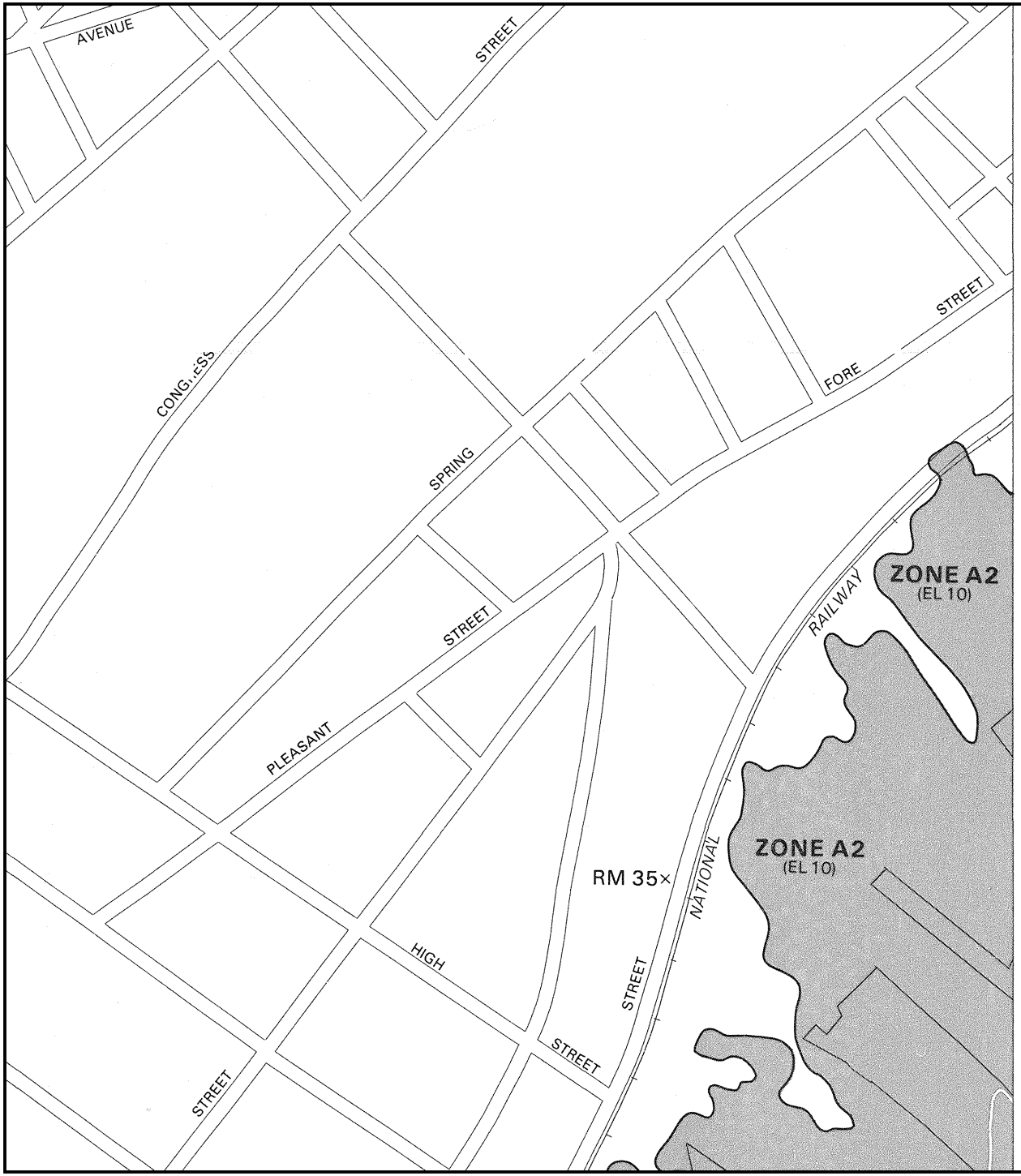
April 1 2012 fy 2013

Tax Map Index; http://www.portlandassessors.com/taxmaps.htm

Index Number - E10NW



APPROXIMATE SCALE

400 0 400 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
PORTLAND, MAINE
CUMBERLAND COUNTY

PANEL 13 OF 17
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
230051 0013 B

EFFECTIVE DATE:
JULY 17, 1986

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

3. EVIDENCE OF RIGHT, TITLE AND INTEREST

As noted on the survey, the hotel will be located on a proposed lot to be split from the larger existing parcel, owned by North River IV, LLC. The Agreement of Purchase and Sale between North River IV, LLC and Fathom CC, LLC, which serves as evidence of right, title, and interest, has been attached to this Section.

3.1 ATTACHMENTS

- Agreement of Purchase and Sale, dated August 9, 2018, between North River IV, LLC and Fathom CC, LLC.

EXECUTION VERSION

AGREEMENT OF PURCHASE AND SALE

between

FATHOM CC, LLC

Buyer

And

NORTH RIVER IV, LLC

Seller

August 9, 2018

Center and Commercial Streets
Portland Square
Portland, Maine

AGREEMENT OF PURCHASE AND SALE

BY THIS AGREEMENT OF PURCHASE AND SALE (the "Agreement") entered into this 9th day of August, 2018 ("Effective Date"), NORTH RIVER IV, LLC, a Delaware limited liability company (hereinafter referred to as "Seller"), and FATHOM CC, LLC, a Delaware limited liability company (hereinafter referred to as "Buyer"), hereby agree as follows:

ARTICLE I
Terms and Definitions

Section 1.1. In addition to the other terms herein defined, the following terms shall have the meanings set forth in this Article I, unless the context otherwise requires:

Buyer's Knowledge. Means the knowledge of James Brady based upon his historical knowledge of the Real Property and assuming a commercially reasonable level of inquiry.

Closing. The consummation of the purchase and sale of the Property pursuant to this Agreement.

Deed. As defined in Section 11.2.1(a).

Deposit. The cash deposits referred to in Article III.

Due Diligence Period. As defined in Section 6.4.

Execution Date. The date of this Agreement as hereinabove set forth.

Improvements. All improvements constructed on the Real Property.

Master Development. Means the Seller's development of the area shown in the Plan attached as Exhibit C.

Property. The Real Property and Improvements.

Purchase Price. The Purchase Price to be paid by Buyer for the Property in the manner provided in this Agreement.

Real Property. The real property located at Commercial Street and Center Street, Portland, Maine, as more particularly described on Exhibit A attached hereto and by this reference made a part hereof, together with all strips and gores of land lying adjacent to such land and owned by Seller, and all rights, privileges, easements and appurtenances thereto. The Real Property description shall be finally determined by an ALTA survey commissioned by Buyer and the Real Property shall be conveyed using that survey description.

Preliminary Title Report. The commitment for issuance of an owner's policy of title insurance issued by the Title Company.

Seller's Knowledge. Means the knowledge of Christopher Flagg, Christopher Pachios and Peter Pachios based upon their historical knowledge of the Real Property and assuming a commercially reasonable level of inquiry.

Title Company. A nationally recognized title insurance company to be selected by Buyer.

ARTICLE II
Purchase and Sale

Section 2.1. Purchase and Sale. Seller agrees to sell, contribute and convey to Buyer, and Buyer agrees to purchase from Seller, the Property, on all of the mutual terms, covenants and conditions hereinafter set forth.

ARTICLE III
Deposit

Section 3.1. Deposit. Upon execution hereof, Buyer shall deposit with Old Republic National Title Insurance Company (the "Escrow Agent") the sum of [redacted] Dollars [redacted] (the "Initial Deposit"). Upon completion of the Due Diligence period if Buyer has not otherwise terminated this Agreement in accordance with its terms, Buyer shall deposit with the Escrow Agent the additional sum of [redacted] Dollars [redacted] (the "Additional Deposit"). The Initial Deposit and the Additional Deposit are hereinafter collectively referred to as the "Deposit" and are to be held and applied as hereinafter set forth. The Deposit shall be held in an interest-bearing escrow account. All interest earned on the Deposit shall be credited to Buyer unless the purchase and sale of the Property is not consummated hereunder, in which case such interest shall be paid to the party entitled to receive the Deposit.

Section 3.2. Non-Refundable. Except as otherwise specifically set forth in this Agreement, the Deposit shall be non-refundable, and shall serve as Seller's liquidated damages in the event of a breach of this Agreement by Buyer pursuant to Article IV, or shall be applied against the Purchase Price pursuant to Article V.

Section 3.3. Termination. In the event Buyer elects to terminate this Agreement pursuant to Article VI, the Deposit shall be refunded to Buyer following receipt by Seller and Escrow Agent of Buyer's Termination Notice, as such term is defined in said Article.

Section 3.4. Liability of Escrow Agent. In the event of any disagreement between the parties, Escrow Agent shall be entitled to refuse to comply with any claims or demands by either party as long as such disagreement may continue, and in so refusing, shall make no delivery or other disposition of the Deposit. Escrow Agent shall not become liable in any way for such refusal, and Escrow Agent shall be entitled to continue to refrain from acting until (a) the rights of the parties shall have been finally adjudicated in a court of competent jurisdiction, or (b) all differences shall have been settled by agreement and Escrow Agent shall have been notified in writing of such agreement signed by both parties.

ARTICLE IV
Damages

Section 4.1. Buyer's Default. In the event that this transaction does not close as a consequence of a default by Buyer, Seller shall retain the Deposit as liquidated damages. The parties hereby agree that if Buyer defaults, Seller's actual damages would be difficult or impossible to determine, and thus the amount of the Deposit is the best estimate of the damage Seller would suffer. Accordingly, the Deposit shall be the total amount that Seller is entitled to receive as liquidated damages.

Section 4.2. Seller's Default. In the event Seller fails to perform any obligation of Seller under this Agreement, including without limitation the obligation to convey good, clear record and marketable title to the Property to Buyer on the Closing Date, as hereinafter defined, in accordance with the provisions of this Agreement, and such failure shall remain uncured for a period of thirty (30) days following written notice thereof from Buyer to Seller (but no notice shall be required for Seller's failure to convey title as required hereunder on the Closing Date), then Buyer may (a) terminate this Agreement, in which event the Deposit together with all interest thereon shall be returned to Buyer, or (b) Buyer shall be entitled to pursue any other remedies available to Buyer at law or in equity, including the right to seek to enforce specific performance of Seller's obligations hereunder.

ARTICLE V
Purchase Price

Section 5.1. Amount of Consideration. Buyer shall provide Seller consideration (the "Consideration") for the Property consisting of: (A) cash in the amount of [redacted] (the "Cash Portion"); (B) Class A Units in Buyer representing a capital contribution of [redacted] and (C) one (1) Class C Unit in Buyer (the Class A Units and Class C Unit are referred to collectively as the "Equity Portion").

Section 5.2. Manner of Payment. Buyer shall pay and provide the Consideration to Seller at the Closing as follows:

5.2.1. Deposit. Applying the Deposit against the Cash Portion of the Consideration; and

5.2.2. Cash Portion. Paying the balance of the Cash Portion of the Consideration, by wire transfer to an account to be designated by Seller (the "Cash Balance").

5.2.3. Equity Portion. Issuing the Equity Portion of the Consideration to Seller Purchase Price by entering into the Operating Agreement of Owner in the form attached hereto as Exhibit B (the "Ownership LLC Agreement").

Section 5.3. Treatment of Transaction. Buyer and Seller agree that the transactions contemplated hereby shall be deemed to consist of a sale of a portion of the Property in exchange for the Cash Portion of the Consideration and a contribution of the Property in exchange for the Equity Portion of the Consideration, all pursuant to Section 707(a)(2)(B) of the Internal Revenue

Code of 1986 and Treasury Regulations Section 1.707-3(a)(1). Buyer and Seller agree that the transactions contemplated hereby shall be reported for federal income tax purposes consistent with the preceding sentence.

ARTICLE VI
Conditions Precedent to Closing

Section 6.1. Buyer's Conditions Precedent. Buyer's obligation to purchase the Property from Seller is subject to the following conditions precedent (the "Buyer's Conditions Precedent"):

6.1.1. Title. At the Closing, Seller shall sell, assign, convey, transfer and deliver the Property to the Buyer by good and sufficient Quitclaim Deed with Covenant in form acceptable to the Buyer (the "Deed"), and the Deed shall convey to the Buyer fee title consistent in all respects with the Title Commitment.

6.1.2. Condition of Improvements. The Improvements shall be substantially the same condition as the Improvements were in at the end of the Due Diligence Period, reasonable wear and tear excepted.

6.1.3. Seller's Representations and Warranties. Seller's representations and warranties set forth herein shall be true and correct in all material respects at and as of the Closing as though such representations and warranties were made at and as of such date.

6.1.4. Seller's Compliance. The Seller shall have in all respects performed and complied with all covenants, agreements and conditions required by this Agreement to be performed or complied with by them prior to or at the Closing.

6.1.5. Title Policy. The Buyer shall have obtained a title insurance policy with respect to the Property conforming in all respects to the Title Commitment.

6.1.6. Lease Termination. Delivery by Seller of evidence satisfactory to Buyer that all Leases of all or any portion of the Property have been terminated at or prior to Closing, at Seller's expense, and Tenants have no further right to occupancy or use of the Property thereunder.

6.1.7. Approvals. Buyer shall have received all Approvals for the Project in accordance with Section 6.5 hereof on a final, non-appealable basis (subject only to such terms and conditions as may be approved by Buyer, in its sole discretion), and all Approvals, as received, shall continue in full force and effect through the date of Closing, without any amendments, changes or additional conditions not approved by Buyer.

6.1.8. Consents and Approvals. The Seller shall have obtained all consents, approvals, authorizations, exemptions and waivers from governmental authorities and third parties, if any, as shall be necessary, in the Buyer's reasonable discretion, to effect the transactions contemplated hereby.

6.1.9. Parking Lease and Construction License. Buyer and Seller shall have executed and delivered the Parking Lease as described in Section 14.1 and the Construction License as described in Section 14.2.

6.1.10. No Material Adverse Changes. There shall have been no material adverse change since the date of this Agreement in the Property, except changes contemplated or required by this Agreement, including without limitation, any change in the title, physical condition, legal status, use or possession of the Property from the conclusion of the Due Diligence Period through the date of closing that would cause the Property to be unsuitable for development of the Project, as reasonably determined by Buyer.

6.1.11. No Legal Restraints or Litigation. No statute, rule, regulation or order of any court or administrative agency shall be in effect which restrains or prohibits the Seller from consummating the transactions contemplated hereby. In addition, no action, suit, or proceeding shall be pending before any court or quasi judicial or administrative agency of any federal, state, local, or foreign jurisdiction wherein an unfavorable injunction, judgment, order, decree, ruling, or charge would (a) prevent consummation of any of the transactions contemplated by this Agreement, or (b) result in a material adverse change in the Property or the ability to develop the Project at the Property.

Section 6.2. Failure of Buyer's Conditions Precedent. If, at the time of the Closing, any of the foregoing Buyer's Conditions Precedent have not been fulfilled, Buyer may, at its option, do either of the following:

6.2.1. Waive and Close. Waive such condition and close in accordance with this Agreement; or

6.2.2. Terminate. Terminate this Agreement by delivery of a written notice to Seller and to Escrow Agent ("Buyer's Termination Notice") and enforce any remedy afforded by Section 4.2; provided however that, if Buyer fails to deliver Buyer's Termination Notice to Seller at or prior to the Closing, the applicable condition or conditions shall be deemed waived by Buyer.

Section 6.3. Title Examination. From the date hereof through the date of expiration of the Due Diligence Period, as hereinafter defined (the "Title Inspection Period"), Buyer shall have the opportunity to review the commitment to insure title (the "Title Commitment"), any amendments thereto issued during the Title Inspection Period, the exceptions to title disclosed in the Title Commitment, all Survey Matters and all other aspects of Seller's title to the Property. The Title Commitment shall be for the benefit of the Buyer, at customary rates, in the ALTA form currently in use, subject only to the Permitted Encumbrances (as defined below) and with such standard exceptions deleted standard endorsements included as Buyer may, in its sole discretion, require. On or before the date of the expiration of the Title Inspection Period (the "Title Notice Deadline"), Buyer shall notify Seller in writing of any defect in title to the Property, or any other matter which is indicated on the Title Commitment or any Survey Matter to which Buyer objects except for the following (collectively, the "Permitted Encumbrances"): (a) liens for real estate taxes not yet due and payable or for betterments assessed after the Execution Date, (b) other encumbrances which may be removed or satisfied by the payment of a

liquidated sum of money which Seller agrees to discharge at Closing to Buyer's satisfaction and (c) such easements, restrictions and reservations of record as are acceptable to Buyer, in its discretion. If Buyer does so notify Seller of a defect in title or other matter objectionable to Buyer prior to the Title Notice Deadline, Seller shall have ten (10) days in which to determine whether to cure the defect or other matter so objected to by Buyer and to notify Buyer of Seller's decision in this regard. If Seller does not respond within such time frame, Seller shall be deemed to have elected not to cure the defect or other matter. Seller, at its sole cost and expense, will have until thirty (30) days before the Closing to cure the title objections, other than the Monetary Liens (as herein defined), which (to the extent not previously removed) Seller shall remove or cure by payment of funds at Closing. Those defects that Seller gives notice will be cured on or before the Closing Date, along with discharge of Monetary Liens, are referred to herein as "Mandatory Cure Items." If Seller elects (or is deemed to elect) not to cure the defect or other matter so objected to by Buyer to the reasonable satisfaction of Buyer, Buyer shall have the right, by not later than the tenth (10th) day after the date of Seller's notice (or failure to provide notice) to either (a) waive such defect or other matter and take title to the Property without any adjustment in the Purchase Price, or (b) terminate this Agreement by giving written notice thereof to Seller. If Buyer timely gives such notice of termination, this Agreement shall terminate and the Deposit shall be returned to Buyer. If Buyer fails to give Seller a notice of termination, Buyer (a) shall no longer have an right to terminate this Agreement under this Section 6.1.1 and shall be bound to proceed to Closing and consummate the transaction contemplated hereby pursuant to the terms of this Agreement and (b) shall be deemed to have approved the state of title to the Property as it exists on the effective date of the Title Commitment, as last amended during the Title Inspection Period. Seller shall be responsible for discharging any mortgages or voluntary monetary liens (other than municipal liens not yet due and payable), including mechanics' liens for unpaid work at the Property performed on behalf of Seller, (collectively, "Monetary Liens") at or prior to Closing.

Section 6.4. Buyer's Due Diligence. Notwithstanding any other provision of this Agreement to the contrary, Buyer shall be entitled to undertake a thorough investigation of the Property, including without limitation such reviews, analyses and studies of the Property and the development of the Project at the Property, as Buyer may, in its sole discretion, determine to be necessary or appropriate, including without limiting the generality of the foregoing:

6.4.1. Inspection of physical condition.

6.4.2. Review of the Leases (copies of which shall be made available to Buyer promptly following the Effective Date).

6.4.3. Confirmation that the Property has all necessary zoning, including zoning board approvals of required variances and any other matters, required in order to develop the Project ("Zoning Confirmation");.

6.4.4. A Phase I Environmental Site Assessment for the Property, together with any Phase II Environmental Site Assessments or other studies or analyses as may be required ("ESA").

6.4.5. An ALTA/ACSM Land Title Survey of the Property certified satisfactory to Buyer, in its sole opinion, sufficient in all respects to delete the standard survey exception from Buyer's title policy, and bearing a legal description, made by a licensed surveyor, and showing, among other things, the area, dimensions and location of the Property to the nearest monuments, streets, alleys on all sides, the topography, the location of all available utilities in adjoining streets, alleys, or property, the location of all recorded and apparent easements against or appurtenant to the Property, the location of all active and abandoned sewer and storm water lines on an as built basis, certifying the applicable zoning and flood zone classifications and not disclosing any condition rendering the Property unusable, in Buyer's sole opinion, for the Project (the "Survey").

6.4.6. A geotechnical report in form satisfactory to Buyer, boring, percolation and other soil tests and feasibility, demographic, traffic pattern, and other site assessment studies ("Site Studies") as required by Buyer.

6.4.7. Confirmation that all utilities, including without limitation, water, gas, electric power, telephone, cable and sanitary sewer, necessary or appropriate for development of the Project ("Utilities"), as determined by Buyer in its sole discretion, shall be located in the public way or ways adjacent to the Property ("Utility Confirmation") which confirmation may be in such form as Buyer may require.

In connection therewith, Buyer shall have access to the Property as required, and may conduct such tests, studies, surveys and inspections (expressly including boring, drilling and other subsurface exploration as Buyer may reasonably deem appropriate. In addition, Buyer shall be afforded full opportunity by Seller, without warranty or recourse, to examine all books and records which relate to the Property in the possession of Seller and/or Seller's agents or employees, including the reasonable right to make copies of such books and records. Such right shall extend to all operating books of account, environmental and engineering reports, surveys, title reports and insurance policies, Leases, rental applications and any other agreements, correspondence or other documents relating to the Leases, tenant files, rent rolls, operating statements, accounting support for bills, inventories of Personal Property, service contracts, management contracts, warranties, general ledgers, journals, vendor files, invoices, operating manuals, maintenance records, utility bills, marketing data (including brochures), historical occupancy reports and any summaries of such items but excluding Seller's internal memoranda, financial projections, budgets, appraisals, accounting and tax records, attorney work product, work protected by attorney-client privilege and similar proprietary or confidential information. Buyer shall take commercially-reasonable precautions to ensure that such materials and any information contained therein are disclosed only to such of Buyer's employees, agents, consultants, attorneys, investors and lenders as have need therefor, under conditions which will prohibit any further dissemination thereof not authorized by Seller. Buyer shall have the right to contact and communicate with such governmental officials regarding the Property and the project as Buyer may deem appropriate.

If Buyer, in Buyer's sole and absolute discretion, is not satisfied with the results of such investigation, Buyer may terminate this Agreement by giving Buyer's Termination Notice to Seller and Escrow Agent at any time during the period beginning on the Effective Date and continuing through the sixtieth (60th) day thereafter (the "Due Diligence Period"). Buyer shall

restore to its former condition any portion of the Property disturbed by any activity conducted hereunder, shall repair all damage to the Property caused thereby and shall indemnify and hold Seller harmless from and against any claims, losses, liabilities, costs or expenses (including without limitation reasonable attorneys' fees) asserted against or incurred by Seller in connection with any such activity, it being expressly understood and agreed that the foregoing provisions shall survive the Closing or the termination of this Agreement prior thereto.

Section 6.5. Permitting and Approvals. Notwithstanding any other provisions of this Agreement to the contrary, Buyer shall be entitled to apply for and obtain all necessary federal, state and local governmental permits, licenses and approvals of any type or nature required in connection with the development of as may be necessary for the development and construction of an approximately on hundred thirty (130) room hotel on the Property, which hotel may include up to fifteen (15) residential units (the "Project") at the Property, including without limiting the generality of the foregoing, all necessary site plan, and other governmental permits, licenses, and approvals, of any type and from any necessary public or governmental authority or other party for Buyer's development of the Project at the Property (collectively, the "Approvals").

6.5.1. If for any reason whatsoever all Approvals required for the development of the Project have not been obtained on a final, non-appealable basis (subject only to such terms and conditions as may be approved by Buyer, in its sole discretion) on or before the expiration of the period commencing on the expiration of the Due Diligence Period and terminating one hundred fifty (150) days thereafter (the "Entitlement Period") (as the same may be extended as provided below), then Buyer may, in its sole discretion, terminate this Agreement by giving Seller written notice thereof, in which event this Agreement shall terminate, the Deposit shall be returned to Buyer and the parties shall have no further obligations of any nature whatsoever hereunder. If Buyer fails to give Seller a notice of termination on or before the expiration of the Entitlement Period, then Buyer shall be deemed to have waived this condition and Buyer's right to terminate this Agreement for failure to satisfy this condition. Buyer shall have the right to purchase up to two 30-day extensions of the Entitlement Period provided the Buyer is pursuing the Approvals in good faith. Buyer shall notify the Seller of its exercise of each 30-day extension by written notice, together with the [redacted] to Seller provided on or before the expiration of the entitlement period (as extended). All payments made pursuant to this paragraph shall become and be considered part of the Deposit as defined in Section 3.1.

6.5.2. Buyer shall have the right to apply for and pursue the Approvals on a stand-alone basis, separate from any master plan permits or approvals required for Seller's Master Development, so long as such Approvals do not unreasonably interfere with Seller's Master Development.

6.5.3. Buyer shall be responsible, at its sole cost and expense, for production of all plans, specifications and other materials required in connection with application for and obtaining Approvals, and for preparing and submitting all necessary applications ("Project Plans"); provided, however, that Seller shall have the right to review the Project Plans, at Seller's expense, prior to submission for site plan approval from the City of Portland Planning Board ("Site Plan Approval"). Prior to submission of any application or other materials and all amendments thereto in connection with obtaining Site Plan Approval, Buyer shall submit draft

Project Plans to Seller for Seller's review and comment. Seller shall have the right to review and approve the Project Plans prior to submission for Site Plan Approval. Seller's approval shall not be unreasonably conditioned, delayed or withheld, provided, however, that Seller, in its sole and absolute discretion, may condition, delay or withhold approval if Seller determines that Buyer's activities, including but not limited to the Project as described on the Project Plans, will or may interfere with Seller's development plans on its adjacent land. Buyer and Seller agree to work together in a commercially reasonable manner to integrate the Project Plans and Seller's planning for the Master Development. Buyer and Seller shall keep Seller informed of the progress of the Approvals procurement process. Seller shall be a co-applicant to the extent required.

6.5.4. Notwithstanding the provisions of Section 6.5.1 above:

(a) The Entitlement Period shall be tolled for the duration of Seller's review of Buyer's application for Site Plan Approval and related materials, from the date of submission to the date of final approval of submission of the application for Site Plan Approval to the City of Portland Planning Board.

(b) Buyer and Seller shall exercise commercially reasonable efforts to obtain separate review of Buyer's Site Plan Approval and Seller's Master Development plan approvals; however, in the event the review and approval of Buyer's Site Plan Approval is integrated with, or becomes contingent upon, the Seller's Master Development plan approvals, then the Entitlement period shall be extended for the duration of the City of Portland Planning Board's review of the Seller's Master Development.

6.5.5. The parties hereto agree and recognize that the Property needs to be subdivided from a larger tract shown in Exhibit C (the "Lot") in a configuration to be acceptable to the Buyer. If the Lot is not approved for subdivision in a configuration reasonably acceptable to Buyer, then Buyer may terminate this Agreement by giving Seller written notice thereof on or before the expiration of the Entitlement Period, in which event the Deposit will be refunded to Buyer and this Agreement shall terminate and the parties shall have no further obligations of any nature whatsoever hereunder. If Buyer fails to give Seller a notice of termination on or before the expiration of the Entitlement Period, then Buyer shall be deemed to have waived this condition and Buyer's right to terminate this Agreement for failure to satisfy this condition.

Section 6.6. Utilities. To the extent of Seller's knowledge, without any duty of inquiry, Seller shall provide Buyer with specifications of all electric Utility service to the property, including but not limited to types, capacity, costs (payable by Buyer) (collectively, the "Costs") and location of interconnection. Buyer shall have until the end of the Due Diligence Period to evaluate whether such connections are suitable for Buyer. If not, Buyer shall give Seller notice of the same no later than the end of the Due Diligence Period. In the event improvement to electric Utility connections are required in connection with the Project in order to provide the Project with 3,000 amps at 120/208 service, then on or before the expiration of the Due Diligence Period, Buyer and Seller shall exercise good faith efforts to negotiate and enter into a mutually satisfactory agreement regarding the construction of such Improvements ("Utility Improvements") and allocation of any Costs associated therewith, taking into consideration the relative benefit derived by the Project and the Master Development from the Utility

Improvements; provided that the cost allocated to Buyer shall not exceed [redacted] ("Utilities Agreement"). Failure to enter into a Utilities Agreement shall constitute a lack of Utility Confirmation under Section 6.4.7 hereof. The Utilities Agreement will contain the following provisions, among others, all as more particularly set forth therein:

(a) In the event the Seller does not complete Utilities Improvements as required in order to accommodate Buyer's development schedule for the Project (as provided to Seller contemporaneously herewith), then Buyer shall have the right to complete the Utility Improvements, following written notice to Seller and an opportunity to cure, all as to be more particularly described in the Utilities Agreement.

(b) Seller shall reimburse Buyer for all Costs associated with Buyers construction of Utility Improvements in excess of [redacted], with such reimbursement obligation to be due and payable at the earlier of (i) such time as Seller has received site plan approval from the City of Portland Planning Board for the Master Development or (ii) six (6) months following completion of the Utility Improvements. All amounts advanced by Buyer in excess of [redacted] ("Reimbursable Utility Costs") shall accrue interest at the rate of [redacted] per annum beginning on from the date of each advance until date of payment with interest payable monthly.

(c) Reimbursable Utility Costs shall include only costs paid to a third party on an arm's length basis for development and construction/installation of Utility Improvements.

(d) Seller shall have the right to take over Buyer's utility work upon reasonable advance notice at any point during the construction/installation process, provided adequate assurance of completion of the Utility Improvements in a timely manner is provided.

(e) Buyer will agree to provide Seller with notice of any communication with Central Maine Power Company regarding the design and scope of work, which may not be amended in any way without the prior written consent of Seller.

(f) In the event Seller completes the Utility Improvements and Buyer abandons the development of the Project, Buyer shall nevertheless be obligated to reimburse Seller for Buyer's allocated of Costs associated therewith, up to the [redacted] limit specified above.

Section 6.7. Closing. Subject to satisfaction of the conditions set forth in in this Article VI and Section 15.5, the Closing shall occur on the date specified by Buyer at the not later than sixty (60) days following the Entitlement Period ("Closing Date"). Closing shall occur at the offices of Pierce Atwood LLP, 254 Commercial Street, Portland, Maine commencing at 10:00 a.m. local time on the Closing Date, or at such other date, time and location as Buyer and Seller may mutually agree.

Section 6.8. Effective Termination. If this Agreement is terminated pursuant to the provisions of this Article, all other obligations of the parties hereto shall cease and this Agreement shall be void and without recourse to the parties hereto, except as otherwise expressly set forth in Article IV and Section 6.2 hereof.

Section 6.9. Seller's Conditions Precedent. Seller's obligation to sell the Property to Buyer is subject to the following conditions precedent (the "Seller's Conditions Precedent"):

(a) Payment by Buyer of all sums due in accordance with this Agreement;

(b) As of the Closing Date, there shall be no pending court litigation of any kind whatsoever against or relating to the Property, which would prohibit or materially impair Seller's ability to close hereunder;

(c) All of the representations and warranties of Buyer shall be true and correct in all material respects as of the Closing, and Buyer shall deliver a separate certificate certifying to that effect; and

(d) Buyer shall have performed in all material respects each of its obligations under this Agreement to be performed at or prior to the Closing.

ARTICLE VII
Representations and Warranties

Section 7.1. Buyer's Representations and Warranties. Buyer hereby represents, warrants and covenants to Seller the following:

(a) Buyer is duly organized, validly existing and in good standing under the laws of the State of Delaware and is in good standing in the State of Maine. Buyer has the requisite right, power and authority to buy the Property from Seller as provided herein, and has taken all action necessary to authorize the execution, delivery and performance of this Agreement. Buyer has obtained all consents and approvals necessary for Buyer's execution, delivery and performance of this Agreement, and the performance by Buyer of Buyer's obligations hereunder will not constitute a default under the terms and provisions of any material agreement, document or instrument to which Buyer is a party or by which Buyer is bound.

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

(c) There is no suit or proceeding pending or, to Buyer's knowledge, threatened against or affecting Buyer that might affect or relate to this Agreement or the transactions contemplated hereby, in any court or before or by any federal, state, county or municipal department, commission, board, bureau, or agency or other governmental instrumentality. No order, writ, injunction, subpoena or decree has been issued by or requested of any court or government agency which is reasonably likely to result in a material adverse change in the Property or the Buyer, or which could reasonably be expected to have a material adverse effect on the transactions contemplated by this Agreement.

(d) Buyer has engaged no broker or agent in connection with the sale. Buyer shall indemnify, defend and hold Seller harmless from and against any loss, damages, liabilities, costs or expenses, including without limitation attorneys' fees and court costs, resulting from any claim for a fee or commission by any other broker or finder with whom Buyer has dealt.

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

Section 7.2. Authority. Each party warrants and represents that this Agreement and all other documents delivered prior to or at the Closing (a) have been or shall be duly authorized and executed and delivered by such party; (b) are legal, valid, and binding obligations of such party; and (c) neither violate any provision of any agreement to which such party is a party, nor violate any charters, bylaws, operating agreements or other organizational documents of such party.

Section 7.3. Seller's Representations and Warranties. Seller hereby represents, warrants and covenants to Buyer the following:

(a) Seller is duly organized, validly existing and in good standing under the laws of the State of Delaware and is in good standing in the State of Maine. Seller has the requisite right, power and authority to sell and convey the Property to Buyer as provided herein, and has taken all action necessary to authorize the execution, delivery and performance of this Agreement. Seller has obtained all consents and approvals necessary for Seller's execution, delivery and performance of this Agreement, and the performance by Seller of Seller's obligations hereunder will not constitute a default under the terms and provisions of any material agreement, document or instrument to which Seller is a party or by which Seller is bound.

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

(c) Seller has not received any written or oral notice of any pending condemnation, expropriation, eminent domain or similar proceeding affecting all or any portion of the Property and has no knowledge that any such proceeding is contemplated.

(d) There are no leases, tenancy agreements, tenancies at will, parking space agreements and other contracts, agreements or occupancy arrangements, whether written or oral, affecting the Property or any portions thereof in effect with respect to any portion of the Property ("Leases").

(e) No written or oral notice has been given by the holder of any mortgage on the Property, any insurance company that has issued a policy with respect to the Property, or by any board of fire underwriters (or other body exercising similar functions) claiming any material defect or deficiency or requesting the performance of any material repairs, alterations or other work to the Property.

(f) There are no management, service, equipment, supply, maintenance or concession agreements with respect to or affecting all or any portion of the Property.

(g) Seller has paid or will pay in full prior to the Closing all outstanding bills and invoices for Utility charges, labor, goods, materials, and services of any kind relating to the Property incurred by or for the benefit of Seller**.**

(h) No work has been performed or is in progress at, and no materials have been furnished to, at the direction of or for the benefit of the Seller, the Property which, though not presently the subject of, might give rise to mechanic's, materialmen's or other liens against the Property or any portion thereof. If any lien for work performed or materials furnished prior to the Closing, in either case pursuant to a contract with Seller, is filed before or after the Closing, Seller shall promptly discharge such lien by filing the requisite bond or in any other manner allowed by applicable law. Seller will execute and deliver a standard form of Mechanic's Lien Affidavit for title insurance purposes.

(i) There is no suit or proceeding pending or to Seller's Knowledge, threatened against or affecting Seller or the Property that might affect or relate to this Agreement or the transactions contemplated hereby, in any court or before or by any federal, state, county or municipal department, commission, board, bureau, or agency or other governmental instrumentality. No order, writ, injunction, subpoena or decree has been issued by or requested of any court or government agency which is reasonably likely to result in a material adverse change in the Property or the Seller, or which could reasonably be expected to have a material adverse effect on the transactions contemplated by this Agreement.

(j) Seller has received no written notice of any outstanding violation of any federal, state, county, or municipal laws, ordinances, orders, codes, rules, regulations, or requirements affecting all or any portion of the Property, including without limitation violations of the housing, building, safety, health, fire, or zoning ordinances, codes, and regulations of the municipality or county within which the Property is located, issued by any governmental or quasi-governmental authority.

(k) To Seller's Knowledge, Seller is not in violation or default under any agreement with any third party, or under any judgment, order, decree, rule or regulation of any court, arbitrator, administrative agency or other governmental authority to which it may be subject, which violation or default will, in any one case or in the aggregate, materially and adversely affect the ownership or operation of the Property or Seller's ability to consummate the transactions contemplated hereby. To Seller's Knowledge, there are no material violations of laws, regulations, permits or approvals affecting or pertaining to the Property. The execution, delivery and performance of this Agreement and the consummation of the transactions contemplated hereby will not (i) violate any law or any order of any court or governmental

authority with proper jurisdiction; (ii) result in a breach or default under any provision of the organizational documents of Seller; or (iii) require any consent, or approval or vote of any third person that, as of the Closing Date, has not been given or taken, and does not remain effective.

(l) As used herein, "Environmental Laws" shall mean all federal state and local laws, statues, rules, codes, ordinances, regulations, orders, judgments, decrees, binding and enforceable guidelines, including any judicial or administrative order, consent decree or judgment, in each case to the extent binding, relating to the environment, the protection of health or Hazardous Materials, including, without limitation, the Comprehensive Environmental Response Compensation and Liability Act, 42 USC §9601 et seq.; the Resource Conservation and Recovery Act, 42 USC §6901 et seq.; the Federal Water Pollution Control Act, 33 USC §1251 et seq.; the Toxic Substances Control Act, 15 USC §2601 et seq.; the Clean Air Act, 42 USC §7401 et seq.; the Safe Drinking Water act, 42 USC §3803 et seq.; the Oil Pollution Act of 1990, 33 USC §2701 et seq.; the Emergency Planning and Community Right-to-Know Act of 1986, 42 USC §11001 et seq.; the Hazardous Material Transportation Act, 49 USC §1801 et seq.; and the Occupational Safety and Health Act, 29 USC §651 et seq. (to the extent it regulates occupational exposure to Hazardous Materials); any state, local or foreign counterparts or equivalents, in each case as amended from time to time, and includes the Project Permits (defined below). As used herein, "Hazardous Materials" shall mean (i) substances that are defined or listed in, or otherwise classified pursuant to, any applicable law or regulations as "hazardous substances," hazardous materials," "hazardous wastes," "toxic substances," "pollutants," "contaminants" or other similar term intended to define, list or classify a substance by reason of such substance's ignitability, corrosivity, reactivity, carcinogenicity, reproductive toxicity or "EP toxicity" and (ii) oil, petroleum or petroleum derived substances, natural gas, natural gas liquids, synthetic gas, drilling fluids, produced waters and other wastes associated with the exploration, development or production of crude oil, natural gas or geothermal resources. Except as may be identified in any Phase 1 ESA prepared for the benefit of Seller and provided to Buyer: (i) to Seller's Knowledge, there are no violations of any Environmental Laws with respect to the Property and Seller has not used, stored, disposed of or released any Hazardous Materials on the Property; (ii) to Seller's Knowledge, during Seller's ownership of the Property, the Property has not been used, and to Seller's Knowledge, the Property has not been used in the past, to treat, store or dispose of Hazardous Materials in violation of Environmental Laws, and neither Seller, nor, to Seller's Knowledge, anyone else, has otherwise dumped, placed, released, or discharged Hazardous Materials in violation of Environmental Laws on the Property or any property adjacent to the Property.

(m) There are no tax liens on any of the Property, and Seller has paid or will pay through the Closing all real estate taxes, withholdings and governmental charges due with respect to the Personal Property under all applicable federal, state and local laws and regulations. There are no legal, administrative or other tax proceedings currently in progress or threatened pursuant to which Seller is or could be made liable for any taxes.

(n) Seller has engaged no broker or agent in connection with the sale. Seller shall indemnify, defend and hold Buyer harmless from and against any loss, damages, liabilities, costs or expenses, including without limitation attorneys' fees and court costs, resulting from any claim for a fee or commission by any other broker or finder with whom Seller has dealt.

(o) Seller is not a "foreign person" as defined in Section 1445(f)(3) of the Code.

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

ARTICLE VIII
Disclaimer of Warranties

Section 8.1. Buyer's Inspections. Buyer acknowledges that Buyer has had or will have an adequate opportunity to inspect the Property and all factors relevant to its use and operation.

Section 8.2. Purchase "As Is". Buyer further acknowledges that Buyer has substantial experience with investment real property and that, except for the Seller's representations and warranties set forth herein, Buyer is acquiring the Property in an "as is" condition, and solely in reliance on Buyer's own inspection and examination. Except as set forth in Section 7.3 and in the Deed, neither Seller, nor any agents, representatives or employees of Seller, have made any representations or warranties, direct or implied, oral or written, with respect to the Property, or its fitness for any particular purpose except as expressly set forth herein.

Section 8.3. Representations, Warranties. Except as otherwise specifically provided in Section 7.3, no representations, warranties, covenants or other obligations of Seller or Buyer set forth in this Agreement shall survive the Closing, and no action based thereon shall be commenced after the Closing. All of Seller's representations and warranties set forth in Section 7.3 shall survive Closing for a period not to exceed twenty-four (24) months after the Closing Date (the "Survival Period"), and shall inure to the benefit of Buyer and its legal representatives, successors or assigns; provided, however, that Seller shall have no liability or other obligation with respect to any such representation or warranty herein contained unless, prior to the expiration of the Survival Period, Buyer shall have notified Seller in writing setting forth specifically the representation or warranty allegedly breached, a description of the alleged breach in reasonable detail, and a proposed remedy. The aggregate liability of Seller for breach of any representation or warranty made by Seller in Section 7.3 shall not exceed Three Million Dollars ($3,000,000.00) (the "Seller's Liability Cap"). Purchaser shall not have any further right, claim or recourse against the Seller in excess of the Seller's Liability Cap or from any other asset of Seller except for the sale proceeds from this transaction, and Buyer waives any right or claim of any kind or nature against Seller other than a right or claim limited to the Seller's Liability Cap as aforesaid. Notwithstanding the foregoing, there shall be no limitation on the aggregate liability of Seller hereunder in the event of fraud or intentional material misrepresentation by the

Seller, in which event Buyer shall be entitled to all rights and remedies against Seller available to it at law and/or in equity.

Section 8.4. Merger. Except as otherwise specifically provided in Section 7.3 and this Article VIII, the delivery of the Deed by Seller, and the acceptance thereof by Buyer, shall be deemed the full performance and discharge of every obligation on the part of Seller to be performed hereunder.

Section 8.5. No Reliance. Except as expressly stated in Section 7.3 and in the Deed, Seller makes no representation or warranty as to the truth, accuracy or completeness of any materials, data or information delivered by Seller or its brokers or agents to Buyer in connection with the transaction contemplated hereby. Buyer acknowledges and agrees that all materials, data and information delivered by Seller to Buyer in connection with the transaction contemplated hereby are provided to Buyer as a convenience only and that any reliance on or use of such materials, data or information by Buyer shall be at the sole risk of Buyer, except as otherwise expressly stated herein. Without limiting the generality of the foregoing provisions, Buyer acknowledges and agrees that (a) Buyer shall be responsible for conducting its own inspections and investigations for the Property and for obtaining any reports thereon which is deemed necessary, (b) any environmental, engineering or other report with respect to the Property which is delivered by Seller to Buyer shall be for general informational purposes only, (c) Buyer shall not have any right to rely on any such report delivered by Seller to Buyer, but rather will rely on its own inspections and investigations of the Property and reports commissioned by Buyer with respect thereto, and (d) neither Seller, any affiliate of Seller nor the person or entity which prepared any such report delivered by Seller to Buyer shall have any liability to Buyer for any inaccuracy in or omission from any such report.

Section 8.6. Disclaimers. EXCEPT AS EXPRESSLY SET FORTH IN SECTION 7.3 AND THE DEED, IT IS UNDERSTOOD AND AGREED THAT SELLER IS NOT MAKING AND HAS NOT AT ANY TIME MADE ANY WARRANTIES OR REPRESENTATIONS OF ANY KIND OR CHARACTER, EXPRESS OR IMPLIED, WITH RESPECT TO THE PROPERTY, INCLUDING, BUT NOT LIMITED TO, ANY WARRANTIES OR REPRESENTATIONS AS TO HABITABILITY, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE, ZONING, PERMITTING, USE, TAX CONSEQUENCES, LATENT OR PATENT PHYSICAL OR ENVIRONMENTAL CONDITION, UTILITIES, OPERATING HISTORY OR PROJECTIONS, VALUATION, GOVERNMENTAL APPROVALS, THE COMPLIANCE OF THE PROPERTY WITH LAWS, THE TRUTH, ACCURACY OR COMPLETENESS OF THE DOCUMENTS OR ANY OTHER INFORMATION PROVIDED BY OR ON BEHALF OF SELLER TO BUYER, OR ANY OTHER MATTER OR THING REGARDING THE PROPERTY. BUYER ACKNOWLEDGES AND AGREES THAT AT THE CLOSING SELLER SHALL SELL AND CONVEY TO BUYER AND BUYER SHALL ACCEPT THE PROPERTY "AS IS, WHERE IS, WITH ALL FAULTS," EXCEPT TO THE EXTENT EXPRESSLY PROVIDED OTHERWISE IN THIS AGREEMENT. BUYER HAS NOT RELIED AND WILL NOT RELY ON, AND SELLER IS NOT LIABLE FOR OR BOUND BY, ANY EXPRESS OR IMPLIED WARRANTIES, GUARANTIES, STATEMENTS, REPRESENTATIONS OR INFORMATION PERTAINING TO THE PROPERTY OR RELATING THERETO (INCLUDING SPECIFICALLY, WITHOUT LIMITATION, PROPERTY INFORMATION

PACKAGES DISTRIBUTED WITH RESPECT TO THE PROPERTY) MADE OR FURNISHED BY SELLER, THE MANAGER OF THE PROPERTY, OR ANY REAL ESTATE BROKER OR AGENT REPRESENTING OR PURPORTING TO REPRESENT SELLER, TO WHOMEVER MADE OR GIVEN, DIRECTLY OR INDIRECTLY, ORALLY OR IN WRITING, UNLESS SPECIFICALLY SET FORTH IN THIS AGREEMENT.

Section 8.7. Seller shall not be liable under Section 7.3 or the Deed for any loss or claim arising out of any inaccuracy in or breach of any of the representations and warranties of Seller contained in Section 7.3 or the Deed if Buyer had actual knowledge of such inaccuracy or breach prior to or at Closing.

Section 8.8. Effect and Survival of Disclaimers. Seller and Buyer acknowledge that the compensation to be paid to Seller for the Property takes into account that the Property is being sold subject to the provisions of this Article VIII. Seller and Buyer agree that the provisions of this Article VIII shall survive Closing.

ARTICLE IX
Risk of Loss

Section 9.1. Risk of Loss. In the event the Property is materially damaged prior to Closing, Buyer may either (i) terminate this Agreement and receive back the Deposit in accordance with this Agreement; or (ii) close with no adjustment in Purchase Price.

Section 9.2. Condemnation. Any taking or condemnation for any public or quasi-public purpose or use by any competent authority in appropriate proceedings or by any right of eminent domain of all or any material part of the Property between the Execution Date and the time of the Closing shall, at Buyer's option, cause a termination of this Agreement. The election to terminate provided for hereby must be exercised by Buyer by written notice to Seller to such effect, which notice shall be given by Buyer on or before the thirtieth (30th) day after Buyer's receipt of written notice of such condemnation (but in any event prior to the Closing, provided however that Buyer shall be entitled to extend the Closing Date to a date that is two business days beyond the date that would be the thirtieth (30th) day following such notice). If Buyer shall not elect so to terminate this Agreement, Seller shall be relieved of its duty to convey title to the portion of the Property so taken or condemned, but Buyer will be entitled to receive all proceeds of any such taking or condemnation provided Buyer takes title hereunder and Seller shall make no settlement or adjustment of such proceedings without Buyer's consent, and shall take at the Closing all action necessary to assign its entire interest in any such award to Buyer.

Section 9.3. Return of Deposit. The Deposit shall be returned to Buyer immediately following termination of this Agreement by Buyer under this Article and all other obligations of the parties hereto shall cease and this Agreement shall be void and without recourse to the parties hereto subject to the provisions of Section 6.3.

ARTICLE X
Operation of Property

Section 10.1. Property Management. Seller shall operate the Property before the Closing in substantially the same manner that Seller operated the Property before the Execution

Date. Subject to the foregoing provisions, it is expressly understood and agreed that Seller may, so long as Buyer is so advised and consents in advance, (a) enter into service contracts, utility contracts and other contracts pertaining to the management of the Property, (b) renegotiate, modify or cancel (including without limitation on account of a Tenant's default) any of the Leases, (c) accept surrender of the premises demised under any of the Leases and (d) execute or otherwise enter into any new Lease. In no event shall Seller accept any payment of fixed rental under any Lease more than thirty (30) days in advance.

ARTICLE XI
Closing

Section 11.1. Closing Date. The Closing shall take place at the time and place specified in Section 6.7 hereof. The cash portion of the Purchase Price ("Cash Balance") shall be held in escrow by the Buyer's attorney pursuant to customary conveyancing practice until the Deed is recorded, provided however that the Deed shall be recorded no later than 1:00 P.M. on the Closing Date unless Seller's attorney has been advised of any matter of record arising after the effective date of the Preliminary Title Report and preventing Seller from conveying title to the Property in accordance with the applicable provisions of this Agreement.

Section 11.2. Closing Deposits. At the Closing, Seller and Buyer shall exchange the following documents and funds:

11.2.1. Seller's Deposits. Seller shall deliver to Buyer the following:

(a) Deed. A duly executed and acknowledged quitclaim deed with covenant in form acceptable to Buyer (the "Deed") conveying the Real Property and the Improvements to Buyer subject only to Permitted Encumbrances.

(b) LLC Agreement. A duly executed copy of the Ownership LLC Agreement

(c) [*intentionally omitted*]

(d) [*intentionally omitted*]

(e) Non-Foreign Affidavit. A duly executed original affidavit as to Seller's non-foreign status.

(f) Authority. Such evidence as may be reasonably required as to the authority of the person or persons executing documents on behalf of Seller.

(g) Affidavits. Executed affidavits and indemnifications in form and substance reasonably satisfactory to the Buyer regarding mechanics' and materialmen's liens and parties in possession sufficient to eliminate any title insurance exceptions for these matters with respect to the Property.

(h) Additional Documents. Such other documents, including without limitation settlement statements and escrow instructions, as are required of Seller to close in accordance with this Agreement and local conveyancing practice.

11.2.2. Buyer's Deposits. Buyer shall deliver to Seller the following:

(a) Cash Balance. The Cash Balance;

(b) Equity Portion. A duly executed copy of the Ownership LLC Agreement reflecting issuance of the Equity Portion of the Consideration.

(c) Closing Costs. Additional cash in the amount necessary to pay Buyer's share of closing costs, as set forth in Section 12.2.; and

(d) Additional Documents. Such other documents, including without limitation authority documents, settlement statements and escrow instructions, as are required of Buyer to close in accordance with this Agreement and local conveyancing practice.

Section 11.3. Use of Purchase Price to Clear Title. To enable Seller to make conveyance as herein provided, Seller may, at the Closing, use the Purchase Price or any portion thereof to clear title of any or all encumbrances or interests so long as Seller has obtained and furnished to Buyer at or prior to the Closing a recordable release of each such encumbrance or interest or (in the case of an institutional mortgage or other security interest) written commitment from the holder thereof to provide such release upon receipt of a sum certain.

Section 11.4. Closing Statement. The parties shall execute and deliver a Closing and Proration Statement confirming the funds flow and prorations required under Article XII hereof.

ARTICLE XII
Closing Costs, Prorations

Section 12.1. Seller's Costs. Seller shall pay (a) ½ of the transfer taxes payable upon recordation of the Deed and (b) the costs necessary to discharge Seller's obligations under this Agreement.

Section 12.2. Buyer's Costs. Buyer shall pay (a) ½ of transfer taxes; (b) the cost of the Preliminary Title Report; (c) all title insurance premiums; (d) the cost of recording the Deed; and (e) all other costs required in order to close in accordance with this Agreement (except as specified in Section 12.1).

Section 12.3. Prorations. Taxes (including any business and license taxes and any other state, county or municipal assessments), utility and fuel bills and other customarily-adjusted operating expenses shall be prorated as of the Closing Date and added to or subtracted from (as the case may be) the Cash Balance. All charges accruing prior to the Closing Date shall be the obligation of Seller and all charges accruing on or after the Closing Date shall be the obligation of Buyer. If the amount of such taxes is not known on the Closing Date, such taxes shall be prorated on the basis of taxes assessed for the preceding fiscal period, subject to reapportionment as soon as the new tax rate and valuation can be ascertained. In the event of any abatement of such taxes subsequent to the apportionment thereof, the amount of such abatement, less the reasonable cost of obtaining the same, shall be prorated as of the Closing Date.

ARTICLE XIII
Notices

Section 13.1. Notices. All notices required or permitted to be given hereunder shall be in writing and sent by a recognized overnight courier service offering confirmation of delivery to the appropriate address indicated below or at such other place or places as either Buyer or Seller may, from time to time, respectively, designate in a written notice given to the other:

To Buyer: Fathom CC, LLC
183 Middle Street, Suite 21
Portland, ME 04101
Attn: James H Brady, Manager

With a copy to: Christopher E. Howard, Esq.
Pierce Atwood LLP
254 Commercial Street
Portland, Maine 04101

To Seller: North River IV, LLC
224 12th Avenue
New York, New York 10001
Attention: Christopher H. Pachios, Manager

With a copy to: Michael L. Lane, Esq.
Preti, Flaherty, Beliveau & Pachios LLP
One City Center
Portland, Maine 04101

ARTICLE XIV
Additional Commitments

Section 14.1. Parking Commitment. Seller or its Affiliate shall lease parking spaces proximate to the Project (together with related access) to Buyer as follows ("Parking Lease"):

(a) Up to 75 parking spaces at market rate specific to the space utilization for a term of ten (10) years, with the right to extend for up to two (2) additional 10-year terms, at Buyer's option. Buyer shall have the option to adjust the number of parking spaces included in the lease between the minimum and maximum specified above on semi-annual basis (for the periods November 1st through April 30th and May 1st through October 31st) with written notice to be provided by Buyer to Seller not less than 90 days prior to the commencement of each semi-annual period. In the absence of notice the previously specified number of spaces shall carry over for the ensuing semi-annual period.

(b) "Overnight Parking Spaces" to be agreed upon by Buyer and Seller with such agreement to be set forth in the Parking Lease.

(c) Seller, or its Affiliate, intends to construct a parking garage as part of the Master Development provided Seller, or its Affiliate, shall have no obligation to do so. In the event a parking garage is constructed, the parking spaces may be relocated to the parking garage, with appropriate adjustment in market rent. The location of parking spaces in the parking garage shall be specified in the Parking Lease.

(d) Provided a parking garage is built as part of the Master Development by Seller or its affiliates, Buyer and Seller may discuss possible purchase and sale of spaces, but purchase and sale is not a condition to the transaction contemplated hereby.

Section 14.2. Lay-Down Space. In the event Seller does not elect to build a parking garage adjacent to the Real Property contemporaneously with Buyer's construction of the Project, then Seller shall provide Buyer with access to and right to use the lay-down space shown in Exhibit D hereto for Project construction, at Buyer's expense, which shall be based on a market rate for displaced surface parking. A license to use the lay-down area will be executed and delivered at Closing ("Construction License"). If the Construction License is not finalized in a form reasonably acceptable to Buyer on or before the expiration of the Due Diligence Period, then Buyer may terminate this Agreement by giving Seller written notice thereof on or before the expiration of the Due Diligence Period, in which event the Deposit will be refunded to Buyer and this Agreement shall terminate and the parties shall have no further obligations of any nature whatsoever hereunder. Buyer and Seller agree to exercise reasonable good faith efforts to agree on any adjustments required in the lay-down space to accommodate the needs of both parties in the development of the Project and the Master Development. In the event the Seller elects to construct a parking garage contemporaneously with the construction of the Project, then Seller shall have no obligation to grant the Construction License; however the Seller and Buyer will exercise reasonable good faith efforts to coordinate construction and accommodate the needs of space needs of both parties with respect to contemporaneous construction of the Project and the parking garage.

Section 14.3. Repurchase Option. Buyer shall grant to Seller an option to repurchase the Property (the "Repurchase Option") in the event the Buyer has not closed on the senior construction debt financing required to construct the Project ("Project Construction Financing") within thirty-six (36) months following Closing (the "Financing Period"). The Repurchase Option shall expire upon the earlier of (i) Buyer closing on the Project Construction Financing or (ii) if not previously exercised, twelve (12) months following the expiration of the Financing Period. The basic terms of the Repurchase Option are as follows:

(a) Seller may exercise the Repurchase Option by providing Buyer written notice of exercise at any time following the expiration of the Financing Period and prior to expiration of the Repurchase Option.

(b) The Repurchase Option price purchase price for the Property ("Repurchase Option Price") shall be an amount equal to the Purchase Price.

(c) Buyer agrees that it will not encumber the Property or permit the Property to be encumbered by any leases, contracts, liens, mortgages, attachments, covenants, restrictions

or easements prior to the expiration of the Repurchase Option. Nevertheless, Seller and Buyer agree to apply such portion of the Repurchase Option Price as may be required to obtain a release and discharge of any and all liens and encumbrances encumbering the Property, and such amounts shall be paid as a disbursement at closing of the Repurchase Option.

(d) The closing of the Repurchase Option shall occur at such date and time as is specified in the notice of exercise provided by Seller to Buyer under subsection (a) above. At closing of the Repurchase Option, Buyer agrees to convey the Property to Seller in the same fashion, by the same form of deed, subject only to the same Encumbrances and in the same condition as conveyed to Buyer by Seller at Closing hereunder. The closing of the Repurchase Option shall be subject to the same adjustments, pro rations and closing cost allocations as applicable to the Closing hereunder, and at the closing of the Repurchase Option the parties shall execute and deliver to one another the same forms of affidavits and certificates as are required for the Closing hereunder.

Section 14.4. Recordation. The form of Deed, the easements referred to in Exhibit A, the Parking Lease, the Construction License and the Repurchase Option will be memorialized in in form and substance acceptable to both Seller and Buyer, to be executed and delivered by the parties at Closing ("Commitments"). If the Commitments are not finalized in a form reasonably acceptable to Buyer on or before the expiration of the Due Diligence Period, then Buyer may terminate this Agreement by giving Seller written notice thereof on or before the expiration of the Due Diligence Period, in which event the Deposit will be refunded to Buyer and this Agreement shall terminate and the parties shall have no further obligations of any nature whatsoever hereunder. The Commitments shall survive the Closing and shall be memorialized in a written agreement in recordable form that will be executed and delivered by Buyer and Seller at Closing.

ARTICLE XV
Miscellaneous Provisions

Section 15.1. Attorneys' Fees. If any suit or action be instituted to enforce the rights of either party under this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and court costs.

Section 15.2. Further Assurances. Whenever reasonably requested to do so by the other party, Seller and Buyer shall execute, acknowledge, and deliver any and all such further conveyances, assignments, confirmations, satisfactions, releases, instruments of further assurance, approvals, consents and any and all such further instruments and documents as may be necessary in order to complete any and all conveyances, transfers, sales and assignments herein provided, and to do any and all other acts and to execute, acknowledge and deliver any and all documents as so requested in order to carry out the intent and purpose of this Agreement.

Section 15.3. Buyer's Right to Assign. Buyer shall have no right, power, or authority to assign this Agreement, or any portion hereof, or to delegate any duties or obligations arising hereunder, either voluntarily, involuntarily or by operation of law, without the prior written

consent of Seller, it being expressly understood and agreed that such consent may be withheld or denied in Seller's sole and absolute discretion and bear all costs incurred by Seller in the preparation or review of any assignment agreement. Notwithstanding the foregoing, Buyer may, by written notice to Seller prior to the Closing Date, designate a nominee controlled by Buyer to take title to the Property.

Section 15.4. Successors and Assigns. Without waiver of the terms and conditions of Section 15.3, all of the rights, benefits, duties, liabilities, and obligations of the parties hereto shall inure to the benefit of, and be binding upon, their respective successors and assigns.

Section 15.5. Acceptance of Deed. The acceptance of the Deed by Buyer or its nominee, as the case may be, shall be deemed to be a full performance and discharge of every agreement, obligation and liability of Seller herein contained or expressed or derived herefrom, except as provided for in Section 7.3 and Article VIII, by the express terms thereof, are to be performed or remain in effect after the Closing as provided for in Section 7.3 and Article VIII.

Section 15.6. Time. Time is of the essence of this Agreement and of every provision herein contained.

Section 15.7. Headings. The title and headings of the Sections hereof are intended solely for means of reference and are not intended to modify, explain or place any construction on any of the provisions of this Agreement.

Section 15.8. Modification. This Agreement may not be modified, amended or otherwise changed in any manner except by a writing mutually executed by both parties. To the extent there is any conflict between the terms and conditions of this Agreement and the terms and conditions of any other documents relating to the acquisition of the Property as they relate to rights and obligations between Buyer and Seller, the terms and conditions of this Agreement shall be deemed controlling.

Section 15.9. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Maine.

Section 15.10. Nonrecourse. Buyer agrees to look solely to the Property and Seller in connection with this Agreement, and further agrees that the individual partners, directors, officers, shareholders, employees, agents, members, managers, trustees, beneficiaries and other principals of Seller shall not be liable under or with respect to this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

FATHOM CC, LLC:

By: _____

Its: Manager
title (duly-authorized)

NORTH RIVER IV, LLC

By: _____

Its: _____
title (duly-authorized)

ESCROW AGENT: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

By: _____
Its:

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

FATHOM CC, LLC:

By: _____

Its: Manager
title (duly-authorized)

NORTH RIVER IV, LLC

By: _____

Its: _____
title (duly-authorized)

ESCROW AGENT: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

By: _____
Its: Counsel

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

FATHOM CC, LLC:

By:_____

Its:_____
title (duly-authorized)

NORTH RIVER IV, LLC

By: Christopher S. Flagg
CHRISTOPHER S. FLAGG

Its: PRESIDENT
title (duly-authorized)

ESCROW AGENT: OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

By:_____
Its:

EXHIBIT A

DESCRIPTION OF REAL PROPERTY

The attached 2-page plan depicts the Real Property, which consists of a 23,795 square feet portion of Seller's property located at the corner of Commercial Street and Center Street in Portland, Maine. The areas shown on the plan are further described as follows:

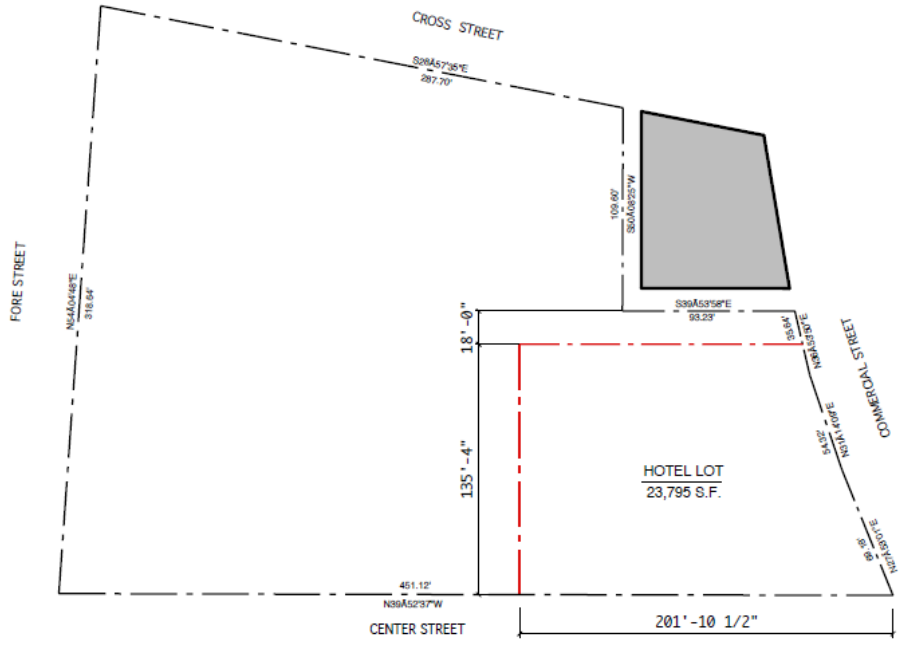
- The area labeled "Hotel Lot 23,795SF" the depicts the area to be conveyed in fee to Buyer.

- The cross-hatched area on page 2 of the plan labeled "Conceptual Service Access for Development Master Plan" extending from Cross Street to the Site Area depicts the location of an access easement for use in common with Seller as the hotel's service entrance for deliveries, waste removal and employee entry, with an appropriate easement to be granted to Buyer in the deed to the Site Area.

- The Real Property will include footing/foundation easements for Buyer's hotel development and will reserve to Seller footing/foundation easements under the Real Property for footing/foundation easements for Seller's Master Development.

Real Property description is to be formalized by ALTA/ACSM Land Title Survey as provided in Section 6.4.5 of the Agreement.

Plan attached



WSA WINTON SCOTT ARCHITECTS

WINTON SCOTT ARCHITECTS, PA
5 Milk Street
Portland, Maine 04101
207 774 4811

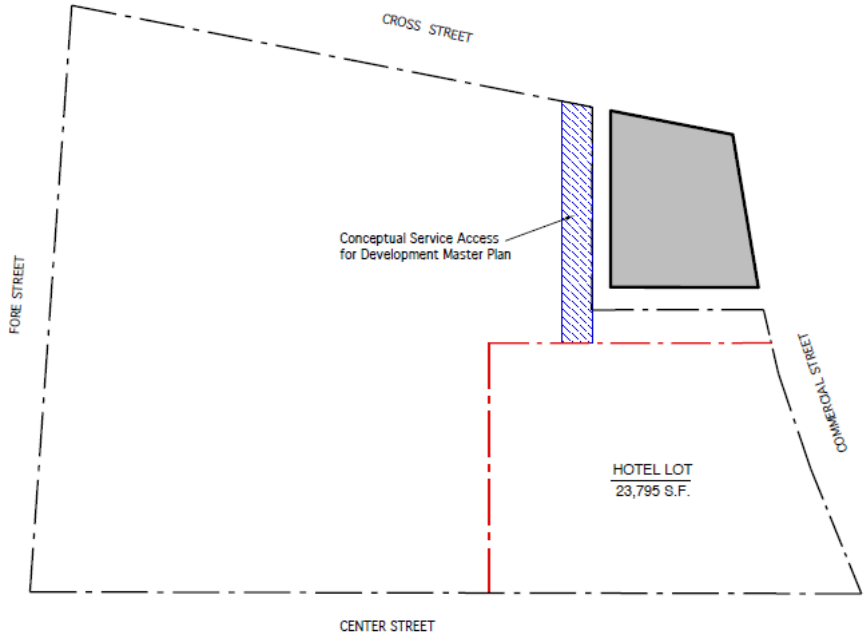
EXHIBIT 1:

HOTEL SITE PROPERTY LINE PLAN
Scale: 1"=50'

A1

July 18, 2018

{W6588006.18}



WSA
WINTON SCOTT ARCHITECTS
WINTON SCOTT
ARCHITECTS, PA
5 Milk Street
Portland, Maine 04101
207 774 4811

EXHIBIT 2:

SERVICE ACCESS PLAN
Scale: 1"=50'

A2
July 18, 2018

4. ADDITIONAL PROJECT APPROVALS

No environmental permits from State or Federal regulators are required for this project as it does not meet size or resource thresholds. The following additional permits will be required.

4.1 HISTORIC PRESERVATION

A Historic Preservation Application for Certificate of Appropriateness was submitted on November 21, 2018 and presented at a workshop on December 5, 2018. We are actively engaged in the Historical Preservation review process and anticipate the project will be presented at a second workshop in early 2019, followed by a public hearing where the Historic Preservation Board will approve a Certificate of Appropriateness.

4.2 FAA NOTICE OF PROPOSED CONSTRUCTION

We have evaluated the proposed building location for the need to file a Notice of Proposed Construction to the Federal Aviation Administration (FAA). Based on the FAA Notice Criteria Tool, the proposed structure is in proximity to a navigation facility and may impact he assurance of navigation signal reception. In accordance with CFR Title 14 Part 77.9, a notice will be filed with the FAA at least 45 days prior to the start of construction. A copy of this notice, and any response received from the FAA will be provided to the City of Portland.

5. ASSESSMENT OF ZONING

The project is located within the City of Portland B-3 Downtown Business Zone, Pedestrian Activity District (PAD) overlay zone and Historic Preservation District 0 -The Old Port. The proposed project is undergoing separate review for compliance with historic preservation standards as previously described in Section 4 of this report. The B-3 Downtown Business Zone and PAD overlay zone are regulated by Division 12 of the City of Portland Land Use Ordinance. Hotels and restaurants are permitted uses within these zones. No portion of the development is within the 100-year flood plain; a FEMA flood zone map is attached to Section 2 of this Report. The proposed project is therefore not subject to the City's Shoreland and Flood Plan Management Regulations. The following sections describe how the proposed project will comply with the City's parking and dimensional requirements within these zones.

5.1 PARKING & LOADING

Valet service will be provided for hotel guests, with guest and staff vehicles parked in an off-site parking area. Guests will also have the option to self-park and can use existing nearby overnight parking lots and structured parking facilities. Per Section 14-332 of the Land Use Ordinance, the off-street parking requirement for the 135-room hotel (one parking space per 4 guest rooms) is 34 parking spaces, plus the 2,620 SF ground-floor restaurant and 1725 SF rooftop bar (one parking space per 150 SF of floor area not used for storage or food prep) requires 18 and 12 spaces respectively, totaling a minimum off-street parking requirement of 64. North River IV, LLC has committed to Fathom CC, LLC within its Agreement of Purchase and Sale to provide up to 75 parking spaces for the hotel and associated project components (see Article XIV Section 14.1).

Per Section 14-351 of the Land Use Ordinance, the off-street loading standards specified in Division 21, one loading bay is required for hotels with gross floor area of more than one hundred thousand square feet. The gross floor area of the hotel is 112,046 square feet; therefore, one loading bay is required. One loading bay is provided on the eastern side of the building, which will be accessed through a service access easement from Cross Street as discussed in Section 9 and as shown on the Engineering Drawings.

5.2 DIMENSIONAL REQUIREMENTS

As shown in **Table 5-1**, the proposed building meets the dimensional requirements for the B-3 Downtown Business Zone.

Table 5-1: Center Street Hotel Dimensional Requirements

	REQUIRED	PROVIDED
Minimum Frontage	15 feet	~140 feet (Commercial St) ~200 feet (Center St)
Street wall build-to line	5 feet to property line	< 5 feet to property line (property line alignment varies)
Maximum Lot coverage	100%	96%
Building Height	35' min – 65' max*	65'
Maximum length of undifferentiated blank wall in PAD Overlay Zone	15 feet	</= 15' (Commercial/Center Street)

*Note: The maximum building height per the downtown height overlay map is 65-feet.

The project is located within the downtown height overlay zone and complies with the 65-foot maximum building height, based on the average grade calculations shown on the following figure.

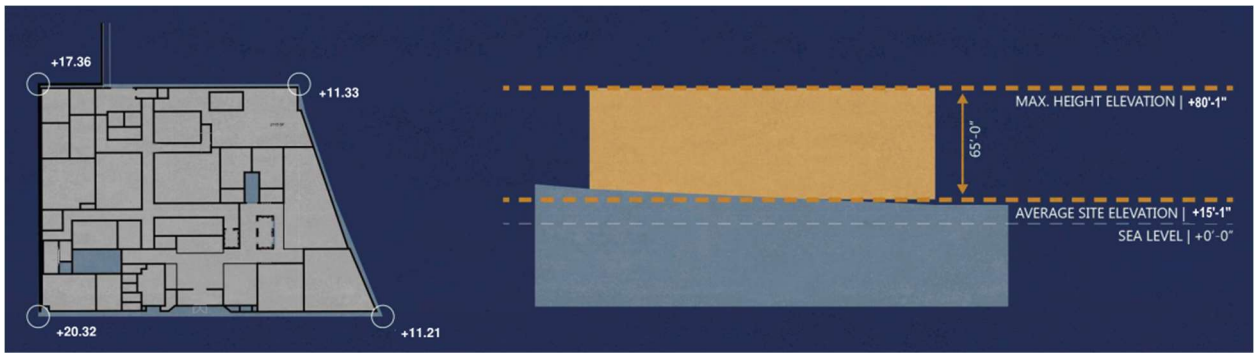


Figure 5-1 Average Grade Calculation

The façades along Commercial and Center Street, as well as the building walls that face the internal roof garden area have been designed to meet the standard for minimum length of undifferentiated blank wall, as required in the B-3 zone and PAD overlay district. The northeastern building wall that faces the existing Richardson Wharf adjacent building on Commercial Street and the northwestern building wall adjacent to the Portland Square site on Center Street have been designed with vertical differentiation at 10-foot intervals.

The building has been sited such that the building wall will be no more than 5 feet from the property line, and along Commercial and Center Streets, brick sidewalk will be extended back to the building wall edge. The proposed canopy over the Center Street Entrance will extend over the sidewalk, and beyond the property line. We understand that a license from the City will be required for this layout.

5.3 PEDESTRIAN ACTIVITY DISTRICT OVERLAY ZONE REQUIREMENTS

The site borders Center Street to the west and Commercial Street to the south, which are both listed as streets within the Pedestrian Activity District (PAD) overlay zone as shown on the Portland PAD overlay zone map. Per ground floor use restrictions for hotels within the PAD overlay zones, at least seventy-five (75) percent of the street level frontage of the building must be utilized; and at minimum, the floor area to be occupied shall be seventy-five percent (75%) of the street level frontage multiplied by a twenty (20) foot depth. Per Section 14-217(b)1.b., buildings with frontage on more than one street in the PAD overlay zone may reduce required retail area on one street to fifty percent of the frontage; the reduction in required area is applied to the Center Street frontage at the hotel entrance. The project has been designed to meet the required standards.

Further design discussion of the site design standards is included in Section 2 and Section 16 of this report.

6. EASEMENTS AND OTHER BURDENS

No easements are currently located on the site or proposed on the site. One proposed easement will border the site, as described in the Agreement of Purchase and Sale. This service access easement will be utilized by the hotel as described in Section 5 of this report for loading purposes. The Boundary Survey attached to Section 18 herein shows and describes easements located within adjacent parcels. Proposed work will not change or restrict access to facilities, utilities, amenities, or resource, public or private.

7. EVIDENCE OF FINANCIAL & TECHNICAL CAPACITY

7.1 FINANCIAL CAPACITY

Attached to this Section is a letter from the Senior Vice President of Mascoma Bank demonstrating that the developer has financial capacity to support the proposed project.

7.2 TECHNICAL CAPACITY

On behalf of Fathom CC, LLC, Woodard & Curran is preparing this application for the Center Street Hotel Development Project. Woodard & Curran has extensive experience with design for site development projects and specifically on the peninsula within the City of Portland. Woodard & Curran, a 1,000-person Portland-based firm, has provided engineering services to the public and private sector for nearly 40 years, including permitting, civil/site engineering, storm water and construction management services. Fathom CC, LLC is also supported by a design team including HKS Architects, Pat Carroll Landscape Architects, and Wright-Ryan Construction, Inc.

Copies of the company profiles of the various design team partners are attached, providing further verification of technical capacity for this project.

7.3 ATTACHMENTS

- Financial Capacity Letter
- Technical Capacity Documentation

Mascoma Bank

December 11, 2018

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

RE: Fathom CC, LLC, 135 room hotel to be developed at 1 Center St., Portland, ME

Portland Planning Department,

This letter will confirm that Mascoma Bank has had an exceptional relationship with Jim Brady and his related Fathom companies for approximately 6 years. We have the highest regard for Mr. Brady, as well as his partners and associates. Mr. Brady and his development team have demonstrated exceptional ability to create and build projects on time, in budget, and which are also a credit to the community.

Further, Mr. Brady and the Fathom companies always demonstrate exceptional financial acumen and most importantly, financial capacity to capitalize their projects.

Mascoma Bank looks forward to working with Mr. Brady and his development team, as we consider the proposed financing for the Center Street hotel project.

If you need further information, please do not hesitate to contact me.

Sincerely,

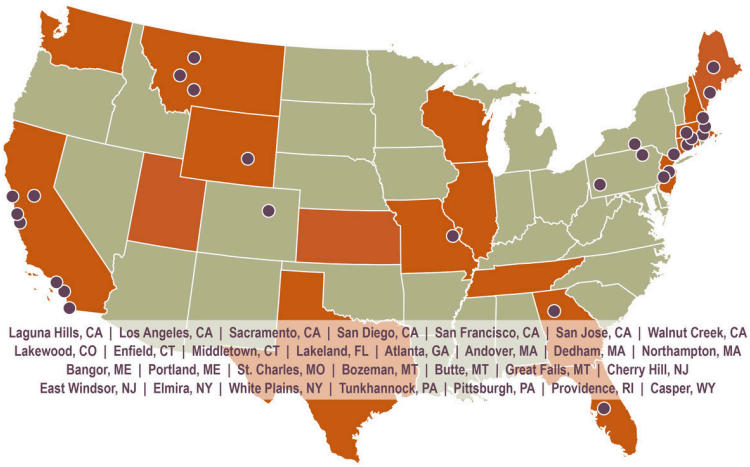
Richard S. Jennings,
Senior Vice President
Mascoma Bank
80 South Main St., Hanover, NH 03755
603-443-8781
603-667-6652
Dick.jennings@mascomabank.com

Printed on Recycled Paper

PROFILE OF THE FIRM

Woodard & Curran is an integrated engineering, science, and operations company. Privately held and steadily growing, we serve public and private clients locally and nationwide.

Talented people are at the heart of our firm. Our company was founded in 1979 on a simple business concept: provide an enjoyable place to work with opportunity, integrity, and commitment, and we will attract talented people. It happened. At the heart of our company are people who are experts in their fields and passionate about what they do, showing a level of commitment and integrity that drive results for our clients. You experience this power every day in our actions, our solutions, and our promises kept.



Commitment evident in personal approach

Our commitment is reflected in the personal attention, collaborative resources, and dedication to results that we devote to each project. We assign the right people with the right expertise to the job, and provide clients with easy accessibility to senior experts.

Our work is characterized by responsiveness, resourcefulness, and willingness to do what it takes to get the job done properly. Examples range from helping communities garner state and federal funding for wastewater treatment system improvement to managing a multi-vendor manufacturing project through a major snowstorm and getting production lines up and running. We are experts at navigating the complexities of environmental regulations and have been involved in transforming many brownfields sites into marketable properties. In defining moments like these, it is commitment that brings our clients results.

Woodard & Curran serves clients locally and nationwide from offices throughout the U.S. Headquartered in Portland, Maine, the firm operates offices in the locations noted above, as well as treatment facilities in the states that appear in orange.

Operating with integrity

Our integrity impacts our decision-making at all junctures of our work — from the openness of our communication to the fairness of our prices to placing your interests above our pocketbook. We hire people who share our values of honesty, respect, and fairness and who want to do the right thing. They, in turn, treat everyone — our people, our clients, regulators, and stakeholders — respectfully and honestly.

Full-service firm with multidisciplined staff

Our integrity and commitment are matched only by the depth of our expertise. Our staff are specialists in their fields, offering in-depth understanding of cutting-edge technology, astute problem-solving, multidisciplinary engineering, and expert regulatory guidance. The firm has received numerous honors and awards, and we have ranked among *Engineering News-Record's* top 100 environmental firms every year since 2000.

Services to the private sector

Woodard & Curran provides a range of site/civil and environmental engineering, science, and operations support to companies in the real estate sector, as well as to hospitals, colleges and universities, and law firms, helping our clients realize their project vision.

COMPANY PROFILE

Over the past two decades, the HKS Hospitality Group has designed projects in 53 countries, garnering numerous awards and coverage in national and international publications.

FIRM NAME
HKS Architects, Inc.
#AA F000119

OFFICE RESPONSIBLE FOR PROJECT
201 Alhambra Circle, Suite 800
Coral Gables, FL 33134

CONTACT PERSON
Sergio Saenz

TELEPHONE NUMBERS
305.476.1102

INTERNET ADDRESS
www.hksinc.com

EMAIL ADDRESS
ssaenz@hksinc.com

REGISTRATION
HKS was incorporated in the state of Texas on November 3, 1961. The firm is authorized to conduct business in the following states:
AL, AK, AZ, AR, CA, CO, CT, DE, FL, GA, HI, ID, IL, IN, IA, KS, KT, LA, MD, MA, MI, MN, MS, MO, MT, NE, NV, NH, NJ, NM, NY, NC, ND , OH, OK, OR, PA, RI, SC, SD TN, TX, UT, VA, WA, D.C., WV, WI and WY

We are also authorized to do business in Abu Dhabi, Brazil, Macau, India, Mexico, Shanghai, Singapore and the United Kingdom.

WHO WE ARE

From arrival to departure, HKS Hospitality Group is known for hotel architecture and design that anticipates the guest's every need and desire, engaging the senses and creating an impeccable ambiance for work, play and escape. We strive to craft environments that lift the guest, enhancing relaxation, adventure, celebration and invention – special places where guests long to return and love to recommend.

HKS Hospitality Group projects are frequently featured in travel and lifestyle media worldwide and are enduring favorites on "Best Hotel" guest-ranked lists and online reviews. Our studio and firm are recipients of numerous awards, achieving national and international distinction for providing a full range of architectural services.

And while it's great to focus on the end result, we're also keenly dedicated to our process and how our clients experience working with us. It's one of the reasons we've had the honor to work time and again with many of the same leading, recognized brand hospitality owners, operators and developers for decades.

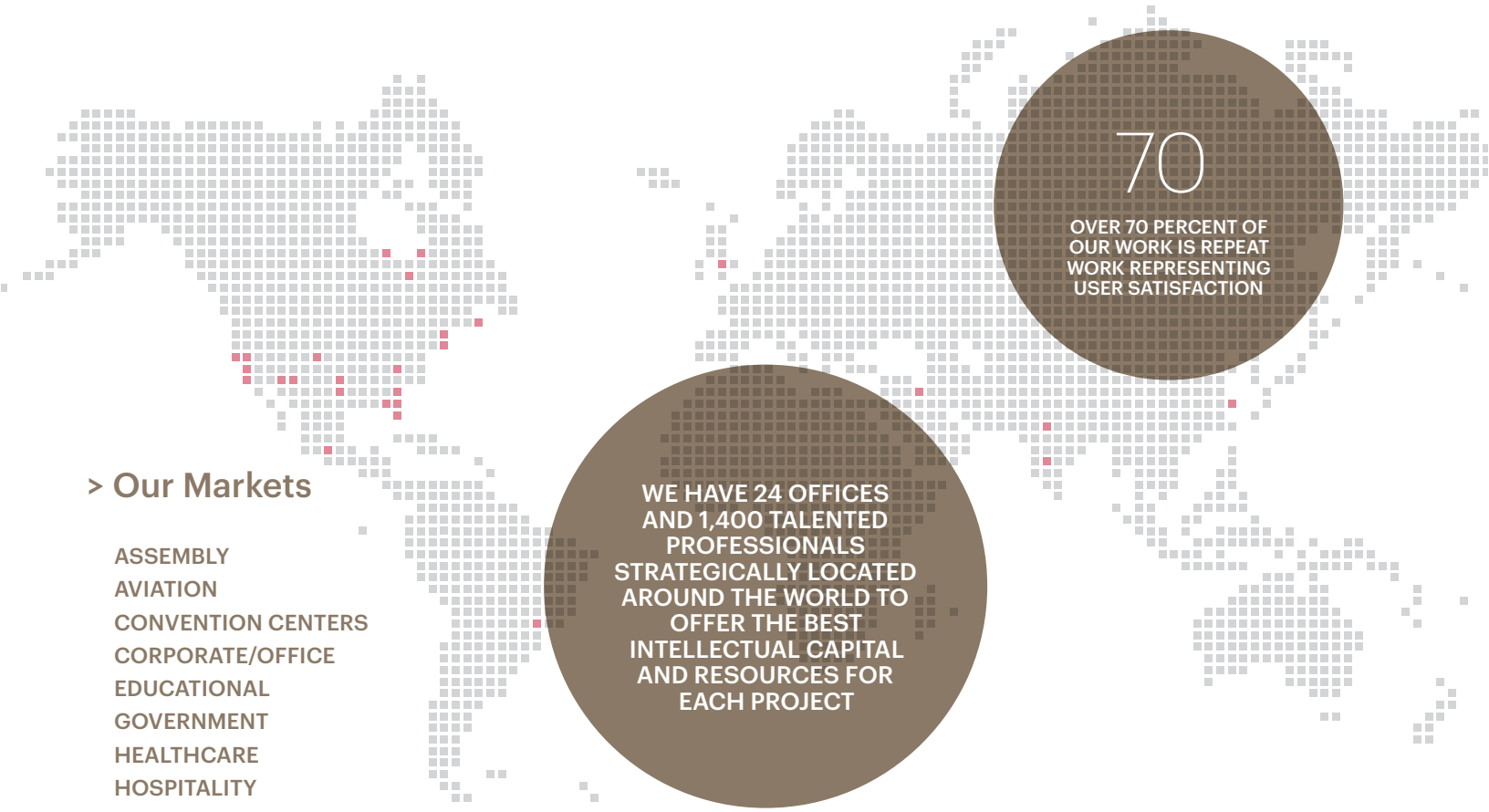
Our Practice

HKS specializes in the design of hotels, luxurious destination resorts and spas, urban high-rise and mixed-use projects, entertainment, gaming and convention hotels, boutique properties and golf clubhouses. Our work spans the world's most desirable beaches, mountains, deserts, waterfronts and cities. HKS' designs are always carefully planned to respect both the local architectural character and natural site features.

Our Process

Creating successful and profitable destinations that are also memorable, lift the spirit and create a true sense of place is the cornerstone of our design philosophy. We begin each project with enthusiasm, creativity, teamwork and a common-sense, pragmatic approach; a successful project is one in which the design resonates for guests as well as the people who work there. We are committed to sustainable design practices – environmentally conscious architecture benefits our clients, community and planet. An increasing number of our hotel projects are LEED Certified and a majority of our designers are LEED Accredited.

An experienced team is selected for each project to ensure completion on time and within budget.



> Our Markets

ASSEMBLY
AVIATION
CONVENTION CENTERS
CORPORATE/OFFICE
EDUCATIONAL
GOVERNMENT
HEALTHCARE
HOSPITALITY
RESIDENTIAL
SCIENCE & TECHNOLOGY
SPORTS & ENTERTAINMENT

> Our Disciplines

ARCHITECTURE
PROGRAMMING
PROJECT MANAGEMENT
MASTER PLANNING
URBAN DESIGN
SUSTAINABLE DESIGN
STRUCTURAL ENGINEERING
INTERIOR DESIGN
GRAPHICS & BRANDING
RESEARCH & DEVELOPMENT
ADVISORY PRACTICE
LABORATORY PLANNING
MISSION CRITICAL DESIGN
MULTIMEDIA PRODUCTION
MODEL SERVICES

HKS offers clients the high-touch, personalized service of a boutique firm, with the resources and multi-disciplinary expertise of one of the largest architectural firms in the country. Beyond traditional architectural services, HKS provides state-of-the-art programming analysis and design standards assistance to hotel developers, owners and operators.

Our process begins with a design charrette – an active, fluid give-and-take dialogue between all project stakeholders and the design team. As this process unfolds, we identify your overall needs and translate them into a design response that establishes the building as an inspiring and integral part of the business at hand. We realize the relationship between the built and natural environment is unique to each site and situation.

We offer a collaborative, integrated project delivery model that is focused on sustainability, value and quality.

Project management, honed through decades of experience, is our strong suit. Our project management process includes design-quality

We offer a collaborative, integrated project delivery model that is focused on sustainability, value and quality.

CARROLL ASSOCIATES

Firm Description

Carroll Associates is a small consulting firm engaged in the practice of landscape architecture, land planning, and site design. The firm was created in 1993, and is involved in a wide range of design and planning projects throughout Maine and New England.

The firm provides professional services to a broad-based clientele that includes municipal and institutional organizations, architects, engineers, real estate developers, and private individuals. While maintaining a diverse workload, the firm is entrenched in public, urban, and residential based planning and design work. Carroll Associates has significant experience in public, urban waterfront settings, institutional projects ranging from elementary schools to university work; municipal projects and recreational projects including work at Acadia National Park. The overriding objective in each is to provide a sensitive and well thought out solution which respects the natural environment and creates a functional and inviting setting for the building and its user.

Carroll Associates has been involved with many complex state and municipal projects which are specifically relevant to this project. Relevant Site Planning and Urban Design projects in Portland include the following:

- Ocean Gateway Ferry Terminal
- Marriot Residence Inn
- Riverwalk Condominiums (unbuilt)
- Maine State Pier Redevelopment Design Competition (selected design, unbuilt)
- Merrill's Wharf Redevelopment
- Thompsons Point Redevelopment
- International Marine Terminal Expansion
- Portland Gateway Hotel

In all of these projects the ability to integrate a new facility or program with historical buildings, complex physical and environmental sites, and established neighborhoods was critical to the overall success of the project.

We are well experienced with working within an interdisciplinary design team and the need to provide strong design solutions with limited budgets. Key to the firm's success is the commitment to providing attention and focusing on the specific needs of the client, remaining flexible and bringing projects to closure on time and within budget.

Professional services offered through Carroll Associates may include any or all of the following:

- Site Selection and Analysis
- Program Development and Budgeting
- Site Feasibility/ Utilization Studies
- Recreation Planning and Design
- Site Master Planning
- Construction Documents, Bidding, and Administration
- Consultant Team Coordination and Management
- Local, State, and Federal Permitting and Approvals

Brick Hill, South Portland, ME

Brickhill consisted of redevelopment of former Maine Youth Center into mixed use 'Smart Growth' project. The program for the 56 acre site includes 300 affordable housing apartments and condominiums, 250,000 SF of professional office space, recreation amenities including an 8 acre park, boat launch, community gardens, and hiking trails while preserving the historic brick structures on the site. The project is 100% completed in 2017. Carroll Associates provided Master Planning and Site Design Services for the project since 2001.

Forefront at Thompsons Point

The Forefront at Thompson's Point is a mixed-use development located on an existing vacant industrial site on the Fore River in Portland Maine. The original program consisted of a new Sports Event Cente, Concert Hall with an adjacent outdoor amphitheater seating 4500, a 235 room hotel, cultural center, restaurants, and approximately 180,000 sf of professional office space. Carroll Associates has been retained by the Developer to provide Master Planning and Landscape Architectural Services on the project.

Oceangate and Maine State Pier Redevelopment

Redevelopment of underutilized portion of Portland waterfront to provide new berthing for cruise ships and international ferry terminal. Oceangate Project includes extensive parking for ferry arrivals and departures, passengers, and tour busses; integration of adjacent narrow gauge railway, extension of existing streets to provide critical connections, and outdoor plazas and parks providing strong pedestrian connectivity to adjacent open space systems. Maine State Pier project includes redevelopment of aging waterfront pier and landside property to provide strong mixed use including office, retail, hotel, and a 2 acre park and with direct access to the waterfront.

Harborcorp, Portsmouth, NH

Redevelopment of vacant property in West End of Portsmouth, NH to provide mixed use development. Project envisions up to 115 Hotel rooms, 24 Condominium Units, Conference Facilities, Retail, dedicated parkland, and Structured Parking. The project ties into the existing Sheraton Hotel across the street. Approvals are in place and construction is expected to begin in 2019

CARROLL ASSOCIATES

PATRICK J. CARROLL
Principal Landscape Architect

Professional Registration:
Maine, New Jersey, New Hampshire, CLARB

Education:
Utah State University
Bachelor of Landscape Architecture,1978

Prior Experience
Carroll Associates, Portland ME 1993-
Moore Weinrich Architects, ME 1989- 2003
Environmental Planning and Design, ME 1988
Design Workshop, CO 1982- 1988
Land Design, UT 1989- 1988

As founder of Carroll Associates, Pat brings 40 years of landscape Architectural experience on a wide variety of projects throughout Maine, New England, and the Western United States. His successful project experience on largescale master planning and urban design provides a strong basis for solving complex design issues and managing important design and permitting challenges. His sensitivity and understanding of environmental constraints and culture provides for successful projects that are fitting and appropriate to each setting.

Erin Kay
Project Manager

Professional Registration:
Maine

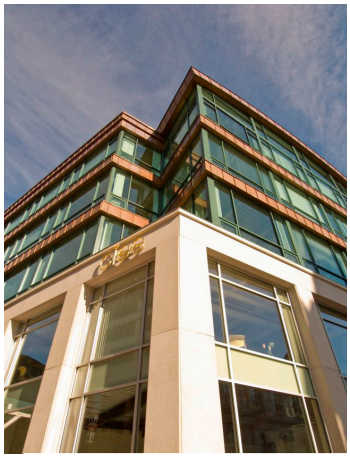
Education:
Rhode Island School of Design
Master of Landscape Architecture, 2010

University of New Hampshire
BA Studio Art, 2004

Prior Experience
Carroll Associates, Portland ME 2013-
Crossby/Schlessinger, MA 2010- 2013

Erin joined Carroll Associates in 2010, and brings significant experience in urban design and planning from her experience in Boston prior to joining the firm. She has actively participated in many of the larger urban projects Carroll Associates has undertaken in the last five years, including Thompsons Point, Harborcorp and other complex and challenging projects. Her ability to quickly synthesize a site and develop creative solutions make her a valuable member of the design team.

About Wright-Ryan



Commitment to Excellence

Tom Wright and John Ryan, our founding partners, grew up as childhood friends spending summers on a small island off of Portland, Maine and often working together on odd jobs throughout the 1970's. Tom went on to pursue a career in construction and industrial arts education while John began his working life as a civil engineer. Though they found their early careers satisfying, whenever they met their talk inevitably landed on a key missing ingredient - the pleasure of working alongside people who cared about each other and who shared a commitment to excellence. The idea of Wright-Ryan, a relationship-driven construction firm, hatched from these discussions.

Contributing to Communities

Thirty years later, Wright-Ryan has grown into one of the largest and most respected construction firms in northern New England. The firm has centered its efforts on projects that contribute to the communities in which we live and work and that challenge and engage the spirit and ingenuity of our team. While Tom has since left Wright-Ryan to pursue a life of community service, John and the rest of the team continue to build upon the vision of the founders - providing unrivaled customer service characterized by collaboration, innovation, and an unwavering commitment to quality.

Building Maine's Great Spaces

At Wright-Ryan we understand that successful projects require commitment to open communication and teamwork. The people we hire, our attention to detail, the duration and satisfaction of our professional relationships - they all attest to our concern for building spaces that meet the needs of our clients and the rapidly changing world we live in. We employ over 80 Maine residents including project managers, superintendents, a preconstruction team, highly skilled administrative support staff, and qualified trades people.

Sustainable Design & Construction

Wright-Ryan has been at the forefront of sustainable construction for over twenty years beginning with the ground-breaking Gilsland Farm Maine Audubon Environmental Center in Falmouth. Since that time, we have built dozens of highly efficient buildings including the first LEED Platinum home in the Northeast, Oak Street Lofts in Portland, the first affordable multifamily building in Maine to achieve LEED Platinum, as well as multiple Passive House structures. Wright-Ryan continues to push the envelope, finding new ways to deliver high performance buildings for our clients and our communities.

EMPLOYER OF CHOICE

Wright-Ryan is consistently seen as an employer of choice because of our sustainability practices, ethics, and commitment to quality. We can build Maine's greatest spaces because we're built from Maine's greatest people.

Our office and millwork operations are powered by 100% Maine Green Power.

9. TRAFFIC ANALYSIS

9.1 TRAFFIC

Gorrill-Palmer has evaluated the anticipated traffic for the hotel and has determined that a Traffic Movement Permit (TMP) will not be required for the hotel by itself. Further evaluation of traffic for the overall Portland Square Redevelopment, including the hotel, is being completed, and a TMP will be required for the entire developemnent. We anticipate that traffic analysis will include a Traffic Demand Management Plan, which will make considerations for the hotel and surrounding redevelopment needs and anticipates potential for off-site mitigation of traffic impacts. The TMP submission for Portland Square and additional information on traffic analysis to support the TMP process will be submitted as part of a future permit application.

9.2 PARKING

As noted within Section 5 of this report, hotel parking demand is met through the 75 spaces committed to by North River IV, LLC within the Agreement of Purchase and Sale.

The vehicle loading/unloading and valet service area proposed along Center Street will accommodate four vehicles. The length of the space is designed to prevent vehicles from waiting in the travel-way and will reduce impacts to traffic circulation at the intersection of Center Street and Commercial Street. Per a phone conversation with Jeremiah Bartlett on December 7, 2018, a distance of greater than 25 feet should be provided from an intersection to the entrance an off-street parking area, and he noted that the layout of the loading/unloading area should not cause any visibility issues at the nearby intersection. Approximately 71 feet is provided from the loading/unloading entrance to the Commercial Street right-of-way, and no site visibility or circulation issues are anticipated as a result of this design.

The proposed development results in the elimination of approximately ten Center Street on-street parking spaces and one Cross Street on-street parking space. The Center Street on-street parking spaces will be replaced by a well-defined and protected vehicle loading/unloading and valet service area and widened sidewalk area. These features will provide improved visibility, circulation and pedestrian safety. The Cross Street space will be replaced by a service access driveway entrance to the hotel loading dock.

Two bicycle parking spaces are required for every ten vehicle parking spaces. Based on parking analysis that is currently in progress for the entire Portland Square site, it has been determined that seven bicycle parking spaces are required for the proposed hotel. A total of 12 bicycle parking spaces are provided at locations in the sidewalk on Commercial Street and Center Street, and at the hotel entrance on Center Street. Locations are shown on the design drawings attached to Section 2.

9.3 SERVICE ACCESS

The proposed hotel will be serviced through an 18-foot service access easement from Cross Street. A 14-foot paved access driveway is proposed to provide service access to the loading dock located on northeastern side of the building on the ground floor, as shown on the design drawings attached to Section 3. Construction of the service access drive will be coordinated with the abutting property owner to provide proper drainage, and a catch basin is proposed to tie into the separated stormdrain in Cross Street.

A waiver is requested from the minimum driveway separation standard specified in Technical Manual Section 1.7.2.7. The service access easement is located immediately adjacent to a driveway on the abutting parcel. This existing driveway is currently used for service access to an existing dumpster. Therefore, the proposed driveway entrance will act as a shared service entrance for both the abutting Swasey building and the Center Street Hotel. A fence will be installed between the two driveways behind the existing dumpster to maintain the Center Street access within its easement, and we have performed a turning movement analysis to show that anticipated truck traffic will be able to maneuver within the space.

We have coordinated with Historic Preservation with regards to cobblestone replacement/placement at the service access entrance. The adjacent driveway has a cobblestone apron, and the proposed apron will be a continuation of the same material, with the cobblestones ending at the proposed brick sidewalk ramp.

9.4 ATTACHMENTS

- Traffic Analysis Memorandum by Gorrill-Palmer, dated January 10, 2019
- Autoturn Figure – Service Drive
- Waiver Request Form

GORRILL PALMER

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

Trip Generation Evaluation
Center Street Boutique Hotel
Portland, Maine

JN 3020.01

Date: January 16, 2019
Subject: Trip Generation Evaluation – Center Street Boutique Hotel
To: Barry Sheff, Woodard & Curran
From: Randy Dunton, Gorrill Palmer (JN 3020.01)

The purpose of this memo is to evaluate the need for a MaineDOT Traffic Movement Permit (TMP), for which the City has delegated review. The subject property is the Center Street Boutique Hotel as a standalone business, and not included in the adjacent Portland Square mixed use development. The hotel as proposed is a 135 key boutique hotel with a 2,620 square foot ground floor restaurant and a 1,725 square foot roof top bar. The following is a summary of the evaluation:

Criteria for triggering a TMP:

The criteria for requiring a MaineDOT TMP is if the development is proposed to generate a net increase of 100 trip ends or more during any peak hour of any day. If the site has (or has had within the last 10 years) a use that generates traffic, that trip generation can be subtracted from the proposed trip generation.

The proposed hotel location is currently a parking lot, and MaineDOT does not consider parking lots as a traffic generator, therefore there is no trip generation "credit" for this site.

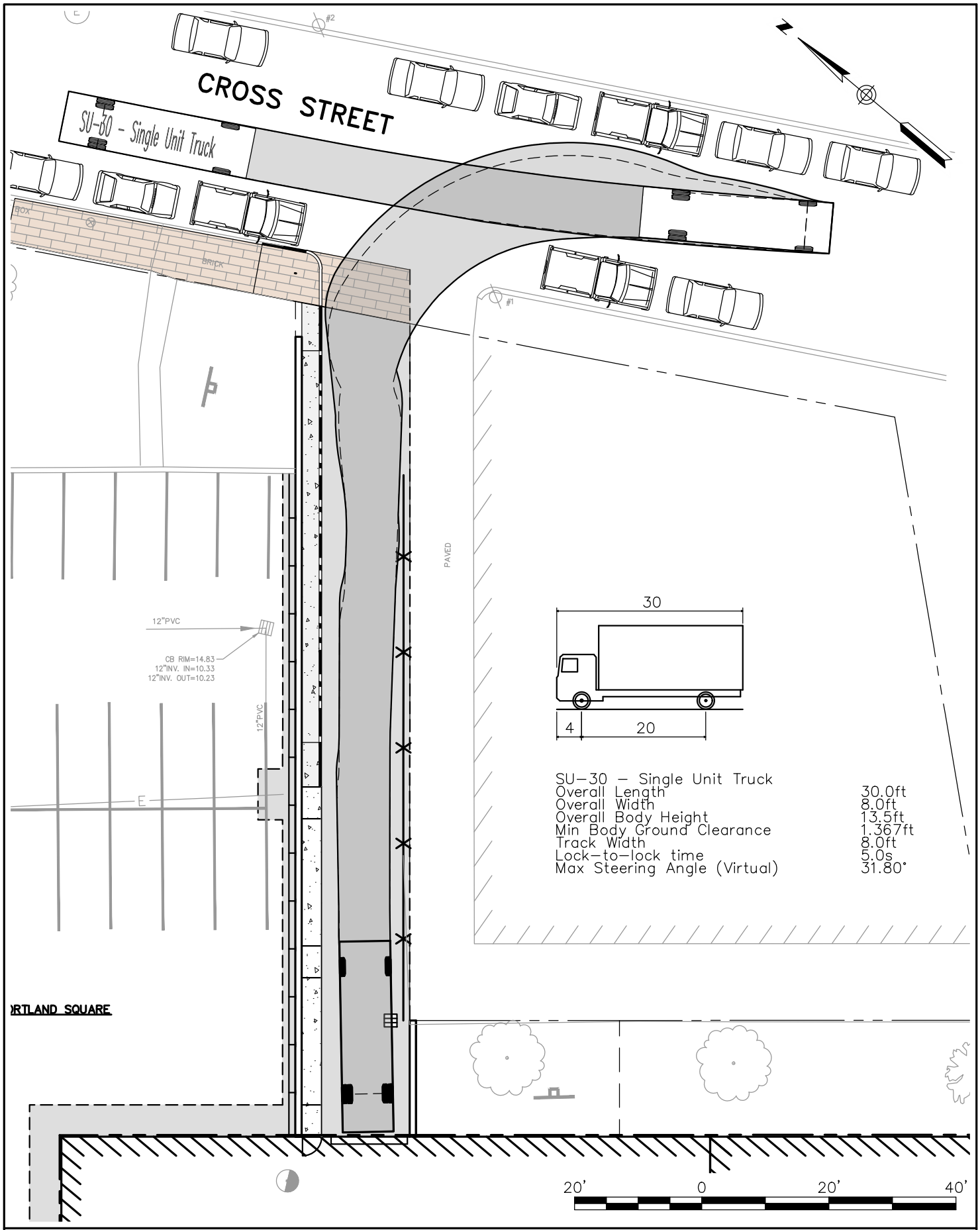
Trip Generation:

The trip generation is based on the ITE Trip Generation Manual, 7th Edition – Land Use Code (LUC) 310 – Hotel. The ITE description provided for this use identifies that hotels can provide "…facilities such as restaurants, cocktail lounges…". Therefore, the individual restaurant and roof top bar were not separated out as individual land uses. It is expected that these uses will draw some of their own traffic, but that would be consistent with the hotels that were counted as part of ITE Land Use that was used to determine the trip generation.

ITE 7th Edition Trip Generation Summary

Time Period	Trip Generation
AM Peak Hour of Adjacent Street	76
PM Peak Hour of Adjacent Street	80
AM Peak Hour of Generator	70
PM Peak Hour of Generator	82
Saturday Peak Hour	97

As the table summarizes, the trip generation for the 135 room hotel with supplemental restaurant and roof bar does not trigger the need for a TMP as a standalone project.



WOODARD &CURRAN
41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS

AASHTO SU-30 TURN MOVEMENT

DESIGNED BY: MDLM	CHECKED BY: LJS
DRAWN BY: JBC	0231538.01-C1.02 - C2.0*.dwg

FATHOM CC, LLC
P.O. BOX 7486
PORTLAND, MAINE 04112-7486

CENTER STREET BOUTIQUE HOTEL

JOB NO: 0231538.01
DATE: JANUARY 2019
SCALE: 1" = 20'

Turn Movement

Standard to be Waived: Cite Ordinance or Technical Manual Standard	Cite Standard Language: Cite specific language of applicable Ordinance or Technical Manual Standard	Waiver Being Sought: Describe waiver being sought. Ex. – We are requesting a two-way parking lot drive aisle width of 20' feet.	Justification for Waiver: Address specific waiver criteria, if applicable, and document reasons for the waiver request.
Technical Manual Section 1.7.2.7 (Location and spacing of driveways)	1.7.2.7 Along arterial, collector and local streets, minimum acceptable spacing between double or multiple driveways for driveways on adjacent lots or on the same parcel shall meet the criteria below: for a speed limit 25 mph or less, provide a minimum separation	We request a waiver for the minimum driveway separation standard on Cross Street of 100 feet. The proposed service access drive for the Center Street Hotel is located within an 18 foot service access easement. The easement is located immediately adjacent to	The existing driveway is currently being used for service access to a dumpster. The proposed driveway will also be used for service access for the hotel. Due to similar use, the proposed driveway will serve as a shared service entrance for the Swasey building and Center

10. SIGNIFICANT NATURAL FEATURES

The Site is fully developed and there are no known areas of significant natural features, including unusual natural areas, rare or endangered botanical features, areas of significant wildlife habitats, or wetland areas. The attached Official Species List identifies the northern long-eared bat, which has been listed as a Federally Threatened Species, in association with the project area; however, there are no critical habitat areas located within the project area. Based on US Fish & Wildlife information, the northern long-eared bat typically lives in caves during the winter months, and in trees larger than three inches in diameter during the summer, with migration between these two habitats in the spring in the fall. Tree-clearing for this project will be minimal and limited removal and replacement of street trees and landscaping vegetation; it is not anticipated that this project will have an impact on the northern long-eared bat species.

10.1 ATTACHMENTS

- Official Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
Phone: (207) 469-7300 Fax: (207) 902-1588
http://www.fws.gov/mainefieldoffice/index.html

In Reply Refer To:
Consultation Code: 05E1ME00-2019-SLI-0278
Event Code: 05E1ME00-2019-E-00531
Project Name: Center Street Boutique Hotel

December 19, 2018

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies the threatened, endangered, candidate, and proposed species and designated or proposed critical habitat that may occur within the boundary of your proposed project or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC Web site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the Endangered Species Consultation Handbook at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

This species list also identifies candidate species under review for listing and those species that the Service considers species of concern. Candidate species have no protection under the Act but are included for consideration because they could be listed prior to completion of your project. Species of concern are those taxa whose conservation status is of concern to the Service (i.e., species previously known as Category 2 candidates), but for which further information is needed.

If a proposed project may affect only candidate species or species of concern, you are not required to prepare a Biological Assessment or biological evaluation or to consult with the Service. However, the Service recommends minimizing effects to these species to prevent future conflicts. Therefore, if early evaluation indicates that a project will affect a candidate species or species of concern, you may wish to request technical assistance from this office to identify appropriate minimization measures.

Please be aware that bald and golden eagles are not protected under the Endangered Species Act but are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Projects affecting these species may require development of an eagle conservation plan: http://www.fws.gov/windenergy/eagle_guidance.html Information on the location of bald eagle nests in Maine can be found on the Maine Field Office Web site: http://www.fws.gov/mainefieldoffice/Project%20review4.html

Additionally, wind energy projects should follow the wind energy guidelines: http://www.fws.gov/windenergy/ for minimizing impacts to migratory birds and bats. Projects may require development of an avian and bat protection plan.

Migratory birds are also a Service trust resource. Under the Migratory Bird Treaty Act, construction activities in grassland, wetland, stream, woodland, and other habitats that would result in the take of migratory birds, eggs, young, or active nests should be avoided. Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g.,

cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm and at: http://www.towerkill.com; and at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Maine Ecological Services Field Office
P. O. Box A
East Orland, ME 04431
(207) 469-7300

Project Summary

Consultation Code: 05E1ME00-2019-SLI-0278

Event Code: 05E1ME00-2019-E-00531

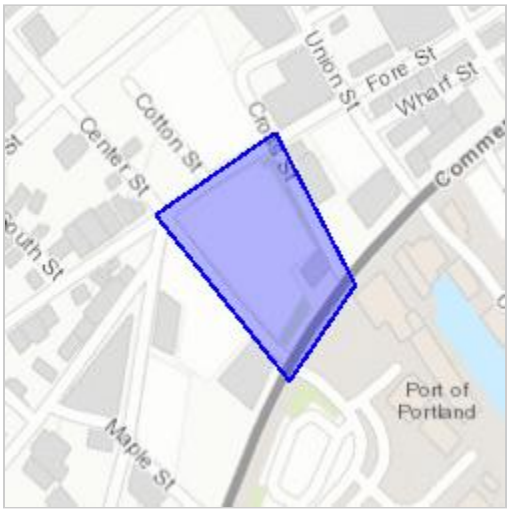
Project Name: Center Street Boutique Hotel

Project Type: DEVELOPMENT

Project Description: 135-room hotel development project

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/43.65445370431211N70.2560234263751W



Counties: Cumberland, ME

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

11. STORMWATER MANAGEMENT PLAN & CALCULATIONS

The proposed project must comply with the water quality, stormwater management, and erosion control standards identified by the City of Portland in the Land Use Chapter of the Code of Ordinances. Section 14-527 of the Code of Ordinances requires that the stormwater standards must be met for this level of permit submission.

11.1 EXISTING CONDITIONS

The 23,795 +/- square foot site, located in a highly developed urban environment, currently consists of a paved parking lot surrounded by a landscaped esplanade containing shrubs and trees. In general, stormwater drains via sheet flow in a southerly direction into an existing catch basin along the southern property line. This catch basin connects to a separated storm drain located in Center Street, which connects to the combined sewer system located in Commercial Street (Lower Fore River Interceptor).

The service access easement northeast of the site to Cross Street currently consists of a steep vegetated slope with several trees and bushes. Approximately 2,120 square feet of the service access easement is vegetated, and the remaining 800 square feet consists of paved parking and driveway. Runoff from the service access drive largely drains via sheet flow toward Commercial Street. The easternmost portion of the service access easement area drains via sheet flow toward Cross Street. A 24" separated storm sewer is located in Cross Street.

The Lower Fore River Interceptor flows northeast through the Long Wharf Diversion Structure to the India Street Pumping Station where flow is pumped to the Portland Wastewater Treatment Plant.

11.2 PROPOSED DEVELOPMENT

The proposed building covers almost the entire site, as is required per zoning setbacks. The site layout is shown in the Design Drawings attached to Section 2. The siting of the building will eliminate the landscaped esplanade space around the perimeter of the parking lot.

The proposed service access driveway will eliminate the vegetated slope, trees and bushes for the majority of the service access easement. A catch basin is proposed adjacent to the northwestern corner of the abutting property. Runoff from the majority of the proposed service access driveway will be captured by the proposed catch basin and directed through a proposed storm drain into the separated storm sewer on Cross Street, as shown on the design drawings attached to Section 3. Runoff from paved portions of the abutting lot will also be directed toward the proposed catch basin. In summary, runoff that previously sheet flowed toward the combined sewer on Commercial Street will be captured and redirected to a separated storm sewer on Cross Street. The service driveway entrance will continue to sheet-flow toward Cross Street, similar to existing conditions.

A rooftop garden is proposed on the northeastern corner of the hotel's ground floor. This plaza will not be accessible from the hotel, but it is anticipated to provide a visually pleasing aesthetic for guest rooms as well as adjacent future and current development. The landscaped design of the garden space is shown on the landscape plan included in the Design Drawings attached to Section 2. While some existing perimeter landscaping will be removed, a greater area of new landscaping is proposed to provide an improved landscaped space on the redeveloped property.

The following **Table 11-1** provides a summary of existing and proposed site surface.

Table 11-1: Center Street Hotel Surface Cover Breakdown

	Pervious Surface (SF)	Impervious Surface (SF)			Total Area (SF)
		Roof	Non-Roof	Total	
Existing	4,875	0	21,845	21,845	26,720
Proposed	5,090	18,050	3,580	21,630	26,720

The project will result a net reduction of impervious area by approximately 215 square feet. The redevelopment project will also replace non-roof impervious surface with a building. Stormwater runoff from roof-top surfaces generally contains less pollutants than runoff from parking lots. A steep vegetated slope will be replaced by a relatively flat paved service access driveway, resulting in minimal impact to stormwater. The proposed project will not disturb more than one acre of area.

Applicable regulations that govern stormwater management on this site include Section 5 of the City of Portland Technical Manual, Chapter 32 of the City of Portland Code of Ordinances, and the Maine Stormwater Best Management Practices (BMP) Manual. Under Section 5 of the City Technical Manual, the project is subject to the Basic, General, Flooding, and Redevelopment Standards of the Maine Department of Environmental Protection Chapter 500 Stormwater Regulations. The project is not located within the watershed of an Urban Impaired Stream and will not be subject to that standard. The following sections describe the proposed compliance with the stormwater standards.

11.3 BASIC STANDARD (SOIL EROSION AND SEDIMENTATION CONTROL)

Erosion and sedimentation control measures will be utilized during construction to ensure that the work will not result in the release of sediment off-site. Details for all proposed erosion and sedimentation control measures are included in the engineering plan set submitted with this application. The plans include a narrative and construction details describing the plan for all temporary and permanent erosion control techniques to be utilized on this project in accordance with MaineDEP Erosion Control Best Management Practices. The Erosion and Sedimentation Control Plan for the proposed project is summarized below.

11.3.1 Erosion and Sedimentation Control Plan

The overall goal of the Soil Erosion and Sedimentation Plan is to restrict the potential for erosion and sedimentation at the site and down-gradient of the site. A variety of erosion control techniques will be implemented to achieve this goal. During construction, these include:

- Installation and maintenance of construction entrances at the travelled interface between stabilized and non-stabilized portions of the project site;
- Catch basin inlet protection devices;
- Controls for fugitive dust, debris, and other materials; and
- Inspection of all in-place measures after every significant rainfall until the site is permanently stabilized.

All measures will be implemented in accordance with the "Maine Erosion and Sedimentation Handbook for Construction: Best Management Practices"; they will be installed prior to any earth disturbing activities. All temporary measures will be removed after the areas are permanently stabilized.

Permanent erosion control measures will include vegetation and pavement. All measures will be maintained in effective operating condition. The Contractor will be responsible for implementing and maintaining all erosion and sediment control measures and will use the attached inspection report form or equivalent.

11.4 GENERAL AND FLOODING STANDARDS (WATER QUALITY & QUANTITY)

The proposed project results in a net decrease in impervious area; therefore, per Section 5 of the City Technical Manual the project is not required to comply General and Flooding Standards. With the reduction in impervious surface, and the replacement of parking lot with roof area, it is anticipated that the project will result in an improvement in water quality for runoff from the site. With no increase in impervious surface planned, the project is not anticipated to result in an increase in stormwater flow. While the project is not required to meet the General and Flooding standards, it will still meet the Standards' intents of not degrading water quality or increasing water quantity respectively.

11.5 REDEVELOPMENT STANDARD

The proposed site will be comprised almost entirely of roof area per setback requirements. Redevelopment within the service access easement is less than 2,200 square feet. As such, the project will result in less than 5,000 square feet of non-roof redeveloped impervious area. The redevelopment standards, as outlined in Section 5 of the City's Technical Manual do not apply.

11.6 CONNECTION TO CITY OF PORTLAND STORMWATER INFRASTRUCURE

On-site runoff, including drainage from roof and foundation drains, will be directed into the separated stormdrain in Center Street. As noted earlier, this stormdrain eventually connects to the combined sewer Lower Fore River Interceptor in Commercial Street. We have discussed the proposed stormwater connections with Brad Roland from the City of Portland's Department of Public Works. Other stormdrain systems in the area are at elevations that are too high to accept stormwater from the site, and it was determined that the proposed connection would be the most appropriate.

11.7 ATTACHMENTS

- Stormwater Erosion & Sedimentation Control Inspection Report Form

STORMWATER EROSION & SEDIMENTATION CONTROL
INSPECTION REPORT FORM

Inspectors: Date: ___ / ___ / _____

_____ of _____ (Project Owner)

_____ of _____ (Contractor)

_____ of _____

_____ of _____

Storm Event? ☐ Yes ☐ No Rainfall Amount _____ Storm Duration _____ hours

Visual Observations of Activity and Site Conditions:

Disturbed Soil Areas:

Storage of Soils:

Sediment & Erosion Control Measures:

Construction Site Entrance:

Surface Stabilization:

Corrective Actions Taken

Attachments (if any):

Signature:

_____

Representing:

_____

Representing:

12. CONSISTENCY WITH MASTER PLAN

The proposed project is in alignment with the design guidelines specified in the City of Portland Comprehensive Plan, *Portland's Plan 2030*, developed in 2017. As described in Section 2, the project will support local businesses and the economy by providing lodging for visitors in the downtown area, and supplying restaurant, bar and event space. The proposed development will better utilize downtown space than the existing surface parking lot. Section 5 of this Report describes how the proposed project will comply with the zoning requirements. The Architectural Approach discussed in Section 2 of this Report describes the basis for the proposed project and includes a description of the project's compliance with the City's Historic Preservation requirements.

13. UTILITY CAPACITY TO SERVE

The proposed redevelopment will be serviced by public water, sewer, gas and electric. The proposed locations of the utility services are shown on the Utility Plan (C2.03) of the Design Drawings attached to Section 2.

13.1 WATER

The proposed development will be provided with both fire protection water service and domestic water service by the Portland Water District. The fire protection water service and domestic water service will connect to the existing 10-inch water main in Center Street.

Woodard & Curran met with the Portland Water District on December 21, 2018 to discuss the proposed project. Following the meeting, we received email correspondence from the Portland Water District, a copy of which is attached. We will be providing the requested fixture count spreadsheet and updated utility plans as the design progresses. A copy of the ability to serve will be provided to the City upon receipt.

13.2 SEWER

The public sewer infrastructure adjacent to the proposed redevelopment location consists of a separated sanitary sewer in Center Street that discharges to the combined sewer system in Commercial Street (Lower Fore River Interceptor), which conveys wastewater to the Long Wharf Diversion Structure and eventually to the India Street Pumping Station. We met with Brad Roland from the City of Portland's Department of Public Works on November 16, 2018 to discuss the appropriate sewer line connection. The proposed sewer service shown on the design plans reflects this discussion.

The proposed development will include a restaurant, bar and kitchen on the ground floor. All wastewater generated by these spaces will be directed to an exterior, underground grease trap located beneath the brick sidewalk on Center Street. The grease trap will discharge to the separated sanitary sewer on Center Street. Additional information on grease trap sizing and final location will be coordinated and provided as the design progresses. Wastewater from the remainder of the hotel, from spaces that do not require a grease trap will discharge to a second service also on Center Street.

A Wastewater Capacity Application is attached to this Application. The ability to serve confirmation will be provided to the Planning Department directly by the Department of Public Works.

13.3 GAS

The proposed redevelopment will utilize natural gas service provided by Unitil. A connection to the existing gas main in Center Street is proposed. We will be coordinating with Unitil on the location and size of the gas service.

13.4 ELECTRIC

The proposed redevelopment will utilize underground electric service fed from the existing electrical main in Cross Street. Per initial discussions with Central Maine Power (CMP), the transformer will be located beneath the Cross Street sidewalk and feed the rear of the building through a secondary service installed along the service access drive. This layout is reflected on the utility plan included in the design drawings. As the design progresses, the project team will continue to coordinate their design with representatives from Central Maine Power (CMP).

13.5 ATTACHEMENTS

- Portland Water District Ability to Serve Correspondence
- City of Portland Wastewater Capacity Application

Lauren Swett

From: Robert Bartels <rbartels@pwd.org>
Sent: Friday, December 21, 2018 3:00 PM
To: Lauren Swett
Cc: Amy LeBel
Subject: 348054-Portland Square, PO
Attachments: Peak Flow Based on Fixture Count_2018.xls

Lauren/Amy,

Thanks for meeting with us today regarding the upcoming development at Portland Square. Please fill out and return to MEANS the attached fixture count spreadsheet. This will allow us to size the meter appropriately. Please let me know if you have any questions.

Thanks,
Robert Bartels, PE

Robert Bartels
Senior Project Engineer
Portland Water District
Phone:
E-mail: rbartels@pwd.org
http://www.pwd.org

COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

December 21, 2018

ATTN; Bradley Roland, P.E.
Department of Public Works
212 Canco Road
Portland, ME 04103

Re: Request for Ability to Serve – Center Street Hotel

Dear Mr. Roland:

This letter serves as a written request for the ability to serve for the Center Street Hotel development project located at the intersection of Center and Commercial Street in Portland, Maine. Woodard & Curran is serving as an agent to the applicant, Fathom CC, LLC.

The proposed redevelopment project includes construction of a 135-room 6-story hotel with a rooftop bar, and ground floor café and bar along the Commercial Street frontage. The site is currently fully developed as a surface parking lot. Due to a street disturbance moratorium on Commercial Street, all utility connections are proposed on Center Street. The proposed building has a footprint of approximately 22,758 square feet and total gross floor area of 112,046 square feet.

The proposed development will include a café and kitchen on the ground floor. All wastewater generated by the kitchen will be directed to an exterior, underground grease trap located beneath the brick sidewalk on Center Street, and then through a 6-inch service to the 12" brick sanitary sewer on Center Street. Additional information on grease trap sizing and final location will be coordinated and provided as the design progresses. A second 6" PVC sanitary sewer service for all other wastewater is proposed to wye into the existing 12" brick sanitary sewer located within Center Street as shown on the attached utility plan. Please refer to the attached utility plan and wastewater application for additional information.

Please let us know if any additional information is required to evaluate the service capacity for the site. We appreciate your assistance. If you have any questions or require any additional information, please do not hesitate to contact me at 207-558-3763 or lswett@woodardcurran.com.

Sincerely,

WOODARD & CURRAN

Lauren Swett

Lauren Swett, P.E.
Technical Manager

Enclosures – Utility Plan & Wastewater Application
PN: 0231538.01

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Portland Dept. of Public Works -
Water Resources
55 Portland Street,
Portland, Maine 04101-2991

Bradley Roland, P.E.
Water Resources Division
Department of Public Works
55 Portland Street
Portland, ME 04103

Date: **December 21, 2018**

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

Site Address: **Corner of Center Street and Commercial Street, Portland, ME 04101**

Chart Block Lot Number: **038/G003 & 038/G005**

Proposed Use: **Hotel**
Previous Use: **Surface Parking Lot**
Existing Sanitary Flows: **0** GPD
Existing Process Flows: **0** GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.

12" Brick on Center Street

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

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

2. Please, Submit Contact Information.

City Planner's Name: **TBD** Phone: _____
Owner/Developer Name: **Fathom CC, LLC, c/o Jim Brady**
Owner/Developer Address: **183 Middle Street, Suite 21, Portland, ME 04101**
Phone: **(207) 653-9990** Fax: **N/A** E-mail: **jameshbrady@gmail.com**
Engineering Consultant Name: **Woodard & Curran**
Engineering Consultant Address: **41 Hutchins Drive, Portland, ME 04101**
Phone: **(207) 558-3763** Fax: **N/A** E-mail: **lswett@woodardcurran.com**

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: **12,648 GPD (Hotel) + 780 GDP (Cafe) + 36 GPD (Bar) = 13,464 GPD**
Peaking Factor/ Peak Times: **Peak flow = 150 GPM / Morning**
Specify the source of design guidelines: *(i.e.__"Handbook of Subsurface Wastewater Disposal in Maine," "Plumbers and Pipe Fitters Calculation Manual," __ Portland Water District Records, __ Other (specify)*
Handbook of Subsurface Wastewater Disposal in Maine

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: **TBD**

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: **N/A** GPD

Do you currently hold Federal or State discharge permits? Yes ____ No **X**

Is the process wastewater termed categorical under CFR 40? Yes ____ No **X**

OSHA Standard Industrial Code (SIC): *(http://www.osha.gov/oshstats/sicser.html)*

Peaking Factor/Peak Process Times: _____

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

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

14. SOLID WASTE

14.1 COMMERCIAL SOLID WASTE

All solid waste materials and recyclables from the proposed Center Street Hotel will be transported and disposed of or recycled in accordance with applicable laws and regulations. An appropriate solid waste management plan will be developed for the hotel, with schedules for solid waste removal via the loading dock area accessed via the easement to the north of the hotel.

14.2 CONSTRUCTION & LAND CLEARING DEBRIS

As with any construction project, the proposed construction will generate construction waste and demolition debris (CDD). The construction contractor will be responsible for hauling the CDD or contracting with a waste management service to haul the CDD, from the project site. The contractor will be fully responsible for handling, managing, and disposing of all waste generated by construction in accordance with Maine Solid Waste Management Regulations – 06-096 CMR 400-409. The contractor will be bound by contract to dispose of all materials in full accordance with all applicable local state and federal regulations. Actual waste volumes will be measured at the time of construction.

14.3 SPECIAL & HAZARDOUS WASTE

The proposed development is not anticipated to produce any hazardous waste. A previous site investigation adjacent to the hotel site on the Portland Square property identified the presence of typical urban fill, as is seen on redevelopment sites throughout the City. We anticipate that soils from the site may be classified as special waste and shall be handled and disposed of accordingly.

14.4 SUMMARY

Adequate provisions for recycling and solid waste disposal have been made. General solid waste, construction, demolition, and land-clearing debris will be managed in full accordance with all applicable laws and will not cause a deleterious effect on the environment.

15. SUMMARY OF FIRE CODES

The items in the Portland Fire Department Site Review Checklist are addressed as follows:

- Name, address, telephone number of applicant
  - Fathom CC, LLC, c/o Jim Brady
  - 80 Exchange Street, Suite 400, Portland, ME 04101 (P. O. Box 7486, Portland, ME 04112-7486)
  - (207) 808-8787
- Name, address, telephone number of architect
  - HKS, Inc. c/o Melissa Voelker
  - 350 N Saint Paul Street, Suite 100, Dallas, TX 75201-4240
  - (214) 969-5599
- Proposed uses of any structures [NFPA and IBC classification]
  - The proposed structure will primarily be used as a hotel with a restaurant located on the ground floor along the Commercial Street frontage, and a rooftop bar provided on the 6th level (2015 IBC, NFPA Occupancy Classification of Group R1).
- Square footage of all structures [total and per story].
  - Information is provided on the attached plan set, and is also as outlined on the following table:

Table 15-1 Building Square Footage (Based on Schematic Design)

FOOTPRINT	FOOTPRINT	TOTAL LAND AREA	SITE COVERAGE
LEVEL 01 - FOOTPRINT	*22,758 sf*	*23,800 sf*	*96%*

GROSS BUIDLING AREAS	CONDITIONED AREA	UNCONDITIONED AREA	MEP	TOTAL GROSS BUILD AREA
LEVEL 01	*20,598 sf*	*1,041 sf*	*1,119 sf*	**22,758 sf**
LEVEL 02	*16,628 sf*	-	*260 sf*	**16,888 sf**
LEVEL 03	*16,548 sf*	-	*260 sf*	**16,808 sf**
LEVEL 04	*16,520 sf*	-	*260 sf*	**16,780 sf**
LEVEL 05	*16,520 sf*	-	*260 sf*	**16,780 sf**
LEVEL 06	*15,339 sf*	*1,328 sf*	*114 sf*	**16,781 sf**
LEVEL 07 - ROOFTOP TERRACE (OPEN-AIR)	*100 sf*	*3,031 sf*	*2,120 sf*	**5,251 sf**
	102,253 sf	**5,400 sf**	**4,393 sf**	**112,046 sf**

- Elevations of all structures
  - This information is provided on the attached plan set.
- Proposed fire protection of all structures
  - All structures shall be sprinkled.
- Hydrant locations
  - The following figure shows the proximity of existing hydrants to the proposed project. The closest hydrant is across the street, at the corner of Commercial and Center Street, with a second hydrant

located to the northeast on the same side of Commercial Street, and a third hydrant located to the northwest across the street on Center Street.

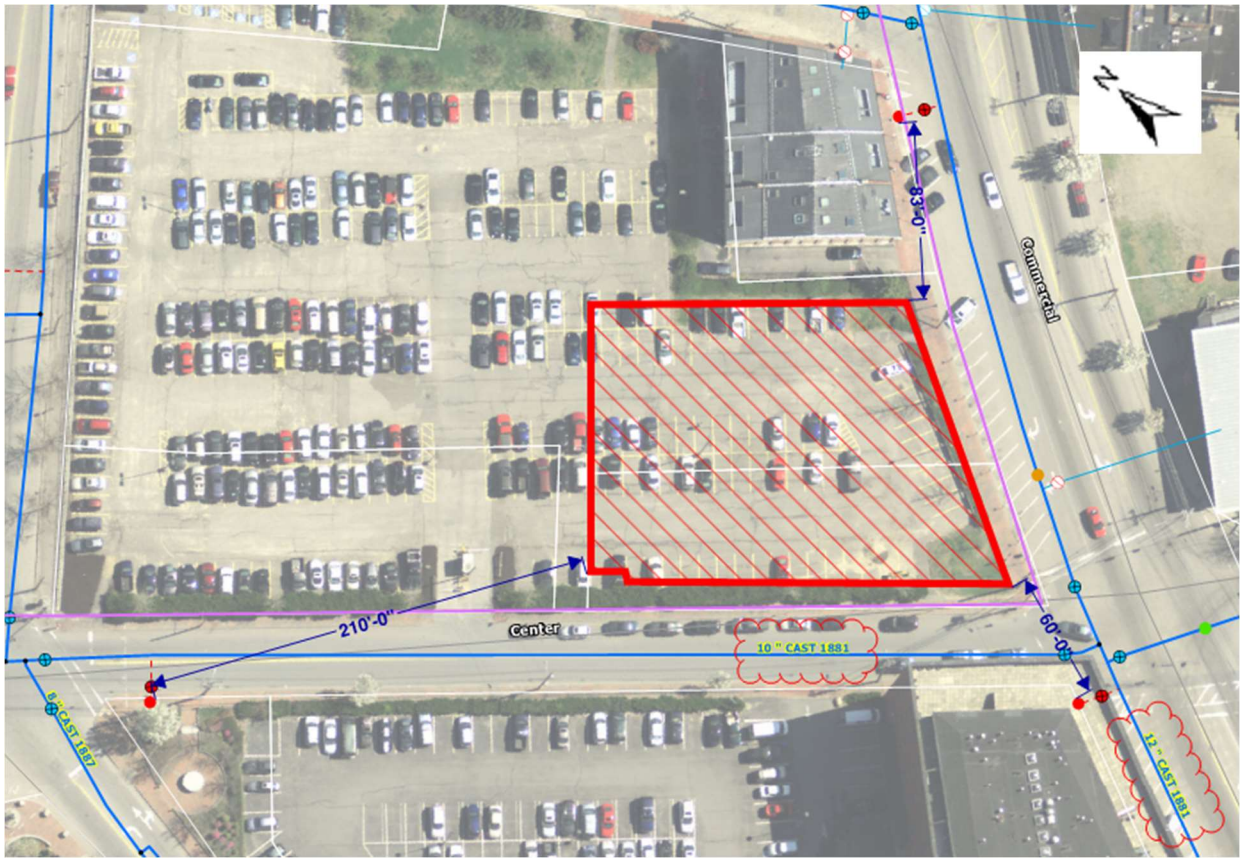


Figure 15-1 Existing Portland Water District Main Information and Hydrant Locations

- Water main size and location
    - Watermain locations are shown on the attached design plans, as well as on the figure above. The main in Center Street that the project's domestic and fire service will connect to is a 10-inch cast-iron pipe from 1881. The main on Commercial Street is a 12-inch cast iron pipe also installed in 1881.
- Access to all structures [min. 2 sides]
    - The building will have full access on Center Street and Commercial Street, as shown on the attached plan set.
- A code summary shall be included referencing NFPA 1 and all fire department technical standards.
    - A code summary referencing NFPA 1 and all fire department technical standards will be submitted under separate cover.

In addition, a fire pull box currently exists at the corner of Commercial and Center Street. This box will need to be relocated with the proposed realignment of the curb and sidewalk widening. This relocation will be coordinated with the fire department.

16. CONSISTENCY WITH PORTLAND DESIGN STANDARDS & DESIGN MANUAL

Section 14-526 of the City of Portland's Land Use Code outlines the site plan standards that must be met by Level III Site Plan projects. The proposed development will follow the City's design standards as described in the following section.

16.1 TRANSPORTATION STANDARDS

1. *Impact on Surrounding Street Systems*
   As described in Section 9, a well-defined vehicle loading/unloading and valet service area will be provided on Center Street. This valet service area will accommodate four vehicles. Additionally, the adjacent sidewalk has been expanded to promote pedestrian passage through the entrance area. The proposed valet service area is located in a protected area on the side of Center Street; traffic congestion at the intersection Commercial Street and Center Street due to hotel guest drop-off is not anticipated. The loading/unloading area was designed to promote site visibility, circulation and safety.

2. *Access and Circulation*
   The site has been designed to provide safe access for pedestrians, vehicles, guests and hotel staff. Service access is provided off Cross Street, as described in Section 9 of this Report. A loading dock is proposed along the northeastern side of the building and an easement for access across the adjacent property is proposed.

   Sidewalk brick along both Commercial Street and Center Street will be removed and replaced. Granite curb in good condition along Commercial Street will be left in-place to prevent disturbance to Commercial Street, which is under moratorium.

3. *Public Transit Access*
   No changes to public transit access are proposed as part of this project.

4. *Parking*
   Off-street vehicle parking will be provided by the adjacent Portland Square either in the existing parking lot or as part of proposed new development as described in Section 5 and 9 of this Report.

   With no parking provided on-site and roughly 96% building coverage, there will not be a need for snow storage on site. Snow removal will be managed around the hotel by staff or a contracted third party to ensure safe pedestrian circulation, and access to the loading area and building entrances

   The traffic analysis is currently being completed and number of bicycle parking spaces determined as part of that analysis. Bicycle parking is anticipated to be sited on Commercial Street.

5. *Transportation Demand Management (TDM)*
   A Transportation Demand Management plan is being developed for the adjacent Portland Square redevelopment. This plan includes the proposed hotel and will be submitted under separate cover.

16.2 ENVIRONMENTAL QUALITY STANDARDS

1. *Preservation of Significant Natural Features*
   The Site is fully developed and there are no known areas of significant natural features, including unusual natural areas, threatened or endangered botanical features, areas of significant wildlife habitats, aquifers, waterbodies, or wetland areas.

2. *Landscaping & Landscape Preservation*
   Landscaping Plans are included in the Design Drawings referenced in Section 2 of this Report. Due to zoning setback requirements, preservation of existing perimeter landscaping is not possible. Replacement landscaping is proposed within the rooftop garden located over a portion of the ground floor of the hotel. Street trees will be placed on Commercial Street and Center Street frontages as described in Section 2.

3. *Water Quality, Stormwater Management & Erosion Control*
   The proposed project has been designed to minimize the impact of stormwater leaving the site. As further described in Sections 2 and 11 of this report, a landscaped roof garden is proposed over a portion of the first floor of the hotel, which will result in a net reduction in impervious area on the site. The proposed project will not result in the flooding of adjacent lots or City property. Additionally, the proposed project is not located within the watershed of an Urban Impaired Stream and is not anticipated to pose a risk of groundwater contamination either during or post-construction. Compliance with erosion and sedimentation control measures is described in Section 11 of this report. The proposed project has also been designed to provide for adequate and sanitary disposal of sewage, as further described in Section 13 of this Report.

16.3 PUBLIC INFRASTRUCTURE & COMMUNITY SAFETY STANDARDS

1. *Consistency with City Master Plan*
   The proposed project's consistency with City Master Plans is described in Section 12 of this Report.

2. *Public Safety and Fire Prevention*
   Provisions for public safety have been incorporated into the design of site visibility, access, and territorial reinforcement. Adequate emergency vehicle access is provided along Commercial Street and Center Street. The Portland Fire Department Site Review Checklist is discussed further in Section 15 of this Report.

   In addition, a fire pull box currently exists at the corner of Commercial and Center Street. This box will need to be relocated with the proposed realignment of the curbing and widening of the sidewalk. This relocation will be coordinated with the fire department.

3. *Availability and Adequate Capacity of Public Utilities*
   The availability and adequate capacity of public utilities is being confirmed, as described in Section 13 of this Report.

16.4 SITE DESIGN STANDARDS

1. *Massing, ventilation, and wind impact*
   - Overall massing is contextual to the surrounding area and falls within the allowed height limit of 65'-0" from average grade of the site.
   - The development will locate all HVAC venting mechanisms to direct exhaust away from public spaces and adjacent residential properties with screening to reduce the visual impact.
   - The site requires a certificate of appropriateness under article IX (historic preservation) of the land use code, and a wind study is not required (Portland Land Use Code Section 14-256(d) 5a.1).

2. *Shadows*
No adverse impacts from shadows are anticipated to result from the proposed project. As the site falls within the B3 zone, a shadow study is not required (Portland Land Use Code Section 14-256(d) 2a, 5a.1). However, HKS anticipates that this will likely be part of the design study for the project and will assist in the design and plant selection for the rooftop garden and plaza.

3. *Snow and ice loading*
The proposed buildings have been designed to accommodate appropriate snow and ice loads in accordance with code minimums and City requirements, and to prevent significant amounts of accumulated snow and ice from loading or falling onto adjacent properties or public ways.

4. *View corridors*
The proposed buildings comply with the building height requirements, as described in Section 5 of this Report, and will not obstruct public view corridors identified in the City's Downtown Vision View Corridor Protection Plan.

5. *Historic Resources*
The project is within the Historic District and an application for a Certificate of Appropriateness was submitted in November 2018. The project has been presented to the board during a first workshop in December 2018, and a second workshop is anticipated in early 2019. Following the workshop, any concerns will be addressed. The project will meet the requirements for the pedestrian encouragement zone and designed to meet the requirements and guidance of the Historic Preservation Boards approval.

As the site requires a Certificate of Appropriateness under article IX (historic preservation) of the Land Use Code – that the site is exempt from the following design standards as described in Section B of the Design Manual:

- (b) (1) e.2
- (b) (1)f: Shadow Impact on open space
- (b) (1)h: Wind Impacts
- (b) (1)g: Setbacks from existing structures

6. *Exterior Lighting*
The lighting design for the project is in progress. Cut sheets and a Photometric Plan will be submitted under separate cover.

Street lighting will be incorporated on Commercial and Center Street, as part of the reconstruction of the sidewalks. The City's revised street lighting standards are currently being developed, and have not yet been adopted, but we are working with the City to utilize the design standards as they are anticipated to be approved. Based on discussions we have had with City's Urban Designer, Caitlin Cameron, we understand that the Old Port lighting district will be extended to include Center Street in the area of our project, and we will be installing the LED version of the Old Port light X4-B at the spacing as outlined in the current technical manual. On Commercial Street, lighting fixtures will be cobra head-style, and we will incorporate these fixtures at the spacing and with the appropriate pole, as will be identified by the City.

7. *Noise and Vibration*
Noise associated with the proposed development will not exceed regulated levels.

8. *Signage and Wayfinding*
   A signage plan and sign permit application are in progress and will be submitted under separate cover. The size, scale, proportions, design, materials, placement, quantity and source and intensity of illumination shall be designed to complement and enhance the architectural attributes of the proposed building. Proposed signage will be submitted to Historic Preservation and will meet the standards of Article IX with an approved Certificate of Appropriateness.

9. *Zoning Related Design Standards*
   An assessment of the City Zoning requirements is provided in Section 5 of this Report. There are no other zoning related design standards associated with the proposed project.

17. HVAC & MANUFACTURING EQUIPMENT VERIFICATION

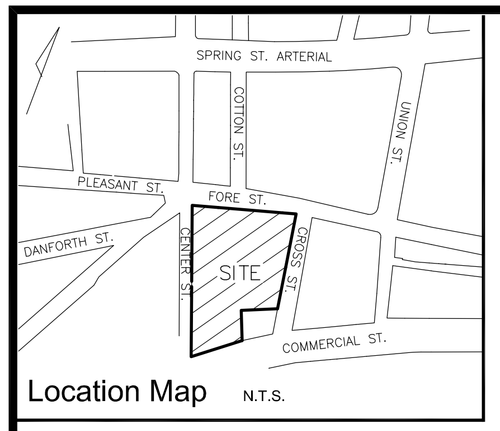
Final HVAC equipment is in the process of being selected. HVAC and primary mechanical equipment will be located on the project in such a way as to direct exhaust away from adjacent properties and will meet federal emissions standards. The HVAC and mechanical equipment will be screened from view.

18. BOUNDARY SURVEY

A boundary survey of Portland Square was completed by Owen Haskell, Inc. Professional Land Surveyors in October 2018 and is attached to this Section.

18.1 ATTACHMENTS

- Boundary Survey



Location Map N.T.S.

Legend

IRON PIPE OR ROD FOUND	CURB
GRANITE MONUMENT FOUND	SANITARY SEWER
WATER VALVE	STORM DRAIN
HYDRANT	SECURITY LINE
VALVE	UNDERGROUND ELECTRIC
UTILITY POLE	PNEUMATIC TUBE
LIGHT POLE	WATER LINE
MANHOLE	TELEPHONE LINE
CATCH BASIN	COMMUNICATION CABLE
BORING	1' CONTOUR
DEDUCIOUS TREE	N/F NOW OR FORMERLY
CONIFEROUS TREE	000/000 DEED BOOK/PAGE
	CONC. CONCRETE
	(A) POSSIBLE ENCROACHMENT
	(1) SCHEDULE B EXCEPTION

Schedule B Section II Exceptions

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
TITLE INSURANCE COMMITMENT FILE NO. BTC4327/TF7674
COMMITMENT DATE: SEPTEMBER 17, 2018

1 – 7. NON SURVEY ITEMS

8. RIGHTS AND EASEMENTS GRANTED TO ARI NEWMAN AND LEE BEAMIS BY PINE STATE BEEF COMPANY AS SET FORTH IN A DEED DATED SEPTEMBER 12, 1967 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3011, PAGE 321. – THE ROOFS DO NOT OVERHANG ONTO LOCUS PARCEL AND THE "EXISTING PLATFORMS" NO LONGER EXIST

9. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY BY POULTRY PROCESSING INC. AS SET FORTH IN AN INSTRUMENT DATED MAY 31, 1978 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4278 PAGE 303. – REFERENCED POLE #1.1 OR VAULT #1.2 NOT FOUND, POSSIBLE LOCATION ON PROPOSED PARCEL

10. SUCH STATE OF FACTS AS SHOWN ON A PLAN ENTITLED "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MGI ONE PORTLAND SQUARE, INC. LAND TITLE SURVEY" BY H. I. & E. C. JORDAN – SURVEYORS, DATED NOVEMBER 15, 1989, AS REVISED AND RE–CERTIFIED, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 196, PAGE 219. – PERTINENT INFORMATION AS SHOWN

11. TITLE TO LAND AND GRADING RIGHTS ACQUIRED FROM PORTLAND SQUARE LIMITED PARTNERSHIP BY THE STATE OF MAINE BY ITS DEPARTMENT OF TRANSPORTATION AS SET FORTH IN A NOTICE OF LAYOUT AND TAKING DATED AUGUST 21, 1991 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9688, PAGE 341.– AS SHOWN

12. SUCH STATE OF FACTS AS SHOWN ON A PLAN ENTITLED "STATE OF MAINE, DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. M–0685(4)", D.O.T. FILE NO. 3–388, DATED JUNE 1991 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 193, PAGE 342. – PERTINENT INFORMATION AS SHOWN

13. TERMS AND CONDITIONS STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION MODIFICATION FINDINGS OF FACT AND ORDER ISSUED TO PORTLAND SQUARE LIMITED PARTNERSHIP DATED NOVEMBER 30, 1990 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9418, PAGE 59, AS AFFECTED BY A TRANSFER DATED FEBRUARY 6, 1996 AND RECORDED IN BOOK 12350, PAGE 321, A MODIFICATION DATED FEBRUARY 14, 1996 AND RECORDED IN BOOK 12367, PAGE 325, AND TRANSFER DATED APRIL 21, 2015 AND RECORDED IN IN BOOK 32265, PAGE 156.– NON SURVEY ITEM

14. SUCH STATE OF FACTS AS SHOWN ON A PLAN ENTITLED "ALTA/NSPS LAND TITLE SURVEY, 486 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR FATHOM CC, LLC" SEPTEMBER 18, 2018 BY OWEN HASKELL, INC. – SEE THIS PLAN

General Notes

1. OWNER OF RECORD: NORTH RIVER IV LLC, 224 12TH AVENUE, NEW YORK, NY 10001 C.C.R.D. BOOK 32163 PAGE 33

2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY POINT T124–18–1143 N:299542.1747 E:2928944.1068 AND T124–18–1155 N:299607.6956 E:2929152.2276 HELD.

3. ELEVATIONS ARE BASED ON CITY DATUM.

3. THE LOCUS IS SHOWN AS LOT 1, 3, 5 & 7 BLOCK G ON THE CITY OF PORTLAND ASSESSORS MAP 38.

4. THERE ARE 214 REGULAR PARKING SPACES, 76 COMPACT PARKING SPACES AND 3 HANDICAPPED PARKING SPACES FOR A TOTAL OF 293 PARKING SPACES ON THE SUBJECT PROPERTY.

Zoning Information

NONE PROVIDED

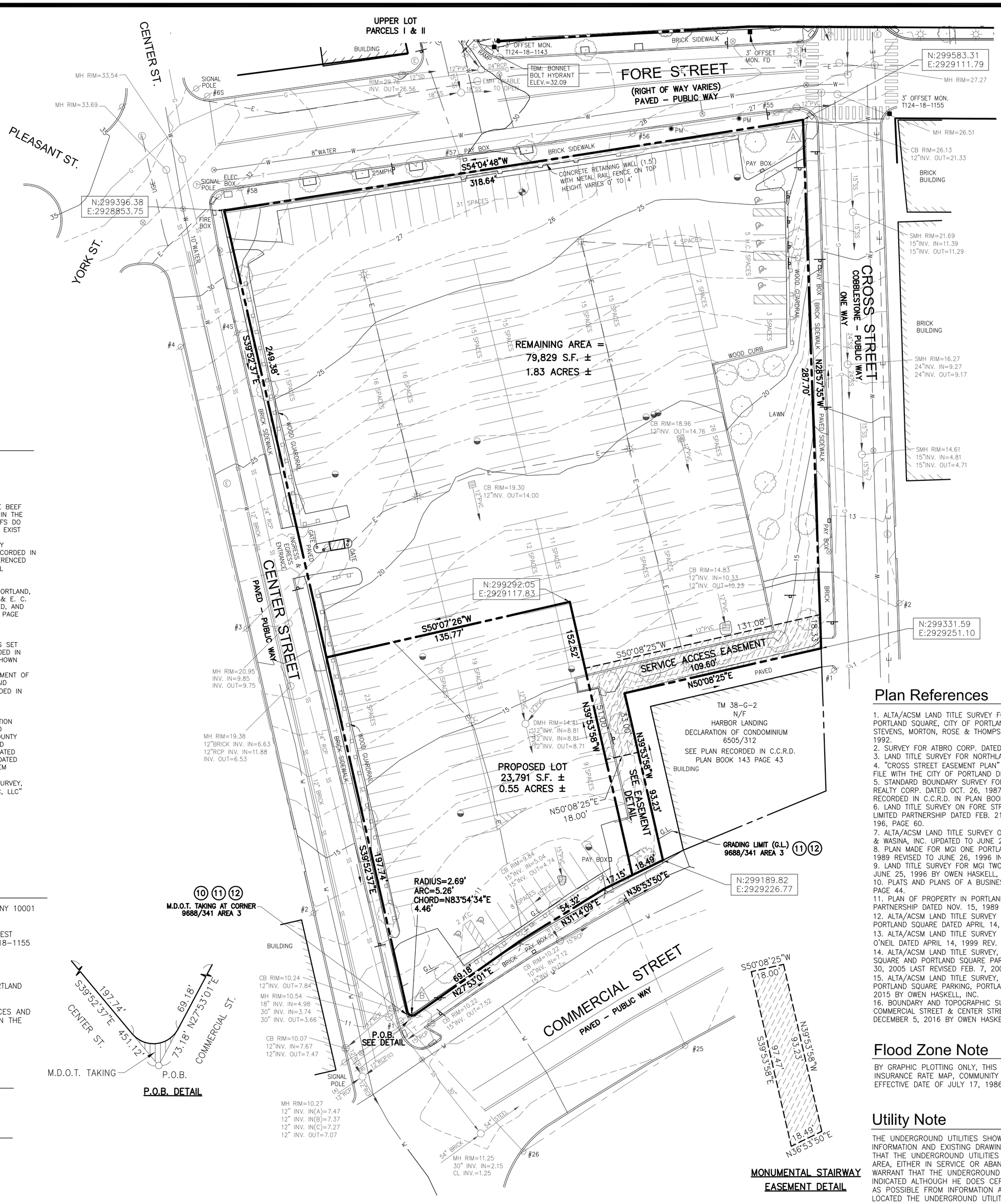
Possible Encroachments

(A) 1.5' WIDE CONCRETE RETAINING WALL INTO CROSS STREET 1.8'±

(B) BRICK SIDEWALK ON COMMERCIAL STREET ONTO SUBJECT PARCEL 2'±

SCALE : 1" = 30'

0' 15' 30' 60'



Legal Descriptions

PROPOSED LOT

A CERTAIN LOT OR PARCEL OF LAND AT THE INTERSECTION OF THE NORTHERLY SIDE OF COMMERCIAL STREET AND THE EASTERLY SIDE OF CENTER STREET, CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY SIDELINE OF COMMERCIAL STREET AT THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF HARBOR LANDING CONDOMINIUM AS DESCRIBED IN A DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6505, PAGE 312;

THENCE, S 36°53'50" W ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 18.49 FEET TO THE POINT OF BEGINNING;

THENCE, FROM SAID POINT OF BEGINNING, N 39°53'58" W THROUGH THE LAND OF NORTH RIVER IV LLC 152.52 FEET;

THENCE, S 50°07'26" W CONTINUING THROUGH THE LAND OF NORTH RIVER IV LLC 135.77 FEET TO THE EASTERLY SIDELINE OF CENTER STREET;

THENCE, S 39°52'37" E ALONG THE EASTERLY SIDELINE OF CENTER STREET 197.74 FEET;

THENCE, ALONG A NON–TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 2.69 FEET, AN ARC LENGTH OF 5.26 FEET, A CHORD BEARING OF N 83°54'34" E AND CHORD DISTANCE OF 4.46 FEET TO THE NORTHERLY SIDELINE OF SAID COMMERCIAL STREET;

THENCE, N 27°53'01" E ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 69.18 FEET;

THENCE, N 31°14'09" E CONTINUING ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 54.32 FEET;

THENCE, N 36°53'50" E CONTINUING ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 17.15 FEET TO THE POINT OF BEGINNING, CONTAINING 23,791 S.F., OR 0.55 ACRES, MORE OR LESS.

BEING A PORTION OF THE PREMISES CONVEYED TO NORTH RIVER IV LLC BY RREEF AMERICA REIT III–Z4, LLC BE DEED DATED MARCH 26, 2015 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32163, PAGE 33.

SERVICE ACCESS EASEMENT

A CERTAIN LOT OR PARCEL OF LAND ON THE WESTERLY SIDE OF CROSS STREET, CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE WESTERLY SIDELINE OF CROSS STREET AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF HARBOR LANDING CONDOMINIUM AS DESCRIBED IN A DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6505, PAGE 312;

THENCE, N 28°57'35" W ALONG THE WESTERLY SIDELINE OF CROSS STREET 18.33 FEET;

THENCE, S 50°08'25" W THROUGH THE LAND OF NORTH RIVER IV LLC 131.08 FEET TO THE PROPOSED LOT AS SHOWN ON SAID PLAN;

THENCE, S 39°53'58" E ALONG THE EASTERLY LINE OF SAID PROPOSED LOT 51.00 FEET;

THENCE, N 50°08'25" E THROUGH THE LAND OF NORTH RIVER IV LLC 18.00 FEET TO THE WESTERLY LINE OF LAND OF SAID HARBOR LANDING CONDOMINIUM, BEING AN EASTERLY LINE OF LAND OF SAID NORTH RIVER IV LLC;

THENCE, N 39°53'58" W ALONG SAID EASTERLY LINE OF LAND OF NORTH RIVER IV LLC 33.00 FEET;

THENCE, N 50°08'25" E ALONG THE SOUTHERLY LINE OF LAND OF NORTH RIVER IV LLC 109.60 FEET TO THE POINT OF BEGINNING, CONTAINING 2,922 S.F. OR 0.07 ACRES, MORE OR LESS.

BEING A PORTION OF THE PREMISES CONVEYED TO NORTH RIVER IV LLC BY RREEF AMERICA REIT III–Z4, LLC BY DEED DATED MARCH 26, 2015 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32163, PAGE 33.

MONUMENTAL STAIRWAY EASEMENT

A CERTAIN LOT OR PARCEL OF LAND ON THE NORTHERLY SIDE OF COMMERCIAL STREET, CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTHERLY SIDELINE OF COMMERCIAL STREET AT THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF HARBOR LANDING CONDOMINIUM AS DESCRIBED IN A DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6505, PAGE 312;

THENCE, N 39°53'58" W ALONG THE WESTERLY LINE OF LAND OF SAID HARBOR LANDING CONDOMINIUM, BEING AN EASTERLY LINE OF LAND OF SAID NORTH RIVER IV LLC 93.23 FEET;

THENCE, S 50°08'25" W THROUGH THE LAND OF NORTH RIVER IV LLC 18.00 FEET TO THE PROPOSED LOT AS SHOWN ON SAID PLAN;

THENCE, S 39°53'58" E ALONG THE EASTERLY LINE OF SAID PROPOSED LOT 97.47 FEET TO THE NORTHERLY SIDELINE OF SAID COMMERCIAL STREET;

THENCE, N 36°53'50" E ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 18.49 FEET TO THE POINT OF BEGINNING, CONTAINING 1,716 S.F., OR 0.04 ACRES, MORE OR LESS.

BEING A PORTION OF THE PREMISES CONVEYED TO NORTH RIVER IV LLC BY RREEF AMERICA REIT III–Z4, LLC BY DEED DATED MARCH 26, 2015 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32163, PAGE 33.

Plan References

1. ALTA/ACSM LAND TITLE SURVEY FOR PORTLAND SQUARE LIMITED PARTNERSHIP, TWO PORTLAND SQUARE, CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, BY STEVENS, MORTON, ROSE & THOMPSON DATED DEC. 11, 1989, REVISED THROUGH DEC. 11, 1992.
2. SURVEY FOR ATBRO CORP. DATED JULY 1981 BY H.I. & E.C. JORDAN.
3. LAND TITLE SURVEY FOR NORTHLAND REALTY DATED NOV. 26, 1985 BY H.I. & E.C. JORDAN.
4. "CROSS STREET EASEMENT PLAN" DATED JAN. 3, 1986 BY HUNTER– BALLEW ASSOCIATES ON FILE WITH THE CITY OF PORTLAND DEPT. OF PLANNING AND URBAN DEVELOPMENT.
5. STANDARD BOUNDARY SURVEY FOR PORTLAND SQUARE LIMITED PARTNERSHIP, NORTHLAND REALTY CORP. DATED OCT. 26, 1987 BY STEVENS, MORTON, ROSE & THOMPSON, INC. RECORDED IN C.C.R.D. IN PLAN BOOK 182, PAGE 29.
6. LAND TITLE SURVEY ON FORE STREET, PORTLAND, MAINE MADE FOR TWO PORTLAND SQUARE LIMITED PARTNERSHIP DATED FEB. 21, 1996 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 196, PAGE 60.
7. ALTA/ACSM LAND TITLE SURVEY OF ONE PORTLAND SQUARE DATED MAY 16, 1996 BY LEWIS & WASINA, INC. UPDATED TO JUNE 24, 1996 IN PLAN BOOK 196, PAGE 221.
8. PLAN MADE FOR MGI ONE PORTLAND SQUARE, INC. BY H.I. & E.C. JORDAN DATED NOV. 15, 1989 REVISED TO JUNE 26, 1996 IN PLAN BOOK 196, PAGE 86 AND 219.
9. LAND TITLE SURVEY FOR MGI TWO PORTLAND SQUARE, INC., FORE STREET, PORTLAND, MAINE, JUNE 25, 1996 BY OWEN HASKELL, INC. IN PLAN BOOK 196, PAGE 220.
10. PLATS AND PLANS OF A BUSINESS CONDOMINIUM OCTOBER 29, 1987 PLAN BOOK 166, PAGE 44.
11. PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR PORTLAND SQUARE LIMITED PARTNERSHIP DATED NOV. 15, 1989 BY H.I. AND E.C. JORDAN.
12. ALTA/ACSM LAND TITLE SURVEY ON FORE STREET PORTLAND, MAINE MADE FOR MGI, ONE PORTLAND SQUARE DATED APRIL 14, 1999 BY OWEN HASKELL, INC.
13. ALTA/ACSM LAND TITLE SURVEY ON FORE STREET PORTLAND, MAINE MADE FOR TIMOTHY O'NEIL DATED APRIL 14, 1999 REV. 7 3/23/04 BY OWEN HASKELL, INC.
14. ALTA/ACSM LAND TITLE SURVEY, BCIA PROJECT, ONE PORTLAND SQUARE, TWO PORTLAND SQUARE AND PORTLAND SQUARE PARKING, PORTLAND, MAINE, SHEETS 1 AND 2, DATED SEPT. 30, 2005 LAST REVISED FEB. 7, 2006 AND MARCH 3, 2006 BY OWEN HASKELL, INC.
15. ALTA/ACSM LAND TITLE SURVEY, oNE PORTLAND SQUARE, TWO PORTLAND SQUARE AND PORTLAND SQUARE PARKING, PORTLAND, MAINE, MADE FOR NORTH RIVER IV LLC FEBRUARY 12, 2015 BY OWEN HASKELL, INC.
16. BOUNDARY AND TOPOGRAPHIC SURVEY, LOWER PARKING LOT, FORE STREET, CROSS STREET, COMMERCIAL STREET & CENTER STREET, PORTLAND, MAINE MADE FOR CARROLL ASSOCIATES DECEMBER 5, 2016 BY OWEN HASKELL, INC.

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0013 B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE 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.

ALTA / NSPS Land Title Survey

Commercial & Center Street
Portland, Cumberland County, Maine
Made For
Fathom CC, LLC
80 Exchange Street, Suite 30, Portland, Maine

Surveyor's Certification

TO: FATHOM CC, LLC, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 11, 13, 14, 16, 17, 19 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 5, 2016, WITH A FIELD INSPECTION ON SEPTEMBER 18, 2018.

Randy R. Loubier

RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: OCTOBER 12, 2018
DATE OF LAST REVISION:

STATE OF MAINE
RANDY R. LOUBIER 2407
PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY: OHI / JLW	FIELD BOOK: FILE	JOB NO.	2018-239 P
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO.	1

ZONING ANALYSIS Relevant Zone(s) B-3, PAD

All Projects:

	Required	Proposed
Lot Size	N/A	23,975 SF
Area Per Dwelling Unit	N/A	
Minimum Street Frontage	15'	140' & 200'
Front Yard Minimum	N/A	
Front Yard Maximum	5'	<5'
Rear Yard	N/A	
Yard Right	N/A	
Yard Left	N/A	
Side Street Setback	N/A	
Step Back	N/A	
Maximum Lot Coverage	100%	96%
Minimum Lot Coverage	N/A	
Maximum Height	65'	65'
Open Space	N/A	
Maximum Impervious Area	N/A	
Pavement Setback	N/A	
Floor Area Ratio	N/A	
Off Street Parking Spaces	34	75
Loading Bays	1	1
Other 1		
Other 2		
Other 3		

Planned Residential Unit Developments (PRUD) Requirements

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

Affordable Housing Density Bonuses (if applicable)

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

COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

January 16, 2019

Matt Grooms
Planner
389 Congress Street
Portland, ME 04101

Re: Center Street Hotel Project
Level III Site Plan Supplemental Information

Dear Matt:

On behalf of Fathom CC, LLC, Woodard & Curran is submitting supplemental information for the Center Street Hotel Level III Site Plan previously submitted on December 24, 2018. The additional information is provided to supplement the application and is based on further resolution of the project design. The enclosed documents include:

- Revised Section 9 Traffic Analysis – The updated section now includes a traffic analysis memorandum provided by Gorrill-Palmer that addresses the fact that a Traffic Movement Permit is not required for the hotel. Note that a parking analysis for the overall Portland Square development, including the Center Street hotel, is currently in progress, and will be provided under separate cover. The updated Traffic Analysis report section also provided additional information on the design of the service access-way to the hotel from Cross Street.
- Revised Section 11 Stormwater Management Plan & Calculations – The section has been updated to reflect the design of the service access-way between the hotel and Cross Street.
- Updated Drawings – The drawings have been revised to reflect the service access-way, as well as to include a pedestrian crossing signal at the Center Street intersection and bicycle rack locations around the site.

Bicycle Parking

City-standard bicycle racks are proposed in the Commercial and Center Street Right-of-Ways. The applicant proposes custom bicycle racks at the hotel entrance outside of the Center Street Right-of-Way and is considering the options shown below. A final detail will be provided on the plans once a final design is selected is selected.

Figure 1. Bicycle rack options for on-site; all racks in the City R.O.W. will be in accordance with City standard details

Service Access-Way

The Applicant is being granted an easement to provide service access to the eastern side of the hotel from Cross Street. The revised narrative and drawings provide for the design of this area. We have completed our design based on the assumption that the work will be done prior to any improvements on the adjacent Portland Square property. In the event that a Portland Square design will impact this space, a modification to the plans will be provided. The turning movement required for a box truck to back in to

the proposed hotel loading document has been checked, and a figure has been added to the traffic analysis section of the report.

The access-way is located immediately adjacent to the driveway provided for dumpster access on the abutting property. Due to the location, a waiver request has been added to Section 9, to address the lack of driveway separation.

We have also had discussions with Historic Preservation about the cobblestones on Cross Street, and it is our understanding that the driveway apron should be constructed using the cobblestone pattern of the adjacent driveway apron. The plans now reflect the use of cobblestones in this area.

We have uploaded all of the revised drawings and report sections into the Eplan project folder, and all revised documents should show up as "version 2." If there are any questions on the uploaded materials, please feel free to contact me at (207) 558-3763 or by email at lswett@woodardcurran.com.

Sincerely,

WOODARD & CURRAN INC.

Lauren Swett

Lauren Swett, PE
Technical Manager

cc: Jim Brady, Fathom CC, LLC
Bettina Reece, Fathom CC, LLC

Enclosures: Revised Section 9 – Traffic Analysis – includes the following attachments:
Traffic Memorandum
Auto-Turn Figure
Driveway Separation Waiver Request Form
Revised Section 11 – Stormwater Management Plan & Calculations
Revised Drawings

COMMITMENT & INTEGRITY
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41 Hutchins Drive
Portland, Maine 04102
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T 207.774.2112
F 207.774.6635

Via Electronic Mail

February 5, 2019

Department of Planning & Development
Attn: Matthew Grooms
City of Portland
389 Congress Street
Portland, ME 04101

Re: Center Street Hotel | 1 Center Street | Neighborhood Meeting Certification

To Whom It May Concern:

I, Lauren Swett, PE of Woodard & Curran, hereby certify that a neighborhood meeting was held on January 17, 2019 in the Editorial Room at the Press Hotel, 119 Exchange Street, Portland, ME at 5:30pm regarding the Level III Site Plan Submittal for the proposed Center Street Hotel development project located at 1 Center Street.

I also certify that on January 7, 2019, invitations were mailed to the following:

1. All addresses on the abutters list provided by the Planning Division which includes property owners within 500 feet of the proposed development.

2. Residents on the "interested parties" list.

Signed,

WOODARD & CURRAN INC.

Lauren Swett

Lauren Swett, PE
Technical Manager

Attached to this certification are:

1. Copy of the invitation sent
2. Lists of abutters and interested parties notified
3. Sign-in sheet
4. Meeting Notes
5. Copy of the Neighborhood Meeting Presentation

COMMITMENT & INTEGRITY
DRIVE RESULTS

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Portland, Maine 04102
www.woodardcurran.com

T 800.426.4262
T 207.774.2112
F 207.774.6635

January 7, 2019

Dear Neighbor:

On behalf of Fathom CC, LLC (Applicant), please join us for a neighborhood meeting to discuss our plans for the proposed Center Street Hotel development project to be located at the corner of Commercial Street and Center Street (1 Center Street) in Portland, Maine. A Level III Site Plan Application for the Center Street Hotel development has been filed with the City of Portland Planning Division on behalf of the Applicant.

Meeting Location: Press Hotel, 119 Exchange Street, Portland, Maine

Meeting Date: Thursday, January 17, 2019

Meeting Time: 5:30PM

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. 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.

The Center Street Hotel is situated on the northeast corner of Commercial Street and Center Street within the Old Port District of Portland, sited between the existing Richardson Wharf Company Building and the Baxter Davis Block building. As the parcel sits today, the hotel will be positioned in the Southern corner of an existing surface parking lot among the surrounding streets of Commercial, Center, Fore and Cross.

The proposed project involves the redevelopment of the existing surface parking lot with a 6-story, 135-room boutique hotel, that includes a rooftop bar and ground-floor restaurant positioned along the Commercial Street frontage. The project will also include associated utility, landscaping and site improvements. Construction is anticipated to begin fall 2019.

If you have any questions, please contact Lauren Swett at (207) 558-3763 or via email at lswett@woodardcurran.com.

Sincerely,

WOODARD & CURRAN INC.

Lauren Swett

Lauren Swett, PE
Technical Manager

Note: Under Section 14-32(C) and 14-524(a)d of the City Code of Ordinances, an applicant for a Level III development is required to hold a neighborhood meeting within 30 days of submitting a preliminary application or 21 days of submitting a final site plan application, if a preliminary 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 or by email: to bab@portlandmaine.gov.

Abutters within 500 feet of 1 Center Street Project

Name	Address	
18 Pleasant St Assoc	18 Pleasant St	Portland ME 04101
18 Pleasant Street Associates	18 Pleasant St	Portland ME 04101
225 Commercial St Assoc Inc	225 Commercial St	Portland ME 04101
237 Commercial Street Llc	225 Commercial St	Portland ME 04101
267 Commercial Street Llc	1297 Broadway	South Portland ME 04106
269 Commercial Llc	Po Box 8211	Lewiston ME 04240
32 Pleasant Street Llc	32 Pleasant St	Portland ME 04101
35 Pleasant St Llc	6 South St	Portland ME 04101
44 Pleasant Street Llc	7 Stephenson St	Cape Elizabeth ME 04107
446 Fore Street Llc	Po Box 491	Portland ME 04112
70 Center Street Basement Llc	175 Holmes Rd	Scarborough ME 04074
7-19 Pleasant Street Llc	Po Box 7225	Portland ME 04112
Albee Peter J	1885 Chinook Trail	Wonalancet NH 03897
Alder Run Development Company Llc	70 Center St #401	Portland ME 04101
Amory Jonathan & Joshua B Broder	56 Spruce St # 2	Portland ME 04102
Anadilya Properties Llc	470 Forest Ave Ste 203	Portland ME 04101
Apple Real Estate Holding Llc	108 Springline Dr	Vero Beach FL 32963
B & B Real Estate Llc	57 Center St	Portland ME 04101
Baxter Place Llc	723 Riverside St Office	Portland ME 04103
Berg Eric O Jr Trustee Of Eric O Berg Revocable Trust	1190 Mountain Laurel Dr	Watkinsville GA 30677
Bristol Seafood Inc	5 Portland Fish Pier	Portland ME 04112
Brown J B & Sons	Po Box 207	Portland ME 04112
Caldwell Robert A	269 Commercial St # 5C	Portland ME 04101
Casco View Holdings Ii Llc	Po Box 1137	Portland ME 04104
Casco View Holdings Iii Llc	261 Commercial St	Portland ME 04101
Casco View Holdings Iii Llc	Po Box 1137	Portland ME 04104
Casco View Holdings Llc	Po Box 11409	Portland ME 04104
City Of Portland	389 Congress St	Portland ME 04101
Clancy Paul	30 Whitehead St	Peaks Island ME 04108
Cm Waterfront Properties Llc	Po Box 7467	Portland ME 04112
Comeau Peter W & Linda J Kelly Jts	103 Webster St	Whitman MA 02382
Conklin Henry C	Po Box 219	Islesboro ME 04848
Cumming Jean S & Virgil Cumming Jts	269 Commercial St # 2D	Portland ME 04101
Deering Ave Associates Inc & Wharf Property Llc	4 Milk St Ste 103	Portland ME 04101
Dermer Harry & Mary P Dermer Jts	12300 S W Silverwood Ave	Port Saint Lucie FL 34987
Devillier Jacques K	269 Commercial St # 2E	Portland ME 04101
Dictar Associates Ii	470 Fore St Ste 400	Portland ME 04101
Douty Brothers	10 Portland Fish Pier	Portland ME 04101
East Coast Construction And Consulting Llc	Po Box 4902	Portland ME 04112
F & H Realty Partnership	Po Box 4177	Portland ME 04101
Five South Street Llc	5 South St	Portland ME 04101
Flaherty Christopher F	Psc 851 Box 490	Fpo AE 09834
Foley Ronald G Vn Vet	37 Pleasant St # 4	Portland ME 04101
Foster Anthony W	269 Commercial St # 5F	Portland ME 04101
Freedom Fish Llc	450 Commercial St	Portland ME 04101
Giobbi Archie S & Matilda M Jts	1184 Washington Ave	Portland ME 04103
Giobbi Carlo A Jr & Stoja Petrovic	14 Pleasant St 2Nd Floor	Portland ME 04101
Gosselin Eugene D & Diane H Gosselin Jts	269 Commercial St # 2A	Portland ME 04101

Abutters within 500 feet of 1 Center Street Project

Name	Address	
Haas John E & Jill E Haas Jts	37 Pleasant St # 6	Portland ME 04101
Hanson Anja-Britt & Derek S Pierce Jts	9 South St	Portland ME 04101
Hanson June Andrea	Po Box 206	Bath ME 04530
Harbor Plaza Associates Ii	470 Fore St Ste 400	Portland ME 04101
Harte Christopher M	327 Congress Ave Ste 200	Austin TX 78701
Higonnet Camille	7 Maple St # 602	Portland ME 04101
Houle Ronald J & Ann M Foster Jts	2 Middle St	Amherst NH 03031
Hudon Wilfred R	P.O.Box 718	Wells ME 04090
Jbb Hospitality I Llc	15 Main St Ste 210	Freeport ME 04032
Jkc Llc	267 Warren Ave	Portland ME 04103
Jr Seely Company Llc	24 Christopher Toppi Dr	South Portland ME 04106
Kimble Ellen Sue	269 Commercial St # 4D	Portland ME 04101
Kroon Thomas J & Marianne M Kroon Trustees	7 Maple St # 9	Portland ME 04101
Kruithoff Catherine H & Wayne A Kruitoff Trustee	7 Maple St # 7	Portland ME 04101
Levine Robert A & Vilean A Taggersell Jts	395 Spring St	Portland ME 04102
Levin-Martin Mindy F & Roger L Martin Jts	7 Maple St # 604	Portland ME 04101
Lowry Kate	8 Bowdoin Dr	Falmouth ME 04105
Maine Business Services Inc	70 Center St Unit Go8	Portland ME 04101
Mcdevitt John J Iv	269 Commercial St # 4C	Portland ME 04101
Mckenzie Anne-Marie & Steven E Patch Jts	6 Serendipity Ln	North Yarmouth ME 04097
Mckersie Family Llc	Po Box 7489	Portland ME 04112
Mh & Rb Llc	100 Commercial St	Portland ME 04101
Mitchell John D The Staples School	70 Center St	Portland ME 04101
Muehle Brenna L	269 Commercial St # 5D	Portland ME 04101
Norchi Charles H	236 Commercial St # 3C	Portland ME 04101
North River Iv Llc	224 12Th Ave	New York NY 10001
Nsd 10-7 Maple Llc	819 Gatemore Rd	Bryn Mawr PA 19010
Null	Null	Null NULL Null
Picture Island Inc	Po Box 15148	Portland ME 04112
Piper John M & Rebecca A Wei Jts	7 Maple St # 12	Portland ME 04101
Poe Maxwell	269 Commercal St # 2B	Portland ME 04101
Prestige World-Wide Partners Llc	17 South St 3Rd Floor	Portland ME 04101
Proprietors Of Union Wharf	36 Union Wharf	Portland ME 04101
Ps One Realty Llc	One City Center 4Th Floor	Portland ME 04101
Reiter Lauren J & Neil A Reiter Jts	6 South St	Portland ME 04101
Rice Lee P	5224 Sunnydale Cir S	Sarasota FL 34233
Russo J Richard & Barbara Russo Jts	40 Pleasant St	Portland ME 04101
Schair-Cardona Erica & Ivan Dario Cardona Jts	Po Box 7235	Portland ME 04112
Schneider Paul	269 Commercial St # 2C	Portland ME 04101
Schwartz Donna L	85 Clinton St	Portland ME 04103
Seraichick Susan & Peter J Seraichick Jts	4133 N 35Th St	Phoenix AZ 85018
Sernoffsky Susan	269 Commercial St # 4A	Portland ME 04101
Simark Acquisitions Llc	600 N Fairbanks Ct # 1807	Chicago IL 60611
Slm Properties Inc	2 Union St	Portland ME 04101
South Street Partners 2 Llc	17 South St	Portland ME 04101
Steele Daniel L	Po Box 15148	Portland ME 04112
Tamaki Associates Llc	Po Box 924	Portland ME 04101
Tarbox Jeffery H	269 Commercial St # 5B	Portland ME 04101

Abutters within 500 feet of 1 Center Street Project

Name	Address	
Taylor-Chiarello Robin	Po Box 216	Center Lovell ME 04016
Tiqa Legacy Llc	26 Deer Acres Rd	Raymond ME 04071
Tucker Harold W Iii	41 Mallett Dr	Topsham ME 04086
Vessell Services Inc	Portland Fish Pier	Portland ME 04101
Waterfront Maine	14 Maine St	Brunswick ME 04011
Waterfront Maine Bt Llc	224 12Th Ave	New York NY 10001
Watson Michael P & Sharon S Watson Trustees	236 Cushing Rd	Newmarket NH 03857
Weatherford Claudine & Timothy S Wyant Trustees	130 Central Ave	Peaks Island ME 04108
Wong Rocket & Lilliana M Acuna Jts	269 Commercial St # 4F	Portland ME 04101
Woods Mary A & Stephen R Woods Trustees	10 Arborside Dr	Falmouth ME 04105
Wright-Ryan Real Estate Llc	10 Danforth St	Portland ME 04101

Interested Parties Noticed for 1 Center Street Project Neighborhood Meeting

First Name	Last Name	Company Name	Street Number	Street Name	City	State	Zip
Anthony	Donovan		27	Riverview Street	Portland	ME	04102
Barbara	Wood		125	Emery Street	Portland	ME	04102
Chris	Castelsky	Fairpoint Communications	521	East Morehead Street	Charlotte	NC	28202
David	Nowlin		215	Oxford Street	Portland	ME	04102
Deb	Keenan		28	Dorothy Street	Portland	ME	04103
Devon	Platte		26	North Street, #3	Portland	ME	04101
Edward	Suslovic	District 3	46	Kenwood Street	Portland	ME	04103
		Greater Portland Council of Governments	970	Baxter Blvd., 2nd Floor	Portland	ME	04103
Henry	Leclair		209	Range Road	Windham	ME	03087
Janice	Carpenter		9	W. Commonwealth Drive	Portland	ME	04103
Jennifer	Munson	City of Portland	389	Congress Street	Portland	ME	04101
Jesse	Thompson	Kaplan Thompson Architects	424	Fore Street	Portland	ME	04101
John	Leavitt	NE Regional Council of Carpenters	68	Bishop Street, Unit 1	Portland	ME	04103
Len	Anderson		543	Allen Avenue	Portland	ME	04103
Lynn	Clarkson		145	Marlborough Road	Portland	ME	04103
Mary	Griffity		6	E. Prom, Unit #2	Portland	ME	04103
Vahan	Tufankijan	Seaside Healthcare	850	Baxter Boulevard	Portland	ME	04103
Nancy	Bartlett			PO Box 7965	Portland	ME	04112
Pam	Burnside		64	Lester Drive	Portland	ME	04103
Paul	Dubois		1915	Congress Street	Portland	ME	04102
Peggy	Morin		66	Farnham Street	Portland	ME	04101
Philip	Haughey		1660	Soldiers Field Road	Boston	MA	02135
James	Sterling	Portland Society of Architects		PO Box 7305	Portland	ME	04112
Priscilla	LaVallee		190	US Route 1, Unit 2	Falmouth	ME	04105
Rebecca	Halla	Waste Management of Maine	2000	Forest Avenue	Portland	ME	04103
REP Benjamin	Dudley III	District 30	9	Ponce Street	Portland	ME	04101
REP Glenn	Cummings	District 37	24	Nevens Street	Portland	ME	04103
Robert	Hains		1369	Hilltop Drive	Naples	FL	34103-3318

COMMITMENT & INTEGRITY
DRIVE RESULTS

41 Hutchins Drive
Portland, Maine 04102
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T 800.426.4262
T 207.774.2112
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MEMORANDUM

TO: City of Portland Planning Department
FROM: Center Street Hotel Development Project Team
DATE: January 17, 2019 5:30pm
RE: Center Street Hotel Development Neighborhood Meeting Sign-in Sheet

---

Dear Neighbors,

Thank you for attending tonight's public Neighborhood Meeting in the Editorial Room of the Press Hotel, for the proposed Center Street Hotel project to be located at 1 Center Street in Portland, Maine. Please sign in below.

Thank you,
Center Street Hotel Development Project Team

Name	Email
Barry Sheff, W&C	BSHEFF@WOODARDCURRAN.COM
Megan McDevitt, W&C	MMCDEVITT@ " "
Bellina Reece, Fathom	breece@fathomcompanies.com
Marieke Thovmann, Fathom	mThovmann@fathomcompanies.com
Amy LeBel	ALEBEL@WOODARDCURRAN.COM
Jean Cummings	VCumming24@aol.com
Dan Jacques	DJACQUES@WATERFRONTME.COM
Hank Conklin	hcconklin@gmail.com
Carol Pierson	carolannpierson@icloud.com
CYRUS HAGGE	chagge@mac.com
Jim Brady	jameshbrady@gmail.com
James Palmer	jpalmer@yarrildams.com
Rocket Wong	Rocket_Wong@Hotmail.com
Gerard Kiladjian	gkz.ladjian@harthotels.com
Charles X Zacchi	Charles.Zacchi@Maine.edu
Michael Chestnutt	mchestnutt@cornellstone.com

WOODARD &CURRAN

Center Street Hotel Development Project
Neighborhood Meeting Sign-In Sheet

Name	Email
D. Bridges	
Jeff Grinvalsky	jgrinvalsky@mercc.org

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DRIVE RESULTS

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MEETING NOTES

To: City of Portland Planning Department

From: Megan McDevitt, PE (Woodard & Curran) on behalf of Fathom CC, LLC

Date: January 22, 2019

SUBJECT: Center Street Hotel Neighborhood Meeting

A neighborhood meeting was held on January 17, 2019 in the Editorial Room at the Press Hotel, 119 Exchange Street, Portland, ME at 5:30pm. Per the sign in sheets, the meeting was attended by 12 "abutters" or interested members of the public, along with 6 members of the project team. The meeting sign in sheets are attached to these minutes along with a copy of the PowerPoint presentation presented at the meeting, a signed Neighborhood Meeting Certification form and a copy of the notice letter and mailing lists. Project team members that were present at the meeting are as follows:

Project Team Members:

- Jim Brady, Fathom CC, LLC
- Marieke Thormann, Fathom CC, LLC
- Bettina Reece, Fathom CC, LLC
- Megan McDevitt, Woodard & Curran, Inc.
- Barry Sheff, Woodard & Curran, Inc.
- Amy LeBel, Woodard & Curran, Inc.

The meeting began promptly at 5:30pm and I provided an introduction to the attendees; I reviewed the agenda and intent of the meeting, and introduced Fathom CC, LLC team members that were in attendance. I then gave the neighborhood meeting presentation. The PowerPoint (as attached) addressed the following:

- **Project Location** – at the intersection of Center and Commercial Streets.
- **Project Description** – boutique six-story hotel with 135 rooms with restaurant and bar.
- **Site and Landscaping Features** – new sidewalks with new street trees, lighting and bike racks along Commercial and Center St frontages; all required building utility services; service access drive on North River (abutter property), land-side of Richardson Wharf property; and green roof/patio over second floor on hotel north side for stormwater treatment and aesthetic purpose.
- **Zoning and Planning Considerations** – B-3 Zone standards with max 5' property line setback and max 65' height limit, no requests for Zoning waivers sought; Pedestrian Activity District specifies uses along Commercial and Center St frontages; working through architectural review with City's HP Board for Old Port HP District Certificate of Appropriateness; Level III Site Plan application submitted and Workshop #1 scheduled for Feb 12.
- **Architecture and Neighborhood Context** – This portion of the presentation included a brief review of hotel elevations and renderings (as recently presented to HP Board) to illustrate the proposed project in relationship to the Richardson Wharf and Baxter Davis Block buildings.
- **Next Steps** – At the PowerPoint presentation's completion, I noted that the next steps would be to hear feedback from attendees and in preparation for our Feb 12 Planning Board Workshop.

Upon conclusion of the PowerPoint presentation, additional questions were received from attendees and recorded by Barry Sheff (Woodard & Curran). A summary of the questions and responses offered by the Fathom CC, LLC team during the meeting is below.

Comments/Questions & Responses

Question: **Service access road location, and relationship to Richardson Wharf building**
Response: Described its location on the north side of the hotel, extending to Cross Street and anticipated to be single-lane width of pavement. The service access will be over an easement negotiated with the adjacent landowner (North River, LLC) and NOT on Richardson Wharf building property but adjacent to.

Question: **Concern for the location of driveway and relationship to Richardson Wharf, and impact to condo owners on rear of building (noise, appearance, light intrusion).**
Response: Expressed understanding for the issues pertaining to noise and traffic, and particularly given hotel user experience in rooms on access road side of the hotel; plan to maintain the access neat and clean manner, and meet City Ordinance and Standards for lighting (cut-off fixtures with no light trespass).

Question: **Other access roads locations.**
Response: Described the limited opportunities for providing service to the hotel; desire to maintain hotel entrance on Center Street to reduce impacts to parking on Commercial St and goal of not introducing additional service vehicles to Commercial Street, as well as the need for Center and Commercial Street frontage to meet PAD requirements.

Question: **Where will dumpsters be located.**
Response: Shared that we were still assessing provisions including size of solid waste and recycling containers, however they were likely to be located on the north side of the building (potentially inside the hotel) and serviced by the access drive.

Question: **What access will be provided to the hotel from the Portland Square Redevelopment future plaza?**
Response: Described that neither the Portland Square plaza nor the stairs on the Richardson Wharf building side of the hotel are part of this project, however we are not planning to provide access to the hotel from the plaza at this time.

Question: **How far apart are the proposed hotel and the Richardson Wharf building**
Response: Responded that the buildings will be maybe 30 - 40' apart.

Question: **How wide are the stairs, on the Richardson Wharf building side of the hotel.**
Response: Jim Brady responded that he understood they may be 12' + wide, and clarified the stairs were not part of the hotel project.

Question: **Will the Richardson Wharf loses its parallel parking?**
Response: On the Center Street side of Richardson Wharf building, the pavement edge roughly follows the property line, approximately 12' off the building. The hotel will be separated from the building by a roughly 18' wide strip of land to be retained by North River, LLC; the hotel will not impact parking on the Center Street side of the building. The stair being considered as part of the Portland Square Redevelopment within that 18' strip of land may however impact

those parallel parking spaces, depending upon the width of the stairs and proximity to the shared property line.

Question: **Parking/access for the hotel**
Response: Primary hotel access for guests and patrons will be on Center Street. Valet service will be offered to guests and patrons, and self-parking will also be an option.

Question: **# of Displaced parking spaces and what happens**
Response: Fathom CC, LLC is purchasing the land for the hotel from North River, LLC, on which more than 50 parking spaces currently exist. North River, LLC has tenant parking demand that it will be working to resolve with its tenants; Fathom CC, LLC will have obligations through the Site Plan approval process to provide the required parking for the hotel. Per City Land Use Ordinance, we are required to provide 64 total spaces for the hotel and Fathom CC, LLC has in its Purchase & Sale Agreement the rights to up to 75 spaces, to be provided by North River, LLC.

Question: **When will the abutters know about know about trash and service lane usage**
Response: We are currently working to understand the logistics of trash removal and how the service lane will be used. We anticipate being able to share more during the Planning Board Workshop on Feb 12.

Question: **What about the plaza and incongruities with service access usage**
Response: The plaza is not part of the Fathom CC, LLC hotel proposal however we understand the concerns relating to this given the guest rooms that will be on the service access side of the hotel. The options to service the hotel are limited given the desire not to have access off of or short-term service parking within Commercial Street; Cross Street seemed the ideal location for a service driveway.

Question: **Lighting on the hotel that might impact Richardson Wharf, including lighting of the stairs, service access**
Response: Fathom CC, LLC has recently hired a lighting consultant for the project. We are also familiar with and know the City's Ordinances and Standards relative to lighting, which does not allow for light trespass beyond our property line. The project will be designed to meet these Ordinances and Standards.

The Neighborhood Meeting officially concluded at approximately 5:45 PM, with some attendees remaining to talk with the Fathom CC, LLC team until 6:00pm .

1 Center Street Hotel

Neighborhood Meeting Presentation
Thursday, January 17, 2019

Level III Site Plan Applicant: Fathom Companies

Woodard & Curran: Site Design & Permitting

HKS, Inc: Architecture

Carroll Associates: Landscape Architecture

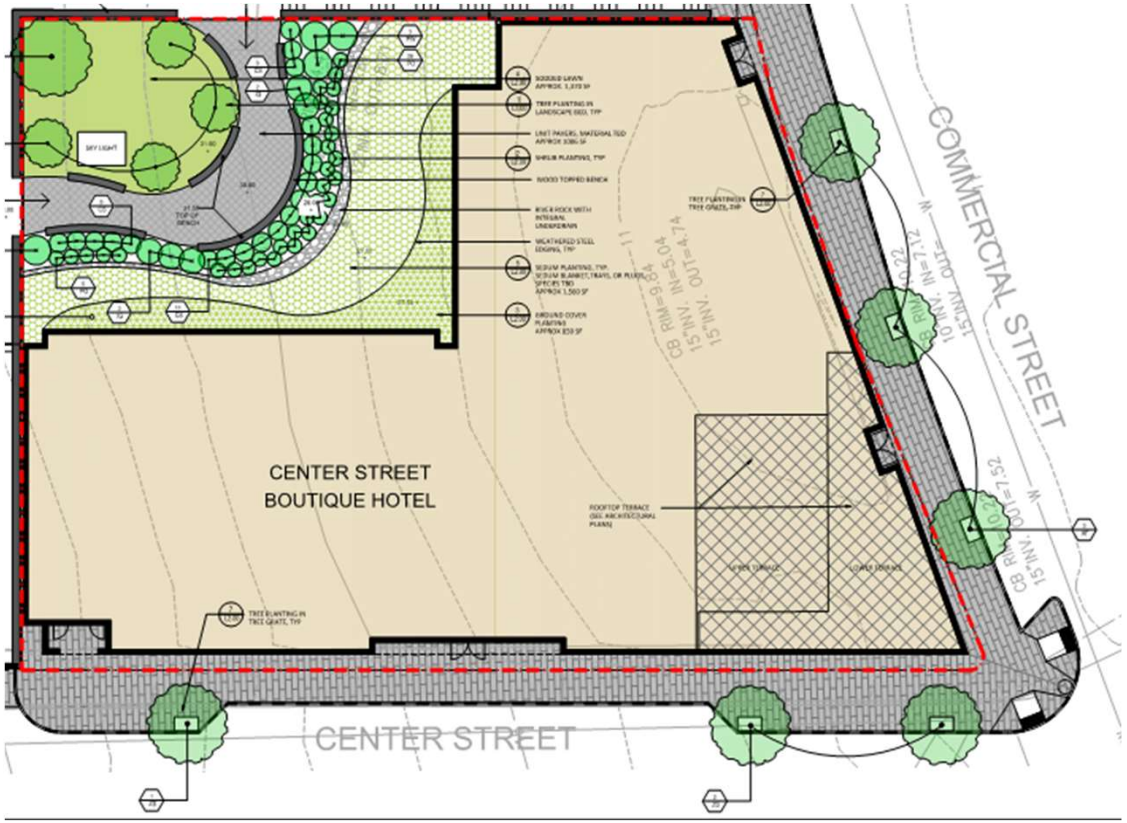
Center Street Hotel – Project Location

Center Street Hotel – Project Description

- Boutique Hotel
  - 135 Rooms
  - 6 Stories
  - Ground-Floor Restaurant & Bar
  - Rooftop Bar & Terrace
  - Valet Drop-Off with Off-Site Parking

Center Street Hotel – Site & Landscaping

- Site Improvements
  - Sidewalk with Street Trees and Lighting
  - Building Utilities (Water, Sewer, Electric, Gas)
  - Rear Service Driveway via Cross Street
  - Second-Level Roof Garden



Center Street Hotel – Zoning & Planning

- **B-3 Zone**
  - Maximum Setback from Property Line – 5 feet
  - Maximum Building Height – 65 feet
- **Pedestrian Activity District Overlay Zone**
  - Utilize at Least 75% of Street-Level Frontage on Commercial Street and 50% of Street-Level Frontage on Center Street
- **Historic Preservation District – The Old Port**
  - Currently Under Review by Historic Preservation Board for Certificate of Appropriateness
- **Level III Site Plan**
  - Workshop with Planning Board on February 12th

Center Street Hotel – View from Commercial St.

Center Street Hotel – View from Center St.

Center Street Hotel – Neighborhood Context

Center Street Hotel – Neighborhood Context

THANK YOU!

QUESTIONS?

WOODARD &CURRAN

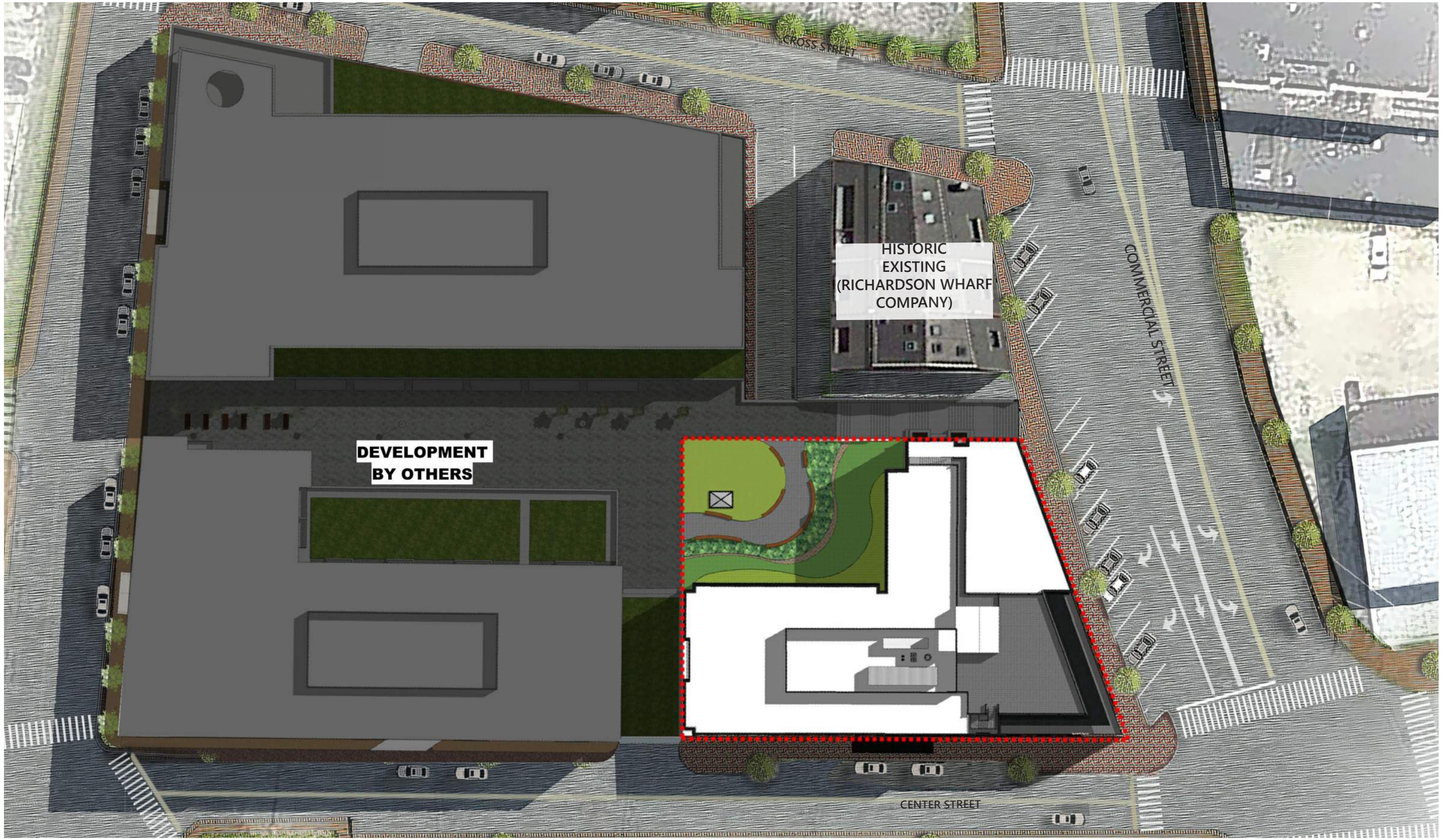
HISTORIC PRESERVATION - WORKSHOP THREE

CENTER STREET

BOUTIQUE HOTEL

02.06.2019

Fathom COMPANIES HKS HOSPITALITY GROUP



CENTER STREET HOTEL
PORTLAND, MAINE

HISTORIC PRESERVATION
06 FEBRUARY 2019
HKS # 22302.000

Fathom COMPANIES | HKS HOSPITALITY GROUP

SCALE: NTS

A1.01

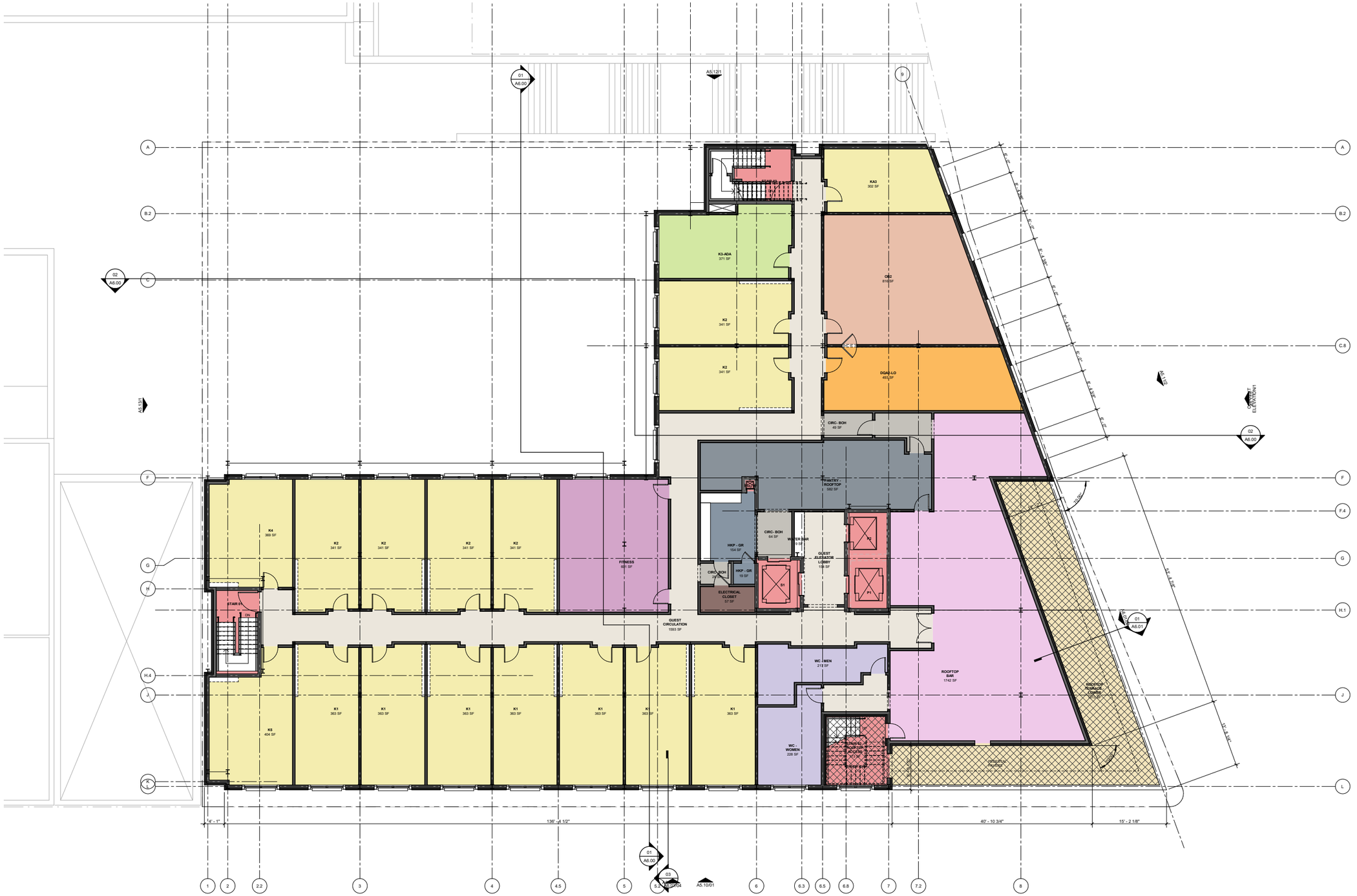
Fathom HKS

HISTORIC PRESERVATION
02.06.2019

LEVEL 01 - STREET LEVEL
SCALE NTS

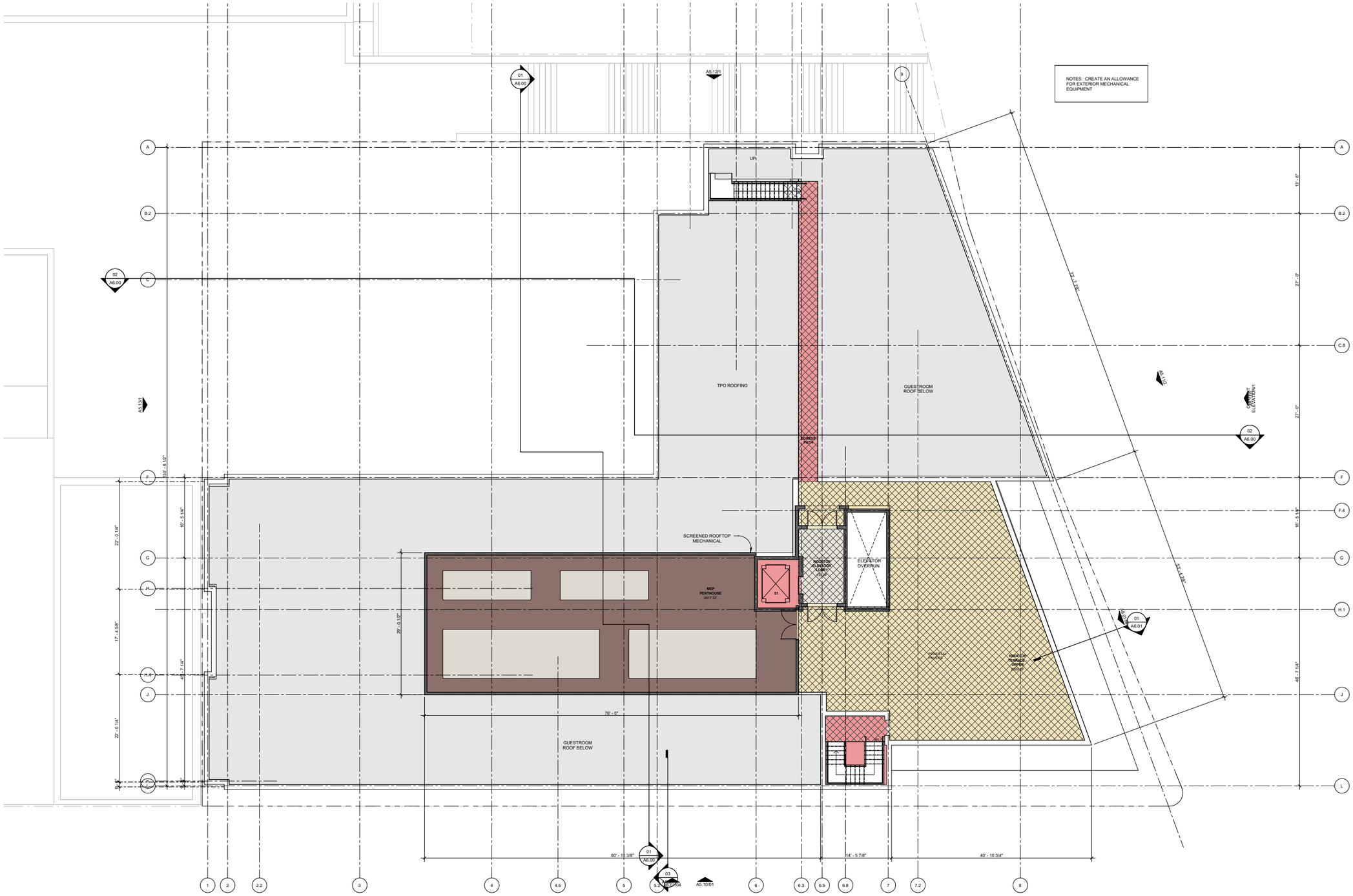
LEVEL 02, 03, 04 & 05

SCALE NTS



LEVEL 06 - ROOFTOP BAR & GUESTROOMS

SCALE NTS



LEVEL 07 - ROOFTOP TERRACE

SCALE NTS

REFERENCE IMAGERY

Fathom COMPANIES HKS HOSPITALITY GROUP

SITE PHOTOS

IN THE VICINITY

E

D

HISTORIC
EXISTING
(RICHARDSON
WHARF
COMPANY)

EXISTING
PARKING LOT

SITE

B

A

HISTORIC
EXISTING
(BAXTER DAVIS BLOCK)

C

CENTER STREET HOTEL
PORTLAND, MAINE

HISTORIC PRESERVATION
06 FEBRUARY 2019
HKS # 22302.000

Fathom COMPANIES | HKS HOSPITALITY GROUP

SITE VIEW LOCATIONS

SITE PHOTOS

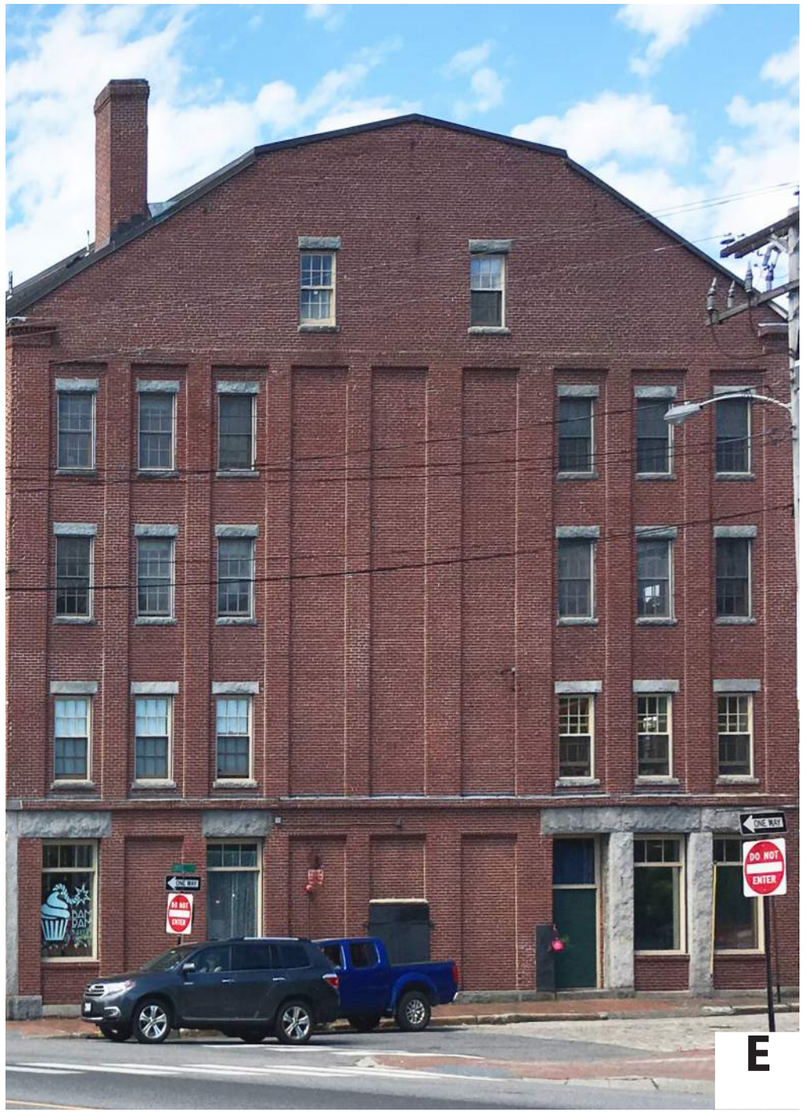
SITE & ADJACENT BUILDINGS

A

B

C

D



E

RENDERINGS + ELEVATION

COMMERCIAL STREET

Fathom COMPANIES HKS | HOSPITALITY GROUP

C O.
CROCKERY

hotel
FRUIT PRODUCE

hotel

COMMERCIAL ST. ELEVATION

RENDERINGS + ELEVATION

CENTER STREET

Fathom COMPANIES HKS | HOSPITALITY GROUP

UPDATED VISION FOR WORKSHOP 03

hotel
hotel
PORTLAND | OLD PORT

hotel
hotel

CENTER ST. ELEVATION

OVERALL VIEWS + DETAILS

Fathom COMPANIES HKS | HOSPITALITY GROUP

UPDATED VISION FOR WORKSHOP 03

TYPICAL CONDITIONS ALONG COMMERCIAL STREET

TYPICAL CONDITIONS ALONG CENTER STREET

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

AMF-01 HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM
CUSTOM COLOR TO MATCH ARCH SAMPLE (BLACK)

AMF-02 NOT USED

AMF-03 EXTERIOR ALUMINUM FINS
CUSTOM COLOR TO MATCH ARCH SAMPLE

AMF-04 EXTERIOR ALUMINUM CEILING/SOFFIT
CUSTOM COLOR TO MATCH ARCH SAMPLE

AMF-11 HIGH PERFORMANCE COATING FOR A.E.S.S -
COLOR (DARK TO MATCH AMF-02)

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.S - 01 ARCHITECTURAL EXPOSED STRUCTURAL STEEL (AMF-11)

BRICK MASONRY VENEER SYSTEM - BK

BK-01 BRICK MASONRY VENEER - MAIN

BK-02 BRICK MASONRY VENEER - ACCENT

MODULAR METAL WALL PANEL - MMP

MMP-01 MODULAR METAL WALL PANEL SYSTEM (AMF-01)

MMP-02 NOT USED

CAST STONE SYSTEM - CS

CS-01 CAST STONE SYSTEM

STONE MASONRY VENEER - ST

ST-01 XXX - TBD

EXTERIOR GLAZING - GL

GL-01V 1" INSULATED VISION GLASS

GL-01S 1" INSULATED SPANDREL GLASS

GL-02V 1" INSULATED VISION GLASS

GL-02S 1" INSULATED SPANDREL GLASS

GLAZED ALUMINUM FRAMING SYSTEMS - GAFS

GAFS-01 PUNCHED WINDOW WALL SYSTEM
4-SIDE CAPTURED GLAZED GLASS
FINISH: AMF-02

GAFS-02 PUNCHED WINDOW WALL SYSTEM
4-SIDE CAPTURED GLAZED GLASS
FINISH: AMF-02

GAFS-03 WINDOW WALL SYSTEM
4-SIDE CAPTURED GLAZED GLASS
FINISH: AMF-03
SLAB EDGE COVER FINISH: AMF-03

LOUVER WALL SYSTEM - LVR

LVR-01 CONTINUOUS HORIZONTAL LOUVER
BASIS OF DESIGN: C/S RS-7705
FINISH: REFER TO LOUVER SCHEDULE

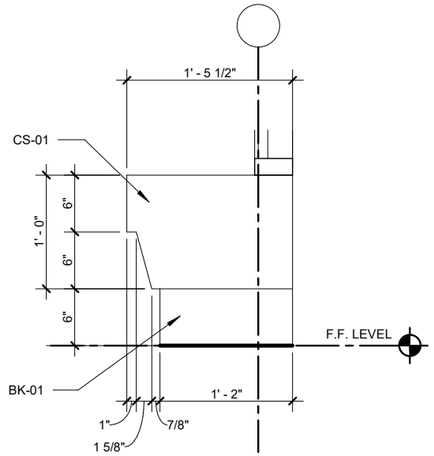
ROOF SYSTEMS

ROOF
TYPE-01 SINGLE PLY TPO MEMBRANE ROOFING SYSTEM R-XXX MIN

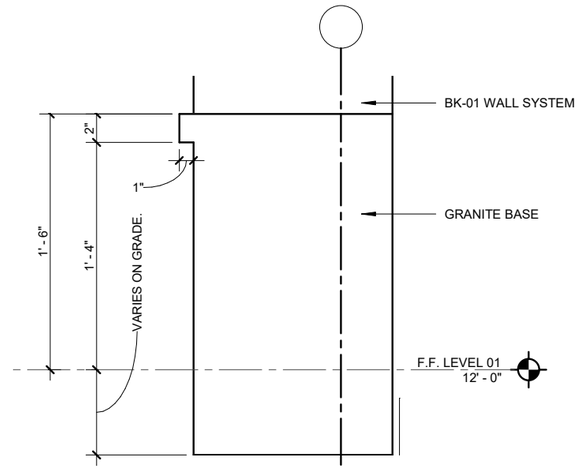
SKY-01 OVERHEAD GLAZING SKYLIGHT
BASIS OF DESIGN: KAWNEER NORTH AMERICA; AN ALCOA
COMPANY....O'KEEFFE'S INC.....OLDCASTLE BUILDINGENVELOPE

ORNAMENTAL METAL RAILING - OMR

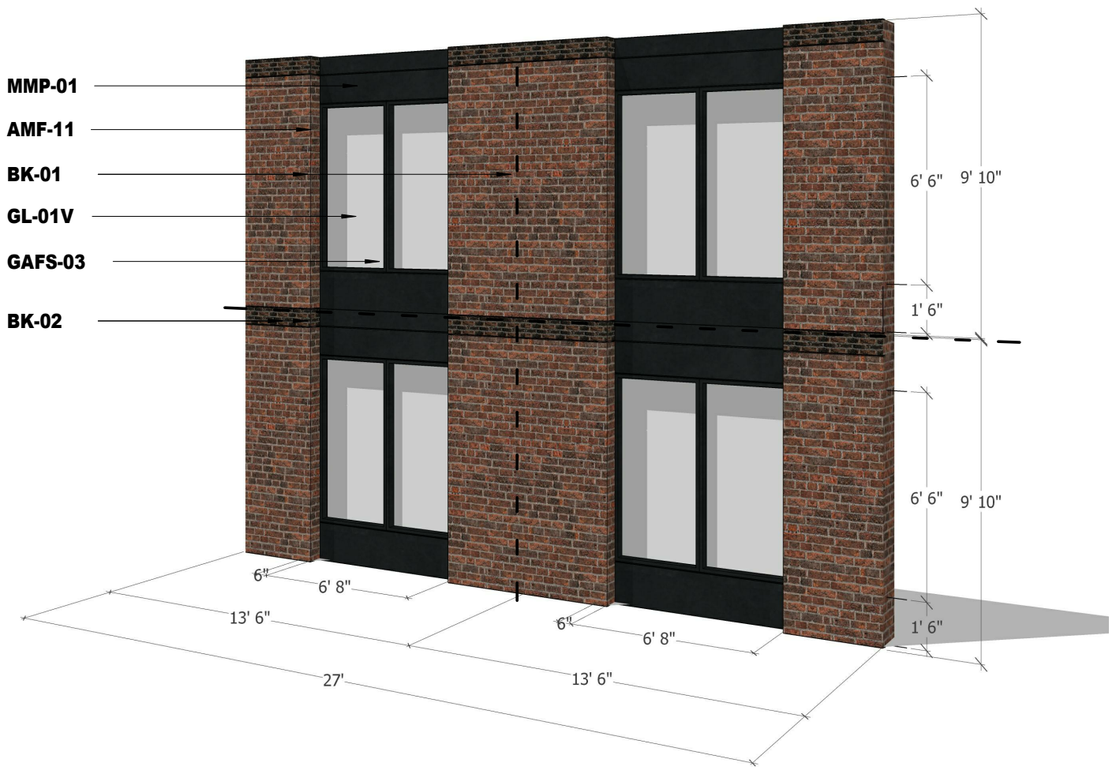
OMR-01 ORNAMENTAL METAL RAILING SYSTEM



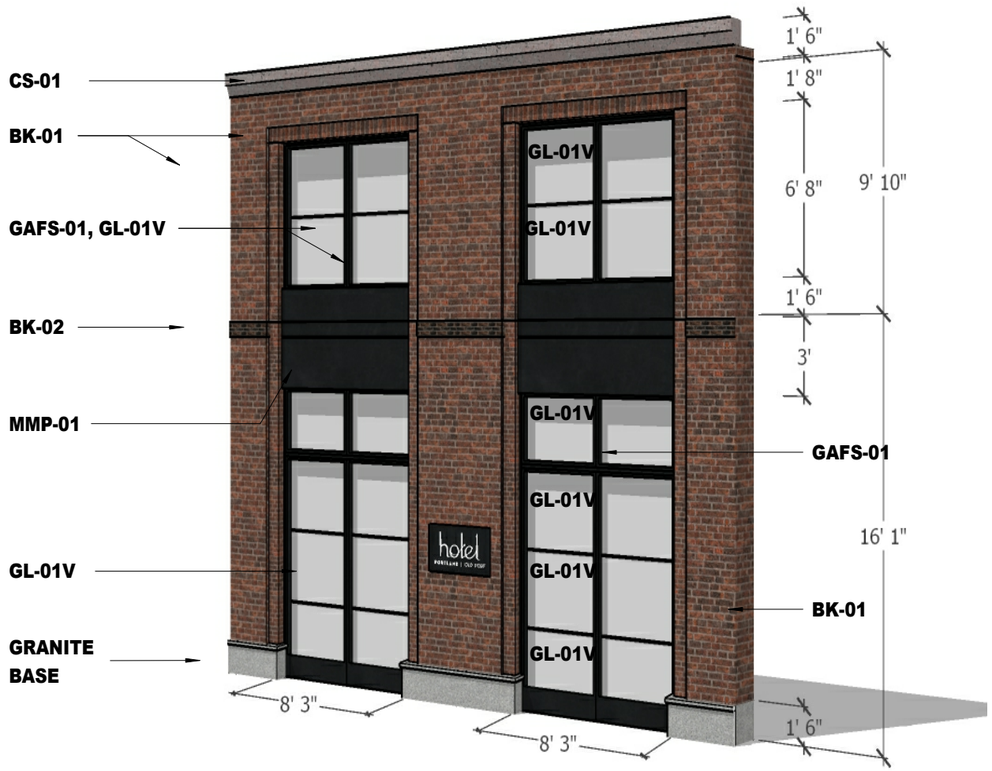
CORNICE DETAIL



GRANITE BASE DETAIL

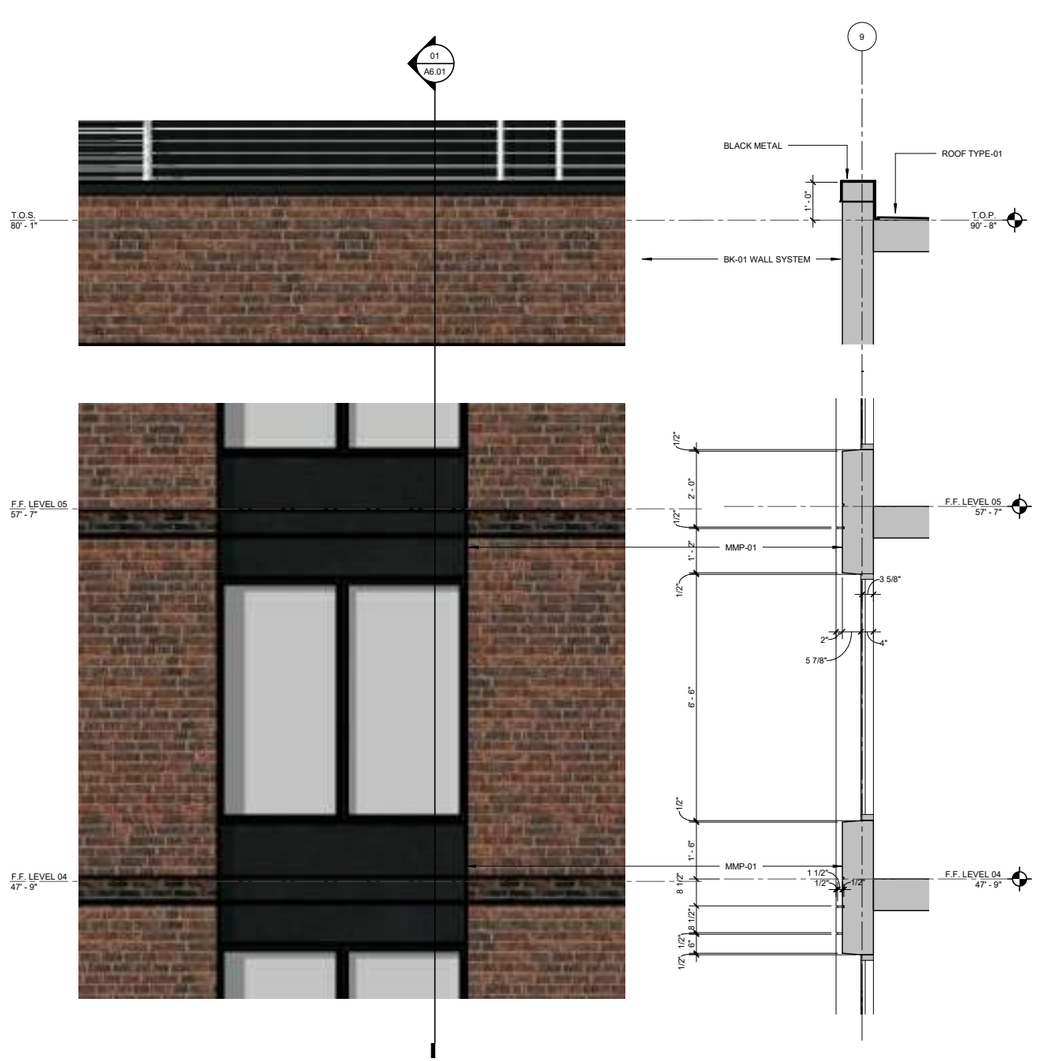


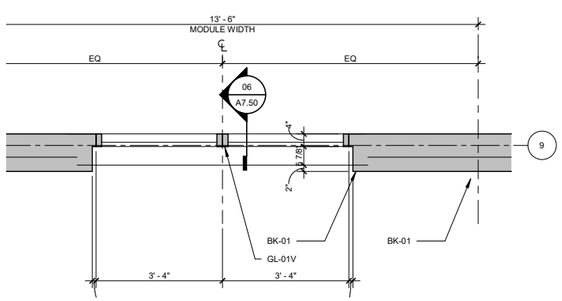
SKIN SYSTEM 02
BRICK MASONRY



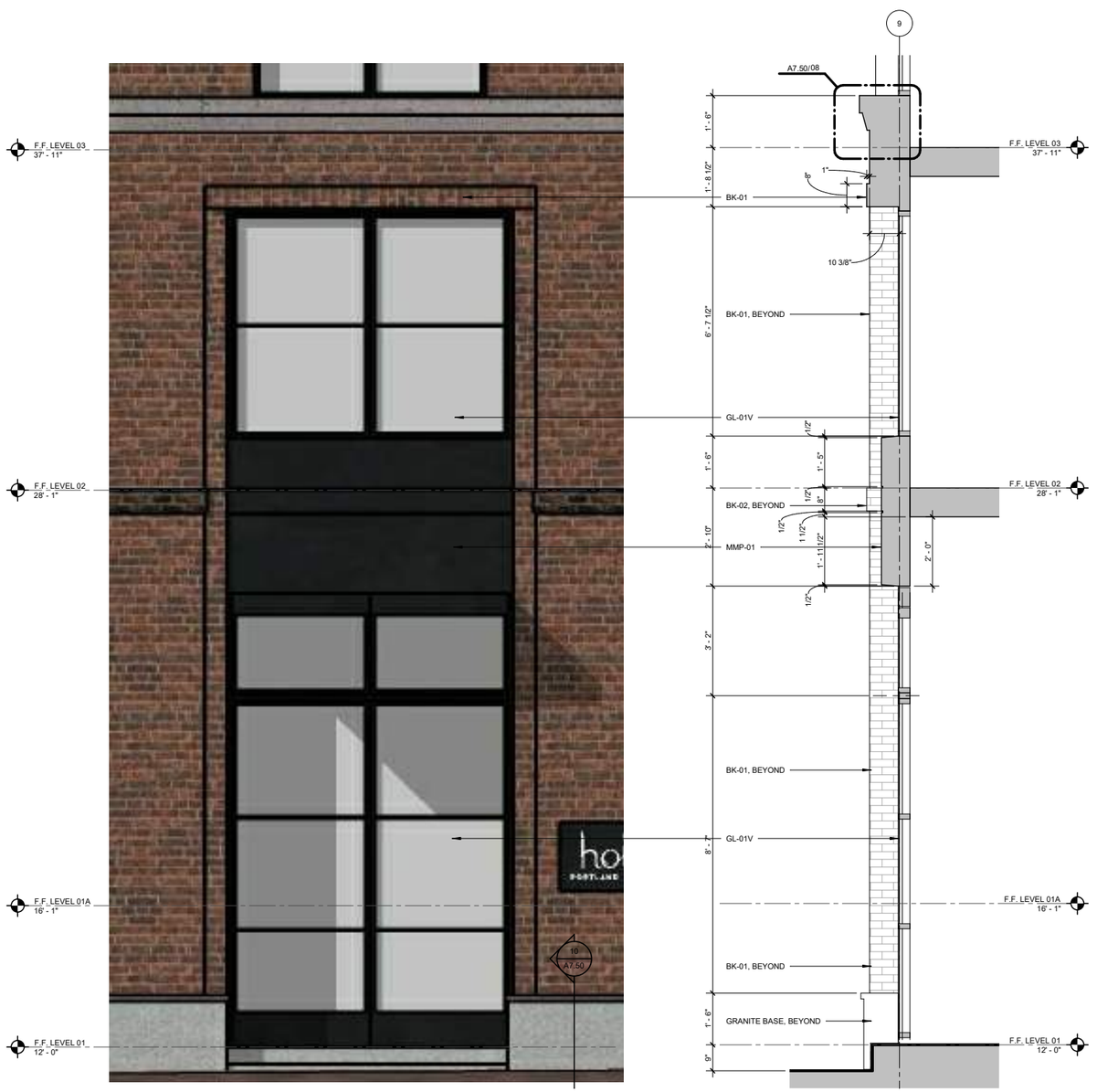
SKIN SYSTEM 01
BRICK MASONRY

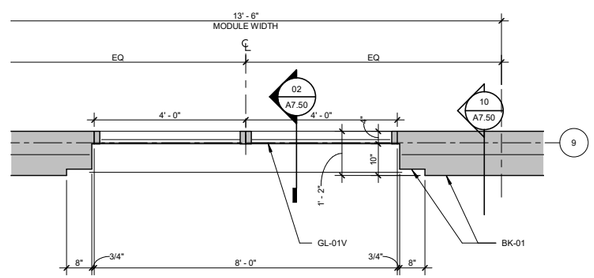
SCALE NTS





PROFILE SECTION & PLAN THROUGH ABOVE LEVEL 03 SYSTEM





PROFILE SECTION & PLAN THROUGH BASE

SCALE NTS

HISTORIC CONTEXT - PALETTE

BAXTER DAVIS BLOCK

CENTER STREET
BOUTIQUE HOTEL

RICHARDSON WHARF
COMPANY

HISTORIC CONTEXT - ADJACENT BUILDING RELATIONSHIPS

BAXTER DAVIS BLOCK

CENTER STREET
BOUTIQUE HOTEL

RICHARDSON WHARF
COMPANY

COMMERCIAL ST. FACADE STRATEGIES - HISTORIC CONTEXT

THANK YOU

Fathom COMPANIES HKS HOSPITALITY GROUP

8. CONSTRUCTION MANAGEMENT PLAN

The proposed development will be constructed in a single phase. On-site work for this project is anticipated to begin in late Fall 2019. Construction activities will be closely coordinated with the adjacent Portland Square development. All erosion and sediment control measures will be installed prior to any soil disturbance. Enclosed please find a draft of the detailed construction management plan. A Logistics Plan has been attached to this Section, which notes the sequence and layout for construction activities.

8.1 CONSTRUCTION ACCESS & TRAFFIC

All pavement areas impacted by construction will be repaved, resurfaced with brick sidewalk, or stabilized with landscaping. Traffic impacts to Commercial Street and Center Street during construction will be minimized to the greatest extent possible. Maintenance of access to adjacent properties will be a priority during this project. A draft construction management plan prepared by Wright-Ryan is attached and shows project sequence as well as methods for maintaining access and connectivity for the duration of the project. Work affecting circulation, i.e. underground utility work, grading, and drainage will be conducted during low traffic seasons to reduce impacts to circulation.

8.2 PEDESTRIAN CONTROL

The Contractor will be required to provide adequate safety fencing and signage directing pedestrians safely around the construction area. The Contractor's construction management plan outlines proposed pedestrian control measures.

8.3 ATTACHMENTS

- Draft Construction Management Plan
- Logistics Plan

Construction Management Plan

[Wright-Ryan Construction – Center Street Hotel]

The following is the Construction Management Plan for the Center Street Hotel building located at the intersection of Center Street and Commercial Street in Portland, Maine. This building will be a new 135 key, six story hotel.

Due to the compact urban site and the possibility of construction happening in the adjacent lots on Fore Street, we are proposing this Construction Management Plan with ample room for laydown and logistics.

A. Construction Management Principles

All phases of the proposed Construction Management Plan are configured to lessen the impact of the construction activities on Center and Commercial Streets, abutters, and the surrounding neighborhood. Below is a list of control measures being taken:

- A temporary construction site fence will be used to control pedestrian and vehicle access to the site for the safety of pedestrians and workers alike. The temporary fence will remain during all phases of construction management. Signage will be utilized to inform pedestrians to cross the street as the sidewalk will be closed during the construction of this building.
- Traffic control during this project will be crucial.
    - We are assuming that we will enclose the sidewalk, diagonal parking spaces (approximately 13 spaces) and the right turn only lane on the project side of Commercial Street. This area will be used for laydown, job trailer, dumpsters and the crane during the erection of the building. The laydown area will be protected during construction to avoid damaging the pavement on Commercial Street which is in a 5 year moratorium.
    - We are assuming that we will enclose the sidewalk, parallel parking spaces (approximately 10 spaces), and one traffic lane on the project side of Center Street. During the construction of this project, Center Street will be a one-way road with traffic traveling Southeast.
    - Signage will be used to control vehicular traffic as well as pedestrian traffic. There will be signs on Commercial Street alerting pedestrians that the sidewalk is closed, and they will need to cross the street. There will also be signs on Commercial Street alerting drivers that there will be no turning onto Center Street from Commercial Street during construction of this project. On Center Street, there will be signage alerting drivers to the construction project and also alerting pedestrians that the sidewalk is closed, and they will need to cross.

B. Development Review of Construction Management Plan

Wright-Ryan will submit this construction management plan which outlines the logistics and safety measures being taken to protect the city and its residents as well as the workers during construction of this building.

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

1. **Street Opening Permit:** A street opening permit will be needed for the hook up of domestic water, sprinkler, sanitary, storm water, electrical, and gas. These will happen on Center Street. Please refer to the plan for specific locations and durations.
2. **Street Occupancy Permit:** Street occupancy permits will be needed for the occupation of parking spaces and traffic lanes on both Commercial Street (right turn only lane) and Center Street (Northwest bound traffic lane) for the duration of this project.
3. **Blasting:** Blasting is not anticipated for this project.

D. Construction Administration and Communication

Wright-Ryan Construction will work diligently to ensure that communication with all parties involved is paramount. We intend to assist the developer in conversations with abutters before and during construction to inform them of the work that is happening and make sure that they are being affected as little as possible during the construction of this building. We will also provide construction signage with the contact information of our company so we can be contacted should any issues arise. For city use, we propose the following contact persons for this project:

1. Project Manager: Assignment Pending Start Date
2. Project Superintendent: Assignment Pending Start Date

Note: These are subject to change based on Wright-Ryan personnel availability, but the final construction management plan will be up to date with the actual persons of contact. Also, until this project reaches the construction phase, contact should be limited to the Wright-Ryan Preconstruction Department which can be reached at 207-773-3625.

E. Construction Schedule

1. The preliminary timeline for this project is as follows:
   a. Proposed Construction Start: October 1, 2019
   b. Proposed Final Completion: Certificate of Occupancy Mid-March 2021
2. Hours of construction are currently foreseen as being limited to 7:00am to 5:00pm, Monday-Friday.
3. Extended hours or night work are not foreseen at this time, but the city will be notified if these are required at any point during construction.
4. Material deliveries will take place from Center Street, Commercial Street and Cross Street depending on location of the crane and materials being delivered. Each of these streets will have access gates in the temporary construction fence which will allow delivery drivers to drive onto the site for deliveries which will minimize impact on active traffic in the streets.

F. Security & Public Safety

1. The construction management plan drawings show where temporary construction fences will be located during construction of this building. These fences will both secure the site as well as protect pedestrians from the construction equipment and work.
2. This construction project will be operated in accordance with all OSHA regulations.

3. A Fire Safety Program will be developed and adhered to during construction of this building.

G. Construction Permitting and Traffic Control Plans

1. Construction Activity in Public Streets: Construction activity in public streets will have traffic control in place during working hours. This includes for any open excavations or construction equipment/vehicles temporarily parked on the side of the road. If open excavations will be left overnight, these excavations will be covered with steel plates and signage will alert drivers and pedestrians of the work.

2. Sewer: Sewer will need to be hooked up to city services for this project. Applicable street opening and work permits will be pulled prior to the start of this work.

3. Traffic Control Plans: See above for specific traffic control plans.

H. Site Management and Controls

This construction site will have dumpsters stored near the construction entrance on Center Street and will be changed out on a normal basis.

Noise will be confined to normal work hours. This noise will consist of normal vehicle traffic, a crane for erecting the building, and normal construction noises such as banging and the sounds of power tools. This should not disturb the surrounding neighborhood.

Wright-Ryan will be responsible for snow removal inside of the construction site and any closings of streets. We will rely on the city to plow all accessible public roads.

I. Erosion Control and Preservation of Trees

1. Erosion control measures and protection of trees is not foreseen for this site.
2. We will use sediment control measures to prevent dirt and dust from our site from flowing into storm drains during inclement weather or melting.

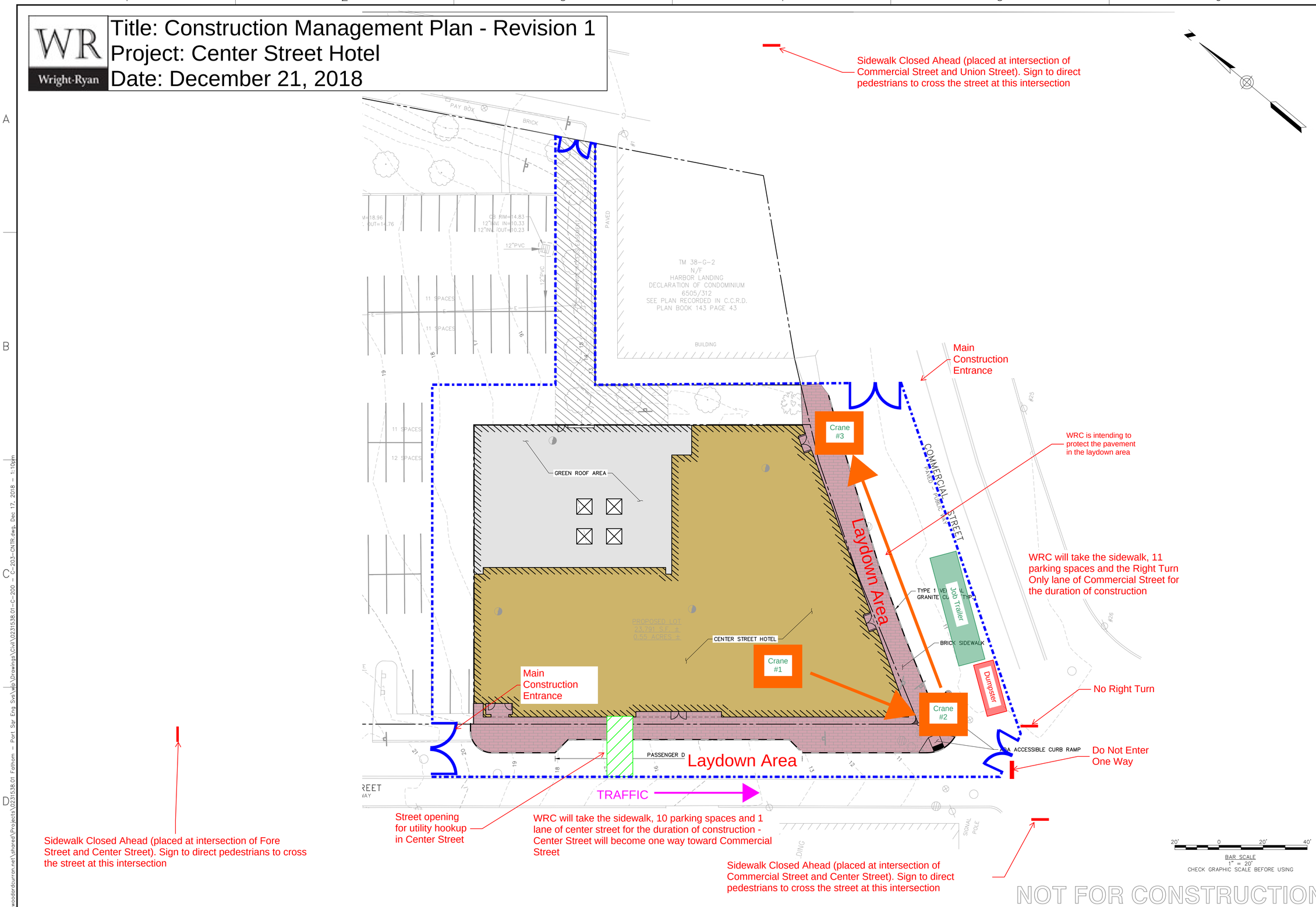
J. Construction Staging Area

Staging for vehicle overload will be confined to the Northwest bound lane of Center Street. Ideally, we will have enough space within the construction fence to handle vehicle overload. In the event we do not have the space, we will have construction vehicles stage on the Northwest bound lane of Center Street outside of our construction fence to the intersection with Fore Street.

K. Parking During Construction

1. Construction Parking: Parking will be made available on the site depending on where the crane is and where materials are being stored.
2. Truck Routes and Volumes: The expected truck route will be from Franklin Street, right onto Commercial Street until they reach our site. Our site superintendent will then direct them to one of our three entrances to deliver their materials. Truck volumes are not expected to exceed the norm for the area.

Title: Construction Management Plan - Revision 1
Project: Center Street Hotel
Date: December 21, 2018



22x34 SHEET
1:1

41 Hutchins Drive
Portland, Maine 04102
800.426.4262 | www.woodardcurran.com
COMMITMENT & INTEGRITY DRIVE RESULTS
WOODARD & CURRAN

REV	DESCRIPTION	DATE

DESIGNED BY: ANL
DRAWN BY: JBC
CHECKED BY: LJS
0231538.01-C-200 - C-20*.dwg

SITE PLAN

FATHOM CC, LLC
P.O. BOX 7486
PORTLAND, MAINE 04112-7486

PORTLAND SQUARE HOTEL

JOB NO.: 0231538.01
DATE: DECEMBER 2018
SCALE: 1" = 20'
SHEET: 2 OF 9

C-201

\\woodardcurran.net\shared\Projects\0231538.01 Fathom - Port Sqr Eng Svs\wip\Drawings\Civil\0231538.01-C-200 - C-203-CNTR.dwg, Dec 17, 2018 - 1:10pm

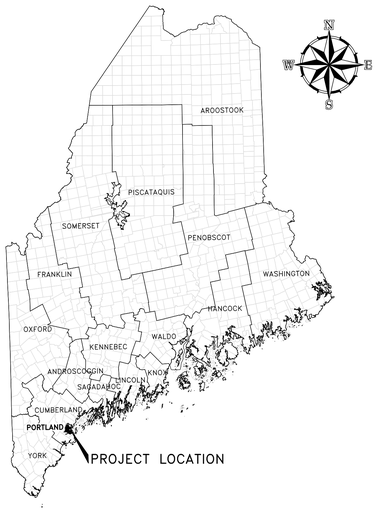
CENTER STREET BOUTIQUE HOTEL

FATHOM CC, LLC
P.O. BOX 7486
PORTLAND, MAINE 04112-7486

PERMIT SET - NOT FOR CONSTRUCTION

PROJECT NO. 0231538.01

12/21/2018



PROJECT LOCATION MAP

50 0 50 100
scale mile

WOODARD & CURRAN

41 Hutchins Drive | Portland, Maine 04102
800.426.4262 | www.woodardcurran.com

COMMITMENT & INTEGRITY DRIVE RESULTS

SOURCE: USGS TOPOGRAPHIC MAP

SITE LOCATION MAP

1/2 0 1/2 1
scale mile

2000 0 2000 4000
scale feet

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201- 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
EALAIN STUDIO.
408 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET
BOUTIQUE HOTEL
PORTLAND, MAINE

STATE OF MAINE
LAUREN JANE SWETT
12284
LICENSED
PROFESSIONAL ENGINEER
12/21/2018

THESE DOCUMENTS ARE PARTIALLY DEVELOPED FROM ARCHITECTURAL AND STRUCTURAL DRAWINGS PROVIDED BY OTHERS. ALL AS-BUILT CONDITIONS SHOULD BE FIELD VERIFIED.

INTERIM REVIEW ONLY
These documents are incomplete, and are released for interim review only and are not intended for regulatory approval, permit, or construction purposes.
Architect:
Arch. Reg. No.:
Date:

KEY PLAN
DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER

DATE
12/21/2018
ISSUE

SHEET TITLE
COVER SHEET

SHEET NO.
G1.01

PERMIT SET - NOT FOR CONSTRUCTION

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\\woodardcurran.net\shared\Projects\0231538.01 fathom - port sqr eng svs\wip\Drawings\General\0231538.01-G1.01.dwg, Dec 21, 2018 - 4:15pm
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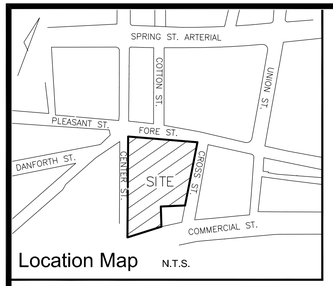


Location Map N.T.S.

Legend

● IRON PIPE OR ROD FOUND	CURB
■ GRANITE MONUMENT FOUND	SS SANITARY SEWER
⊗ WATER VALVE	SD STORM DRAIN
HYDRANT	SL SECURITY LINE
VALVE	E UNDERGROUND ELECTRIC
UTILITY POLE	PT PNEUMATIC TUBE
LIGHT POLE	W WATER LINE
MANHOLE	T TELEPHONE LINE
CATCH BASIN	C COMMUNICATION CABLE
BORING	25 1' CONTOUR
DEDUCIOUS TREE	N/F NOW OR FORMERLY
CONIFEROUS TREE	000/000 DEED BOOK/PAGE
	CONC. CONCRETE
	Ⓐ POSSIBLE ENCROACHMENT
	① SCHEDULE B EXCEPTION

Schedule B Section II Exceptions

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
TITLE INSURANCE COMMITMENT FILE NO. BTC4327/TF7674
COMMITMENT DATE: SEPTEMBER 17, 2018

1 – 7. NON SURVEY ITEMS

8. RIGHTS AND EASEMENTS GRANTED TO ARI NEWMAN AND LEE BEAMIS BY PINE STATE BEEF COMPANY AS SET FORTH IN A DEED DATED SEPTEMBER 12, 1967 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 3011, PAGE 321. – THE ROOFS DO NOT OVERHANG ONTO LOCUS PARCEL AND THE "EXISTING PLATFORMS" NO LONGER EXIST

9. RIGHTS AND EASEMENTS GRANTED TO CENTRAL MAINE POWER COMPANY BY POULTRY PROCESSING INC. AS SET FORTH IN AN INSTRUMENT DATED MAY 31, 1978 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 4278 PAGE 303. – REFERENCED POLE #1.1 OR VAULT #1.2 NOT FOUND, POSSIBLE LOCATION ON PROPOSED PARCEL

10. SUCH STATE OF FACTS AS SHOWN ON A PLAN ENTITLED "PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR MGI ONE PORTLAND SQUARE, INC. LAND TITLE SURVEY" BY H. I. & E. C. JORDAN – SURVEYORS, DATED NOVEMBER 15, 1989, AS REVISED AND RE–CERTIFIED, AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 196, PAGE 219. – PERTINENT INFORMATION AS SHOWN

11. TITLE TO LAND AND GRADING RIGHTS ACQUIRED FROM PORTLAND SQUARE LIMITED PARTNERSHIP BY THE STATE OF MAINE BY ITS DEPARTMENT OF TRANSPORTATION AS SET FORTH IN A NOTICE OF LAYOUT AND TAKING DATED AUGUST 21, 1991 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9688, PAGE 341.– AS SHOWN

12. SUCH STATE OF FACTS AS SHOWN ON A PLAN ENTITLED "STATE OF MAINE, DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PORTLAND, CUMBERLAND COUNTY, FEDERAL AID PROJECT NO. M–0685(4)", D.O.T. FILE NO. 3–388, DATED JUNE 1991 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN PLAN BOOK 193, PAGE 342. – PERTINENT INFORMATION AS SHOWN

13. TERMS AND CONDITIONS STATE OF MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION MODIFICATION FINDINGS OF FACT AND ORDER ISSUED TO PORTLAND SQUARE LIMITED PARTNERSHIP DATED NOVEMBER 30, 1990 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 9418, PAGE 59, AS AFFECTED BY A TRANSFER DATED FEBRUARY 6, 1996 AND RECORDED IN BOOK 12350, PAGE 321, A MODIFICATION DATED FEBRUARY 14, 1996 AND RECORDED IN BOOK 12367, PAGE 325, AND TRANSFER DATED APRIL 21, 2015 AND RECORDED IN IN BOOK 32265, PAGE 156.– NON SURVEY ITEM

14. SUCH STATE OF FACTS AS SHOWN ON A PLAN ENTITLED "ALTA/NSPS LAND TITLE SURVEY, 486 FORE STREET, PORTLAND, CUMBERLAND COUNTY, MAINE MADE FOR FATHOM CC, LLC" SEPTEMBER 18, 2018 BY OWEN HASKELL, INC. – SEE THIS PLAN

General Notes

1. OWNER OF RECORD: NORTH RIVER IV LLC, 224 12TH AVENUE, NEW YORK, NY 10001 C.C.R.D. BOOK 32163 PAGE 33

2. BEARINGS ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM MAINE WEST NAD83. CITY POINT T124–18–1143 N:299542.1747 E:2928944.1068 AND T124–18–1155 N:299607.6956 E:2929152.2276 HELD.

3. ELEVATIONS ARE BASED ON CITY DATUM.

3. THE LOCUS IS SHOWN AS LOT 1, 3, 5 & 7 BLOCK G ON THE CITY OF PORTLAND ASSESSORS MAP 38.

4. THERE ARE 214 REGULAR PARKING SPACES, 76 COMPACT PARKING SPACES AND 3 HANDICAPPED PARKING SPACES FOR A TOTAL OF 293 PARKING SPACES ON THE SUBJECT PROPERTY.

Zoning Information

NONE PROVIDED

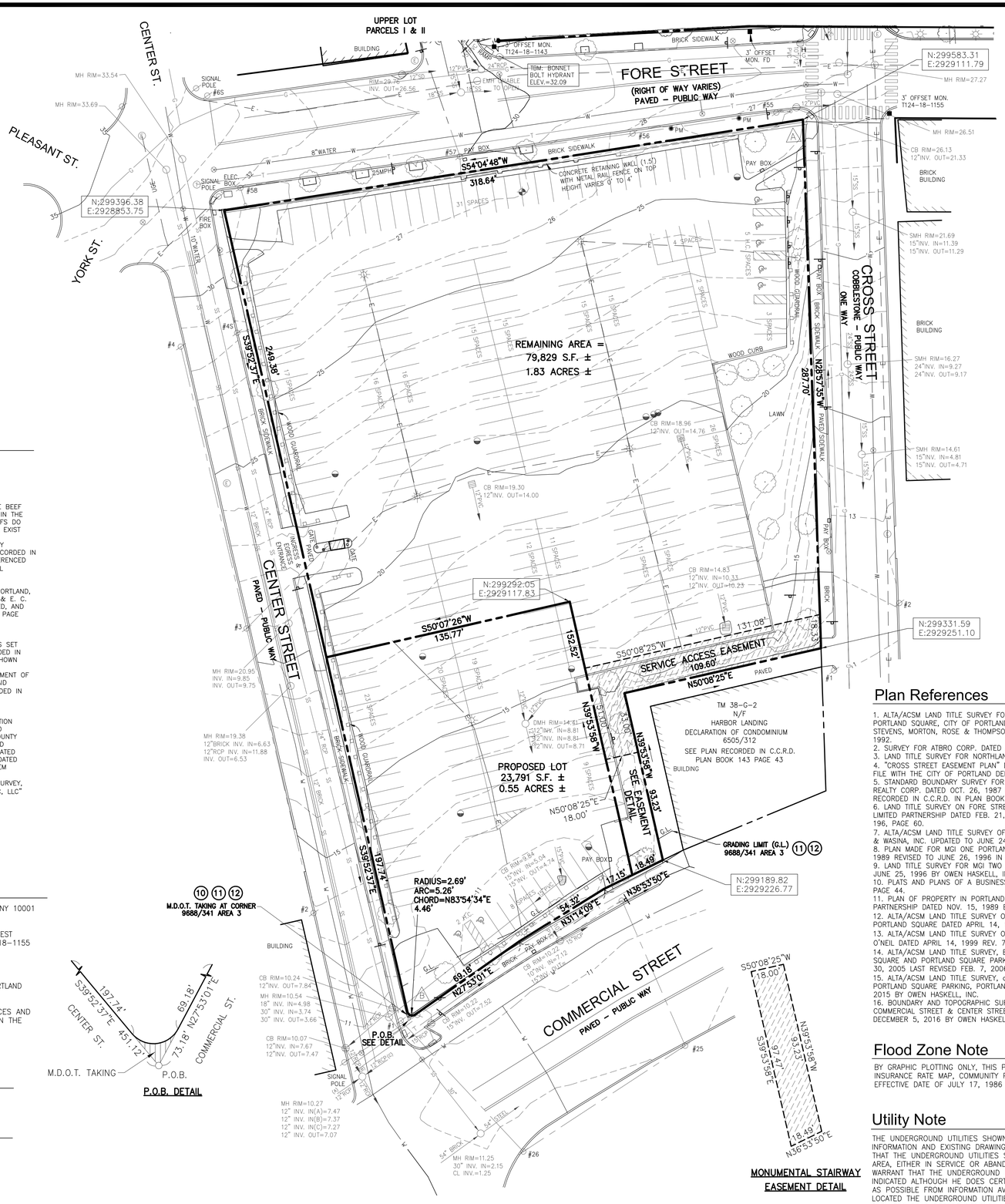
Possible Encroachments

Ⓐ 1.5' WIDE CONCRETE RETAINING WALL INTO CROSS STREET 1.8'±

Ⓑ BRICK SIDEWALK ON COMMERCIAL STREET ONTO SUBJECT PARCEL 2'±

SCALE : 1" = 30'

0' 15' 30' 60'



Legal Descriptions

PROPOSED LOT

A CERTAIN LOT OR PARCEL OF LAND AT THE INTERSECTION OF THE NORTHERLY SIDE OF COMMERCIAL STREET AND THE EASTERLY SIDE OF CENTER STREET, CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY SIDELINE OF COMMERCIAL STREET AT THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF HARBOR LANDING CONDOMINIUM AS DESCRIBED IN A DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6505, PAGE 312;

THENCE, S 36°53'50" W ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 18.49 FEET TO THE POINT OF BEGINNING;

THENCE, FROM SAID POINT OF BEGINNING, N 39°53'58" W THROUGH THE LAND OF NORTH RIVER IV LLC 152.52 FEET;

THENCE, S 50°07'26" W CONTINUING THROUGH THE LAND OF NORTH RIVER IV LLC 135.77 FEET TO THE EASTERLY SIDELINE OF CENTER STREET;

THENCE, S 39°52'37" E ALONG THE EASTERLY SIDELINE OF CENTER STREET 197.74 FEET;

THENCE, ALONG A NON–TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 2.69 FEET, AN ARC LENGTH OF 5.26 FEET, A CHORD BEARING OF N 83°54'34" E AND CHORD DISTANCE OF 4.46 FEET TO THE NORTHERLY SIDELINE OF SAID COMMERCIAL STREET;

THENCE, N 27°53'01" E ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 69.18 FEET;

THENCE, N 31°14'09" E CONTINUING ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 54.32 FEET;

THENCE, N 36°53'50" E CONTINUING ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 17.15 FEET TO THE POINT OF BEGINNING, CONTAINING 23,791 S.F., OR 0.55 ACRES, MORE OR LESS.

BEING A PORTION OF THE PREMISES CONVEYED TO NORTH RIVER IV LLC BY RREEF AMERICA REIT III–Z4, LLC BE DEED DATED MARCH 26, 2015 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32163, PAGE 33.

SERVICE ACCESS EASEMENT

A CERTAIN LOT OR PARCEL OF LAND ON THE WESTERLY SIDE OF CROSS STREET, CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE WESTERLY SIDELINE OF CROSS STREET AT THE NORTHEASTERLY CORNER OF LAND NOW OR FORMERLY OF HARBOR LANDING CONDOMINIUM AS DESCRIBED IN A DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6505, PAGE 312;

THENCE, N 28°57'35" W ALONG THE WESTERLY SIDELINE OF CROSS STREET 18.33 FEET;

THENCE, S 50°08'25" W THROUGH THE LAND OF NORTH RIVER IV LLC 131.08 FEET TO THE PROPOSED LOT AS SHOWN ON SAID PLAN;

THENCE, S 39°53'58" E ALONG THE EASTERLY LINE OF SAID PROPOSED LOT 51.00 FEET;

THENCE, N 50°08'25" E THROUGH THE LAND OF NORTH RIVER IV LLC 18.00 FEET TO THE WESTERLY LINE OF LAND OF SAID HARBOR LANDING CONDOMINIUM, BEING AN EASTERLY LINE OF LAND OF SAID NORTH RIVER IV LLC;

THENCE, N 39°53'58" W ALONG SAID EASTERLY LINE OF LAND OF NORTH RIVER IV LLC 33.00 FEET;

THENCE, N 50°08'25" E ALONG THE SOUTHERLY LINE OF LAND OF NORTH RIVER IV LLC 109.60 FEET TO THE POINT OF BEGINNING, CONTAINING 2,922 S.F. OR 0.07 ACRES, MORE OR LESS.

BEING A PORTION OF THE PREMISES CONVEYED TO NORTH RIVER IV LLC BY RREEF AMERICA REIT III–Z4, LLC BY DEED DATED MARCH 26, 2015 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32163, PAGE 33.

MONUMENTAL STAIRWAY EASEMENT

A CERTAIN LOT OR PARCEL OF LAND ON THE NORTHERLY SIDE OF COMMERCIAL STREET, CITY OF PORTLAND, COUNTY OF CUMBERLAND AND STATE OF MAINE, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTHERLY SIDELINE OF COMMERCIAL STREET AT THE SOUTHWESTERLY CORNER OF LAND NOW OR FORMERLY OF HARBOR LANDING CONDOMINIUM AS DESCRIBED IN A DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 6505, PAGE 312;

THENCE, N 39°53'58" W ALONG THE WESTERLY LINE OF LAND OF SAID HARBOR LANDING CONDOMINIUM, BEING AN EASTERLY LINE OF LAND OF SAID NORTH RIVER IV LLC 93.23 FEET;

THENCE, S 50°08'25" W THROUGH THE LAND OF NORTH RIVER IV LLC 18.00 FEET TO THE PROPOSED LOT AS SHOWN ON SAID PLAN;

THENCE, S 39°53'58" E ALONG THE EASTERLY LINE OF SAID PROPOSED LOT 97.47 FEET TO THE NORTHERLY SIDELINE OF SAID COMMERCIAL STREET;

THENCE, N 36°53'50" E ALONG THE NORTHERLY SIDELINE OF COMMERCIAL STREET 18.49 FEET TO THE POINT OF BEGINNING, CONTAINING 1,716 S.F., OR 0.04 ACRES, MORE OR LESS.

BEING A PORTION OF THE PREMISES CONVEYED TO NORTH RIVER IV LLC BY RREEF AMERICA REIT III–Z4, LLC BY DEED DATED MARCH 26, 2015 AND RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 32163, PAGE 33.

Plan References

1. ALTA/ACSM LAND TITLE SURVEY FOR PORTLAND SQUARE LIMITED PARTNERSHIP, TWO PORTLAND SQUARE, CITY OF PORTLAND, COUNTY OF CUMBERLAND, STATE OF MAINE, BY STEVENS, MORTON, ROSE & THOMPSON DATED DEC. 11, 1989, REVISED THROUGH DEC. 11, 1992.
2. SURVEY FOR ATBRO CORP. DATED JULY 1981 BY H.I. & E.C. JORDAN.
3. LAND TITLE SURVEY FOR NORTHLAND REALTY DATED NOV. 26, 1985 BY H.I. & E.C. JORDAN.
4. "CROSS STREET EASEMENT PLAN" DATED JAN. 3, 1986 BY HUNTER– BALLEW ASSOCIATES ON FILE WITH THE CITY OF PORTLAND DEPT. OF PLANNING AND URBAN DEVELOPMENT.
5. STANDARD BOUNDARY SURVEY FOR PORTLAND SQUARE LIMITED PARTNERSHIP, NORTHLAND REALTY CORP. DATED OCT. 26, 1987 BY STEVENS, MORTON, ROSE & THOMPSON, INC. RECORDED IN C.C.R.D. IN PLAN BOOK 182, PAGE 29.
6. LAND TITLE SURVEY ON FORE STREET, PORTLAND, MAINE MADE FOR TWO PORTLAND SQUARE LIMITED PARTNERSHIP DATED FEB. 21, 1996 BY OWEN HASKELL, INC. RECORDED IN PLAN BOOK 196, PAGE 60.
7. ALTA/ACSM LAND TITLE SURVEY OF ONE PORTLAND SQUARE DATED MAY 16, 1996 BY LEWIS & WASINA, INC. UPDATED TO JUNE 24, 1996 IN PLAN BOOK 196, PAGE 221.
8. PLAN MADE FOR MGI ONE PORTLAND SQUARE, INC. BY H.I. & E.C. JORDAN DATED NOV. 15, 1989 REVISED TO JUNE 26, 1996 IN PLAN BOOK 196, PAGE 86 AND 219.
9. LAND TITLE SURVEY FOR MGI TWO PORTLAND SQUARE, INC., FORE STREET, PORTLAND, MAINE, JUNE 25, 1996 BY OWEN HASKELL, INC. IN PLAN BOOK 196, PAGE 220.
10. PLATS AND PLANS OF A BUSINESS CONDOMINIUM OCTOBER 29, 1987 PLAN BOOK 166, PAGE 44.
11. PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR PORTLAND SQUARE LIMITED PARTNERSHIP DATED NOV. 15, 1989 BY H.I. AND E.C. JORDAN.
12. ALTA/ACSM LAND TITLE SURVEY ON FORE STREET PORTLAND, MAINE MADE FOR MGI, ONE PORTLAND SQUARE DATED APRIL 14, 1999 BY OWEN HASKELL, INC.
13. ALTA/ACSM LAND TITLE SURVEY ON FORE STREET PORTLAND, MAINE MADE FOR TIMOTHY O'NEIL DATED APRIL 14, 1999 REV. 7 3/23/04 BY OWEN HASKELL, INC.
14. ALTA/ACSM LAND TITLE SURVEY, BCIA PROJECT, ONE PORTLAND SQUARE, TWO PORTLAND SQUARE AND PORTLAND SQUARE PARKING, PORTLAND, MAINE, SHEETS 1 AND 2, DATED SEPT. 30, 2005 LAST REVISED FEB. 7, 2006 AND MARCH 3, 2006 BY OWEN HASKELL, INC.
15. ALTA/ACSM LAND TITLE SURVEY, oNE PORTLAND SQUARE, TWO PORTLAND SQUARE AND PORTLAND SQUARE PARKING, PORTLAND, MAINE, MADE FOR NORTH RIVER IV LLC FEBRUARY 12, 2015 BY OWEN HASKELL, INC.
16. BOUNDARY AND TOPOGRAPHIC SURVEY, LOWER PARKING LOT, FORE STREET, CROSS STREET, COMMERCIAL STREET & CENTER STREET, PORTLAND, MAINE MADE FOR CARROLL ASSOCIATES DECEMBER 5, 2016 BY OWEN HASKELL, INC.

Flood Zone Note

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 0013 B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

Utility Note

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE 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.

ALTA / NSPS Land Title Survey

Commercial & Center Street
Portland, Cumberland County, Maine
Made For
Fathom CC, LLC
80 Exchange Street, Suite 30, Portland, Maine

Surveyor's Certification

TO: FATHOM CC, LLC, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 11, 13, 14, 16, 17, 19 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON DECEMBER 5, 2016, WITH A FIELD INSPECTION ON SEPTEMBER 18, 2018.

Randy R. Loubier

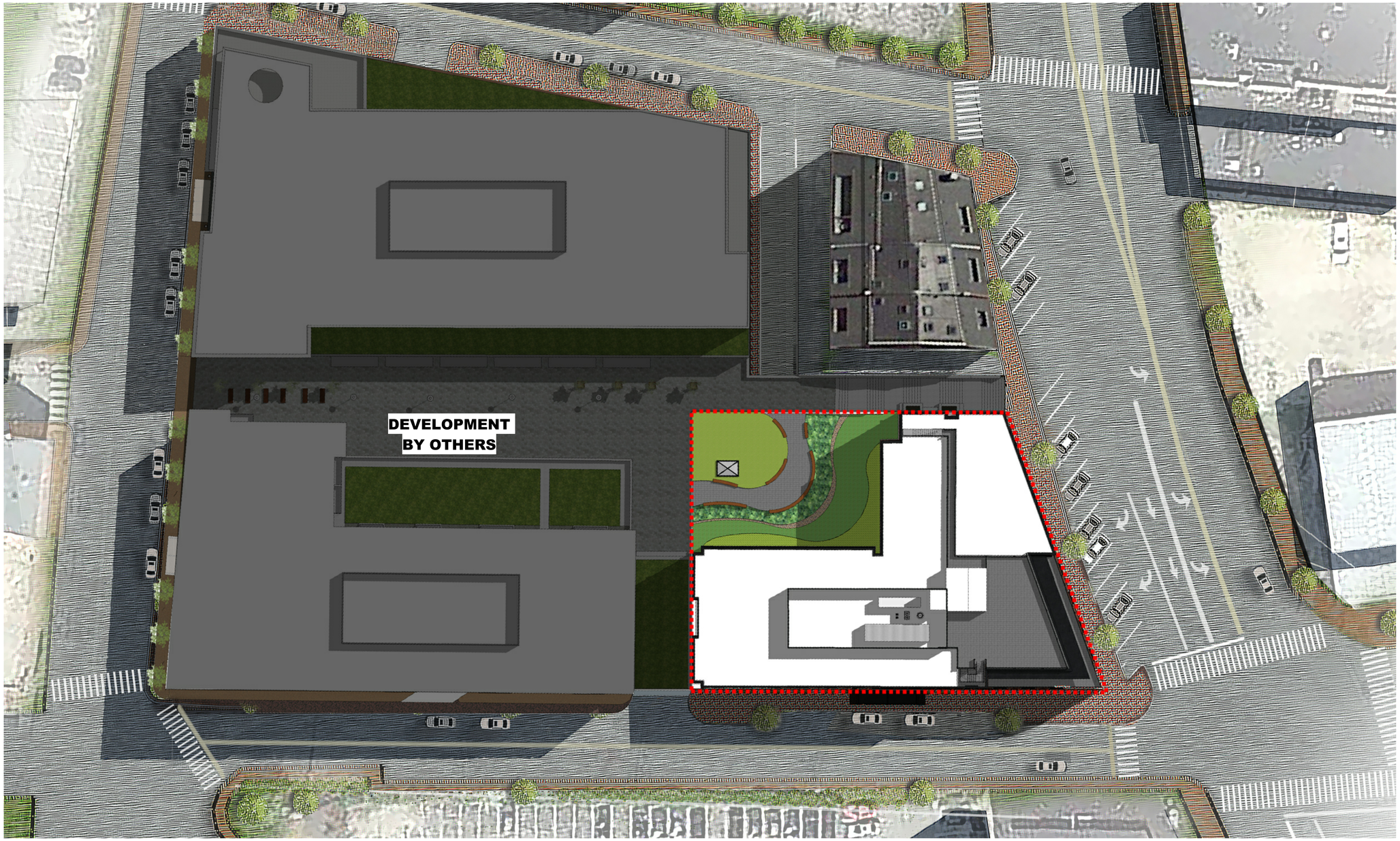
RANDY R. LOUBIER
PROFESSIONAL LAND SURVEYOR NO. 2407

DATE OF PLAT OR MAP: OCTOBER 12, 2018
DATE OF LAST REVISION:

STATE OF MAINE
RANDY R. LOUBIER 2407
PROFESSIONAL LAND SURVEYOR

OWEN HASKELL, INC.
PROFESSIONAL LAND SURVEYORS
390 U.S. ROUTE ONE, UNIT 10, FALMOUTH, MAINE 04105

DRAWN BY: OHI / JLW	FIELD BOOK: FILE	JOB NO.	2018-239 P
CHECKED BY: RRL	SCALE: 1" = 30'	DRWG. NO.	1



1 **SITE ILLUSTRATIVE**
1" = 20'-0"

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201- 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
EALAIN STUDIO.
408 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

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INTERIM REVIEW ONLY

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Architect:
Arch. Reg. No.:
Date:

KEY PLAN
DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
SCHEMATIC DESIGN
SHEET TITLE
SITE ILLUSTRATIVE

SHEET NO.
A1.01

© 2017 HKS, INC.

PLOT DATE: 12/20/2018 2:22:28 PM TEMPLATE VERSION 3.0.0.20170623

01 LEVEL 01A - ARRIVAL
1/8" = 1'-0"

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201 - 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
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CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

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INTERIM REVIEW ONLY

These documents are incomplete, and are released for interim review only and are not intended for regulatory approval, permit, or construction purposes.

Architect:
Arch. Reg. No.:
Date:

KEY PLAN
DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
SCHEMATIC DESIGN
SHEET TITLE
LEVEL 01 - GROUND FLOOR

SHEET NO.
A2.01

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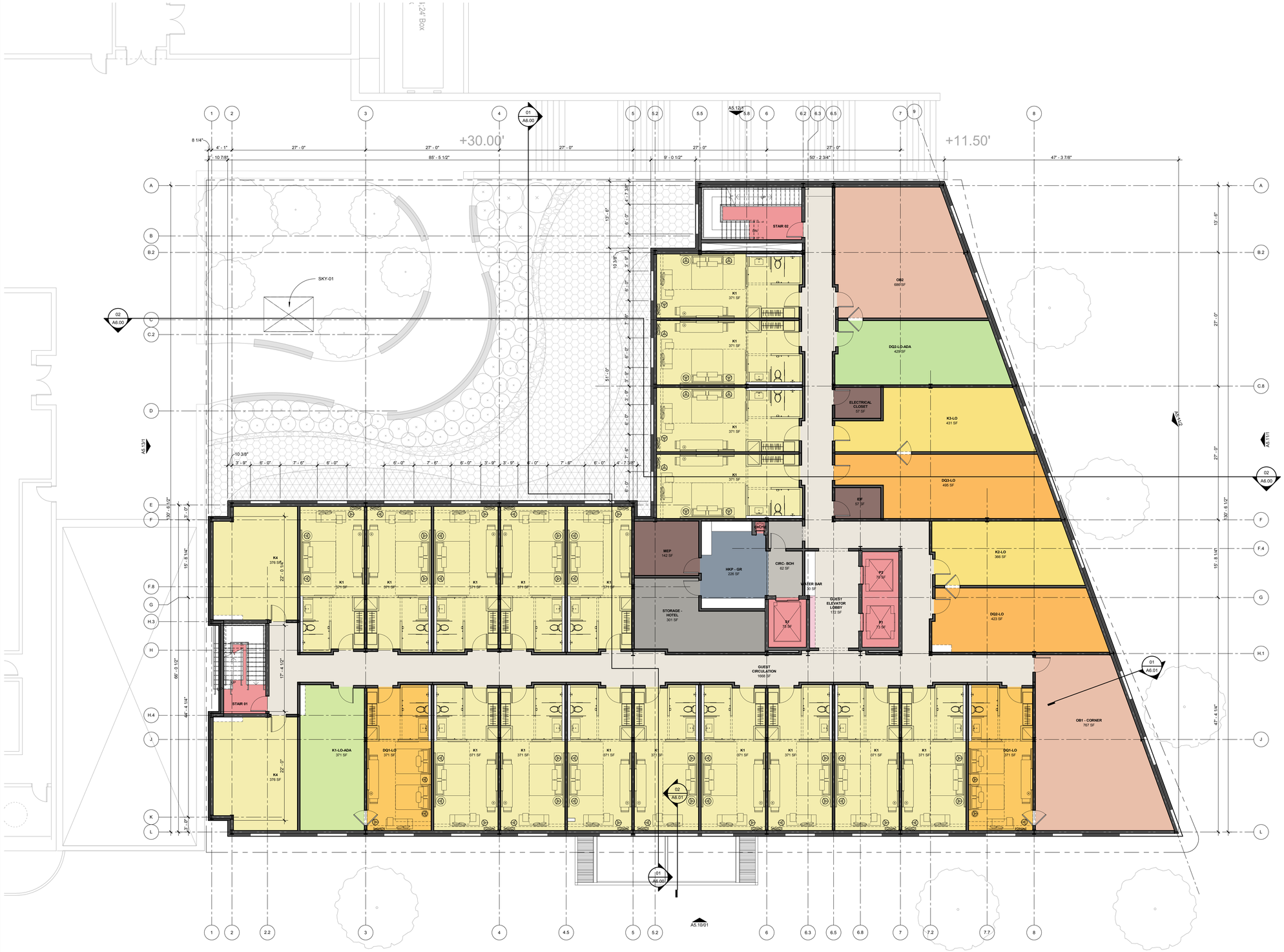

01 LEVEL 02 - PLAZA

1/8" = 1'-0"

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201 - 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

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WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
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PORTLAND, MAINE 04102

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CARROLL ASSOCIATES LANDSCAPE ARCHITECT
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SHEET TITLE
LEVEL 02 - GUESTROOMS

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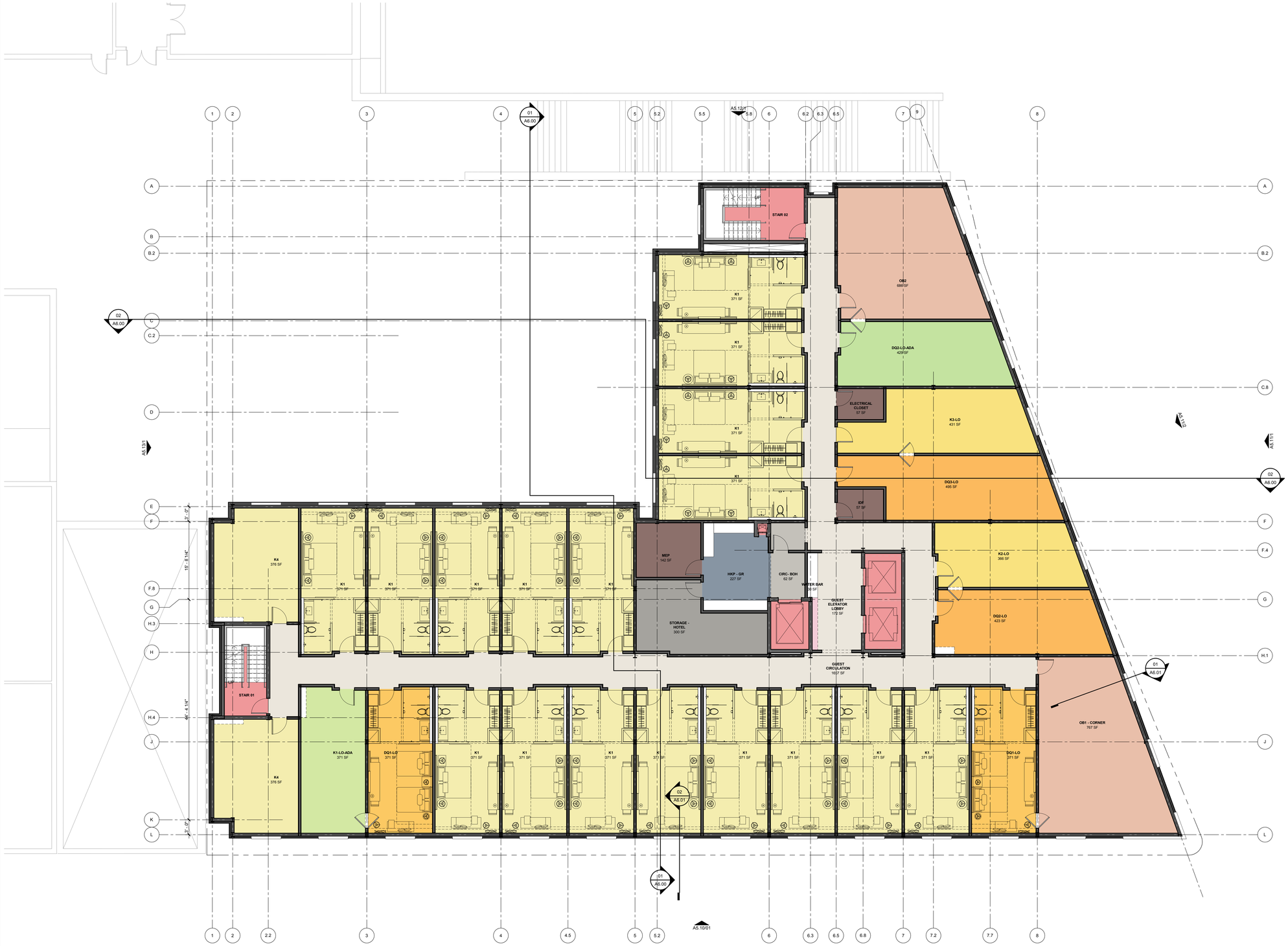

01 LEVEL 03
1/8" = 1'-0"

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SHEET TITLE
LEVEL 03 - GUESTROOMS

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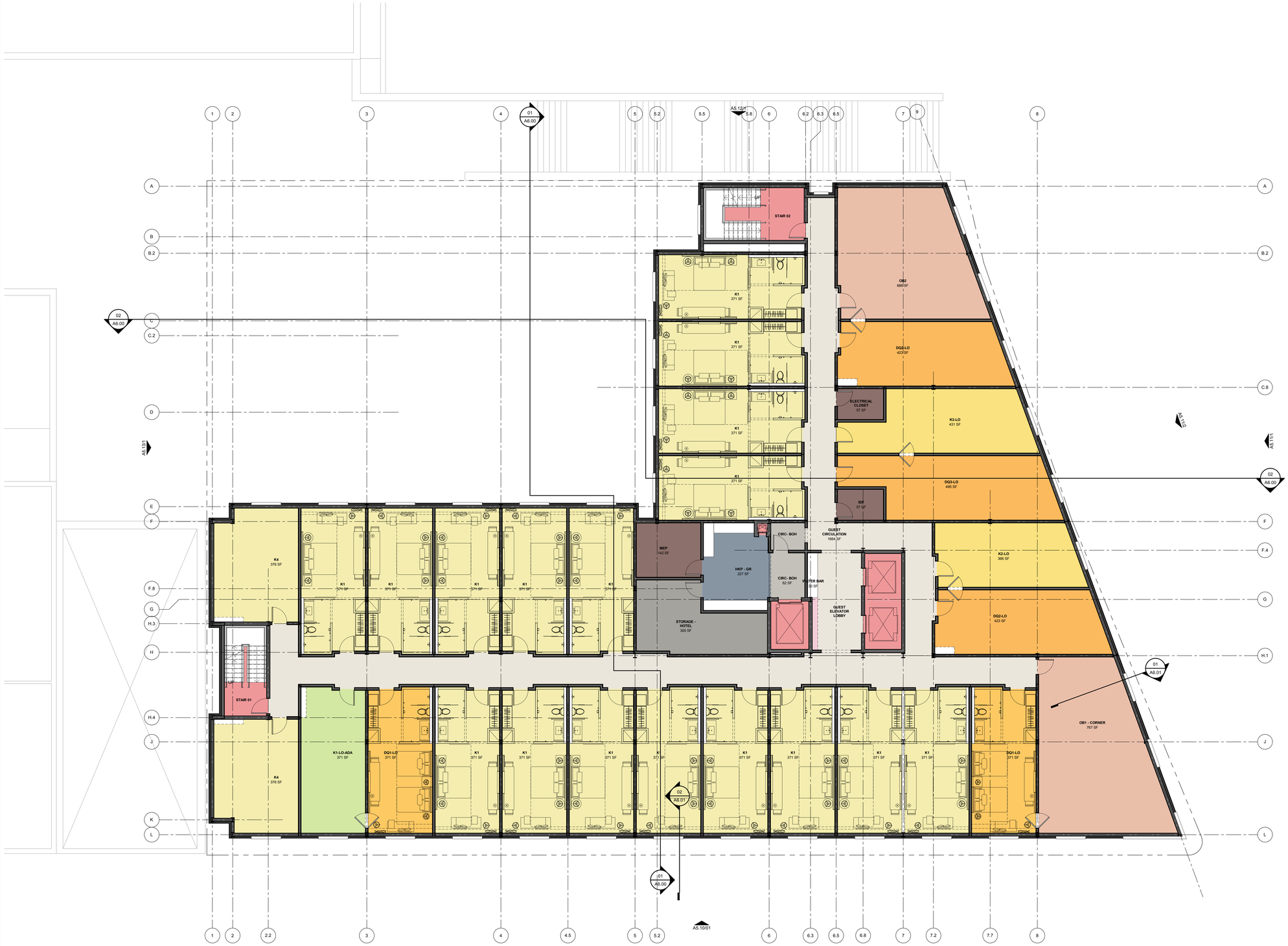

01 LEVEL 04
1/8" = 1'-0"

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NO.	DESCRIPTION	DATE

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SHEET TITLE
LEVEL 04 - GUESTROOMS

SHEET NO.
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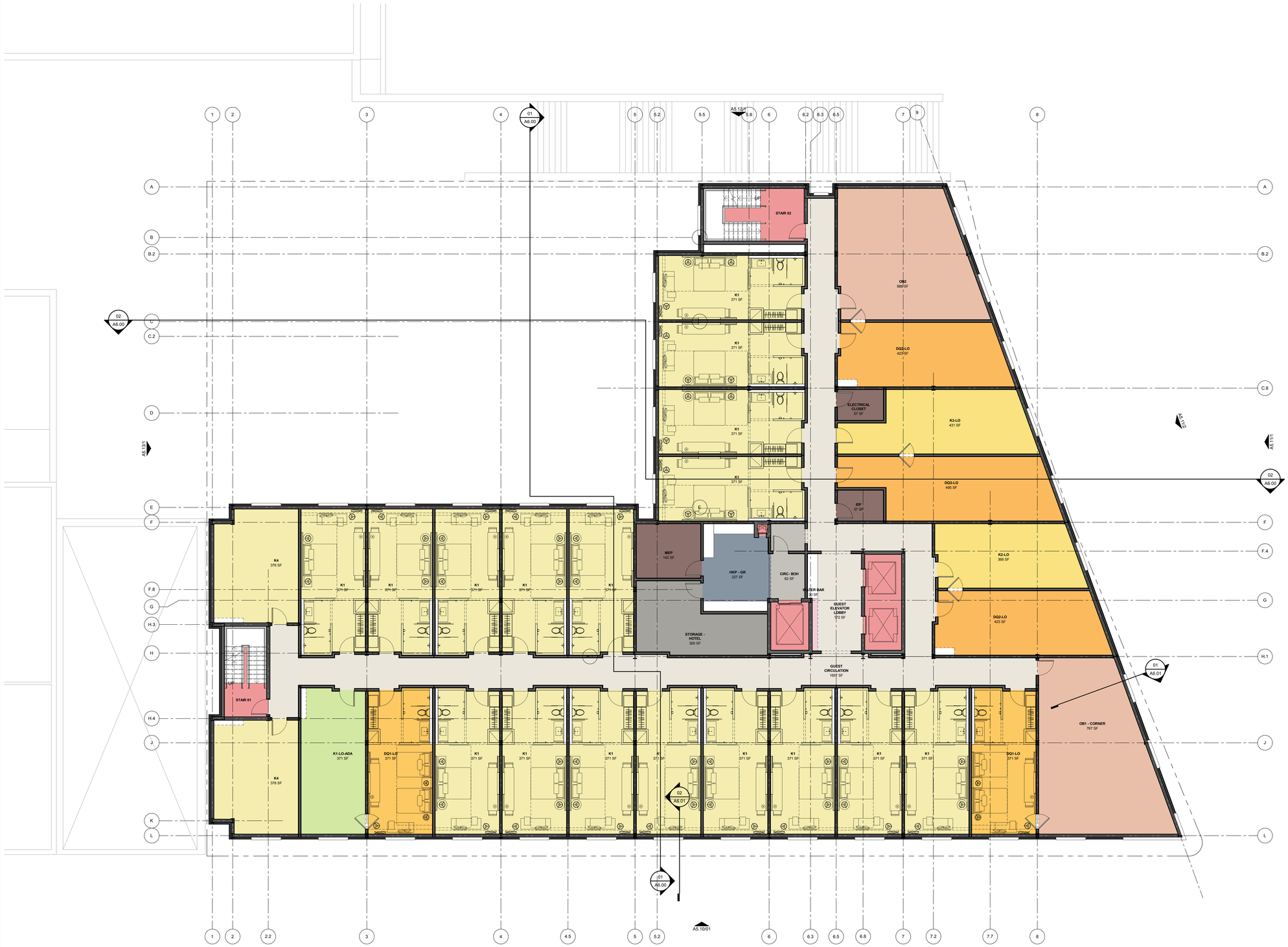

01 **LEVEL 05**
1/8" = 1'-0"

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SHEET TITLE
LEVEL 05 - GUESTROOMS

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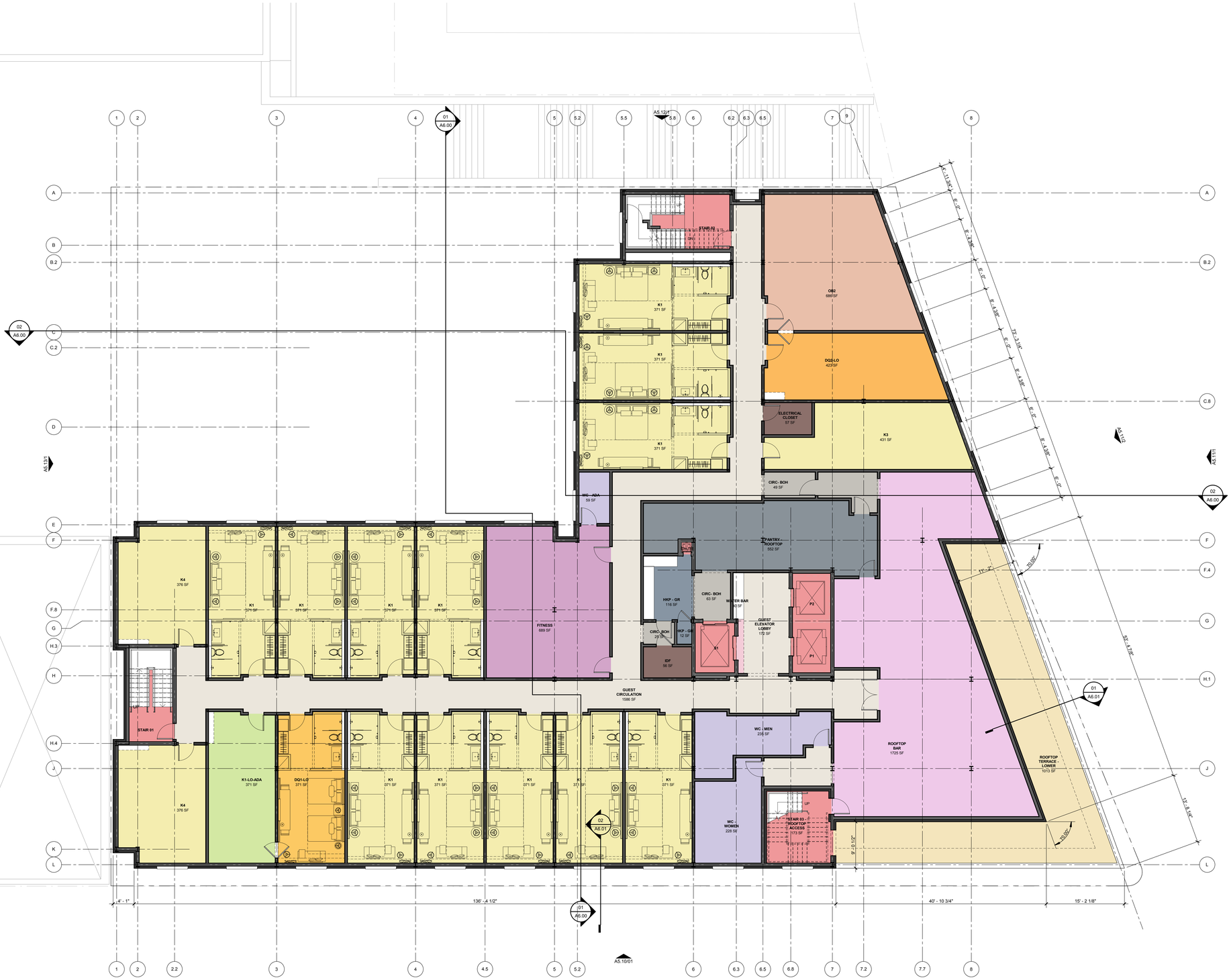

01 **LEVEL 06 - ROOFTOP BAR**
1/8" = 1'-0"

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PORTLAND, MAINE 04101

OWNER
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PORTLAND, MAINE 04101

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SHEET TITLE
ROOFTOP BAR & GUESTROOMS

SHEET NO.
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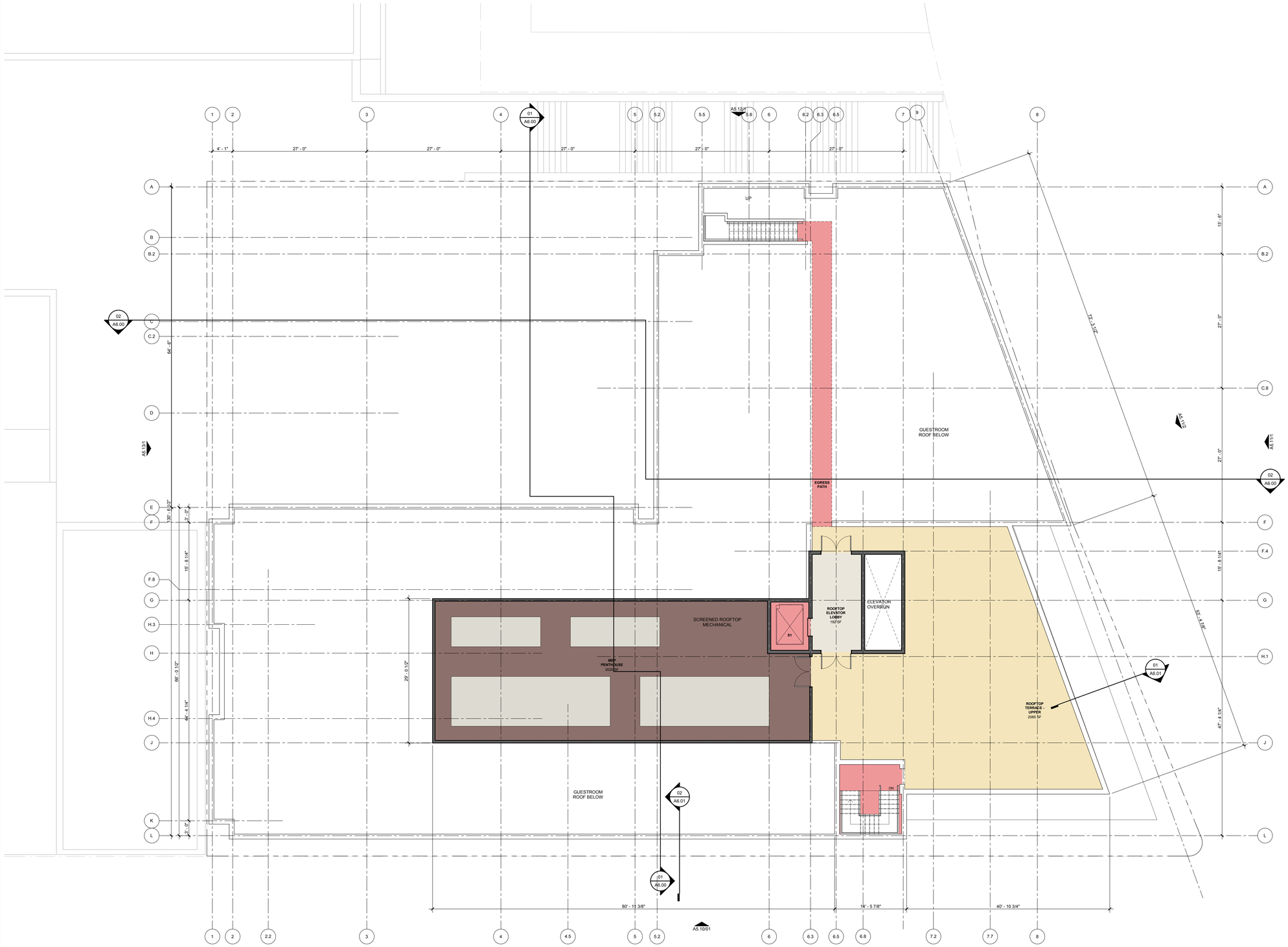

01 ROOFTOP TERRACE

1/8" = 1'-0"

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OWNER
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PORTLAND, MAINE 04101

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REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
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DATE
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ISSUE
SCHEMATIC DESIGN
SHEET TITLE
ROOF TERRACE

SHEET NO.
A2.07

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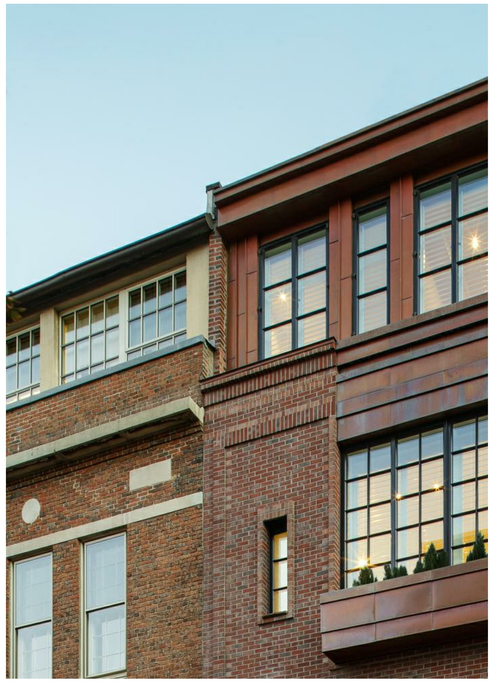

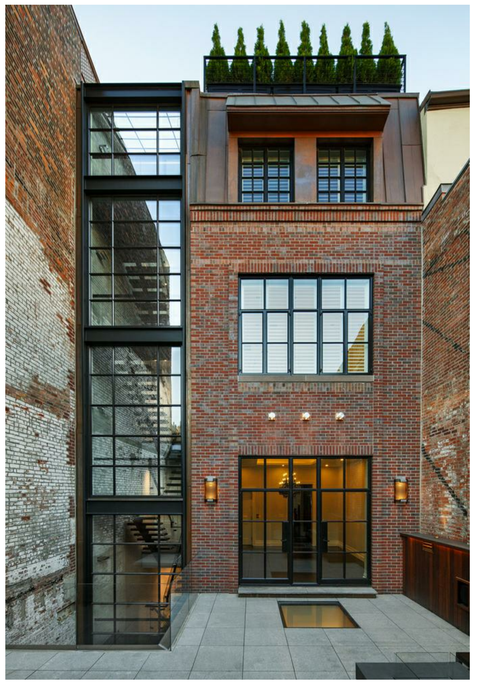

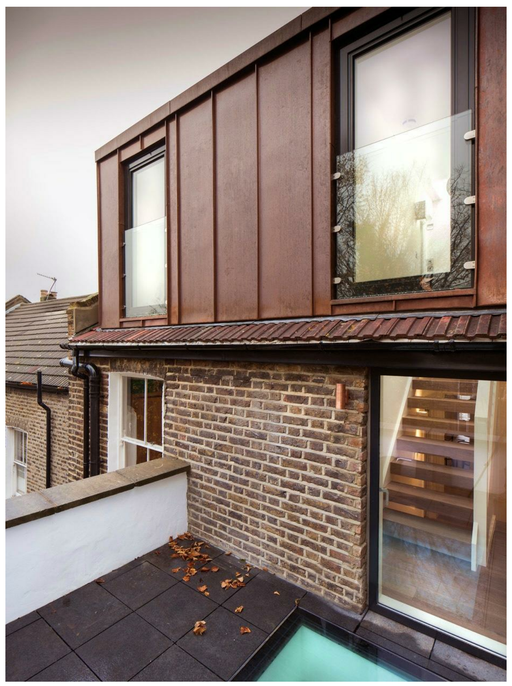

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350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201- 4240

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BECKER STRUCTURAL ENGINEERS
75 YORK STREET
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WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

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41 HUTCHINS DRIVE
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RENDERINGS

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EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

AMF-01	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (RUST)
AMF-02	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (BLACK)
AMF-03	EXTERIOR ALUMINUM FINS CUSTOM COLOR TO MATCH ARCH SAMPLE
AMF-04	EXTERIOR ALUMINUM CEILING/SOFFIT CUSTOM COLOR TO MATCH ARCH SAMPLE
AMF-11	HIGH PERFORMANCE COATING FOR A.E.S.S - COLOR (DARK TO MATCH AMF-02)

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.S - 01 ARCHITECTURAL EXPOSED STRUCTURAL STEEL (AMF-11)

BRICK MASONRY VENEER SYSTEM - BK

BK-01	BRICK MASONRY VENEER - MAIN
BK-02	BRICK MASONRY VENEER - ACCENT

MODULAR METAL WALL PANEL - MMP

MMP-01	MODULAR METAL WALL PANEL SYSTEM (AMF-01)
MMP-02	MODULAR METAL WALL PANEL SYSTEM (AMF-02)

CAST STONE SYSTEM - CS

CS-01	CAST STONE SYSTEM

STONE MASONRY VENEER - ST

ST-01	XXX - TBD

EXTERIOR GLAZING - GL

GL-01V	1" INSULATED VISION GLASS
GL-01S	1" INSULATED SPANDREL GLASS
GL-02V	1" INSULATED VISION GLASS
GL-02S	1" INSULATED SPANDREL GLASS

GLAZED ALUMINUM FRAMING SYSTEMS - GAFS

GAFS-01	PUNCHED WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-02
GAFS-02	PUNCHED WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-02
GAFS-03	WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-03 SLAB EDGE COVER FINISH: AMF-03

LOUVER WALL SYSTEM - LVR

LVR-01	CONTINUOUS HORIZONTAL LOUVER BASIS OF DESIGN: C/S RS-7705 FINISH: REFER TO LOUVER SCHEDULE

ROOF SYSTEMS

ROOF TYPE-01	SINGLE PLY TPO MEMBRANE ROOFING SYSTEM X-XXX MIN
SKY-01	OVERHEAD GLAZING SKYLIGHT BASIS OF DESIGN: KAWNEER NORTH AMERICA; AN ALCOA COMPANY ...O'KEEFFE'S INC.....OLDCASTLE BUILDINGENVELOPE

ORNAMENTAL METAL RAILING - OMR

OMR-01	ORNAMENTAL METAL RAILING SYSTEM

01 SOUTH ELEVATION - CENTER STREET
1/8" = 1'-0"

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ARCHITECT
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350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201- 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
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OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

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Architect: _____
Arch. Reg. No.: _____
Date: _____

KEY PLAN

DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
22302.000
DATE
12/21/2018
ISSUE
SCHEMATIC DESIGN
SHEET TITLE
OVERALL ELEVATIONS

SHEET NO.
A5.10

TEMPLATE VERSION: 3.0.0.20170823
PLOT DATE: 12/20/2018 2:36:38 PM

2 EAST ELEVATION - COMMERCIAL STREET ALIGNED
1/8" = 1'-0"

1 EAST ELEVATION - COMMERCIAL STREET ON ANGLE
1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

AMF-01	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (RUST)
AMF-02	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (BLACK)
AMF-03	EXTERIOR ALUMINUM FINS CUSTOM COLOR TO MATCH ARCH SAMPLE
AMF-04	EXTERIOR ALUMINUM CEILING/SOFFIT CUSTOM COLOR TO MATCH ARCH SAMPLE
AMF-11	HIGH PERFORMANCE COATING FOR A.E.S.S. - COLOR (DARK TO MATCH AMF-02)

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.S - 01	ARCHITECTURAL EXPOSED STRUCTURAL STEEL (AMF-11)

BRICK MASONRY VENEER SYSTEM - BK

BK-01	BRICK MASONRY VENEER - MAIN
BK-02	BRICK MASONRY VENEER - ACCENT

MODULAR METAL WALL PANEL - MMP

MMP-01	MODULAR METAL WALL PANEL SYSTEM (AMF-01)
MMP-02	MODULAR METAL WALL PANEL SYSTEM (AMF-02)

CAST STONE SYSTEM - CS

CS-01	CAST STONE SYSTEM

STONE MASONRY VENEER - ST

ST-01	XXX - TBD

EXTERIOR GLAZING - GL

GL-01V	1" INSULATED VISION GLASS
GL-01S	1" INSULATED SPANDREL GLASS
GL-02V	1" INSULATED VISION GLASS
GL-02S	1" INSULATED SPANDREL GLASS

GLAZED ALUMINUM FRAMING SYSTEMS - GAFS

GAFS-01	FUNCHED WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-02
GAFS-02	FUNCHED WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-02
GAFS-03	WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-03 SLAB EDGE COVER FINISH: AMF-03

LOUVER WALL SYSTEM - LVR

LVR-01	CONTINUOUS HORIZONTAL LOUVER BASIS OF DESIGN: C/S RS-7705 FINISH: REFER TO LOUVER SCHEDULE

ROOF SYSTEMS

ROOF TYPE-01	SINGLE PLY TPO MEMBRANE ROOFING SYSTEM R-XXX MIN
SKY-01	OVERHEAD GLAZING SKYLIGHT BASIS OF DESIGN: KAWNEER NORTH AMERICA; AN ALCOA COMPANY ....O'KEEFFE'S INC.....OLDCASTLE BUILDINGENVELOPE

ORNAMENTAL METAL RAILING - OMR

OMR-01	ORNAMENTAL METAL RAILING SYSTEM

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EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

AMF-01	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (RUST)
AMF-02	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (BLACK)
AMF-03	EXTERIOR ALUMINUM FINS CUSTOM COLOR TO MATCH ARCH SAMPLE
AMF-04	EXTERIOR ALUMINUM CEILING/SOFFIT CUSTOM COLOR TO MATCH ARCH SAMPLE
AMF-11	HIGH PERFORMANCE COATING FOR A.E.S.S. - COLOR (DARK TO MATCH AMF-02)

ARCHITECTURAL EXPOSED STRUCTURAL STEEL

A.E.S.S - 01 ARCHITECTURAL EXPOSED STRUCTURAL STEEL (AMF-11)

BRICK MASONRY VENEER SYSTEM - BK

BK-01	BRICK MASONRY VENEER - MAIN
BK-02	BRICK MASONRY VENEER - ACCENT

MODULAR METAL WALL PANEL - MMP

MMP-01	MODULAR METAL WALL PANEL SYSTEM (AMF-01)
MMP-02	MODULAR METAL WALL PANEL SYSTEM (AMF-02)

CAST STONE SYSTEM - CS

CS-01	CAST STONE SYSTEM

STONE MASONRY VENEER - ST

ST-01	XXX - TBD

EXTERIOR GLAZING - GL

GL-01V	1" INSULATED VISION GLASS
GL-01S	1" INSULATED SPANDREL GLASS
GL-02V	1" INSULATED VISION GLASS
GL-02S	1" INSULATED SPANDREL GLASS

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GAFS-02	PUNCHED WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-02
GAFS-03	WINDOW WALL SYSTEM 4-SIDE CAPTURED GLAZED GLASS FINISH: AMF-03 SLAB EDGE COVER FINISH: AMF-03

LOUVER WALL SYSTEM - LVR

LVR-01	CONTINUOUS HORIZONTAL LOUVER BASIS OF DESIGN: C/S RS-7705 FINISH: REFER TO LOUVER SCHEDULE

ROOF SYSTEMS

ROOF TYPE-01	SINGLE PLY TPO MEMBRANE ROOFING SYSTEM R-XXX MIN
SKY-01	OVERHEAD GLAZING SKYLIGHT BASIS OF DESIGN: KAWNEER NORTH AMERICA; AN ALCOA COMPANY ....O'KEEFFE'S INC....OLDCASTLE BUILDINGENVELOPE

ORNAMENTAL METAL RAILING - OMR

OMR-01	ORNAMENTAL METAL RAILING SYSTEM

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

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SUITE 100
DALLAS, TX 75201

CONSULTANT
XXXXXXXXXXXXXXX
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CONSULTANT
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CONSULTANT
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XXXXXXXXXXXXXXX

PROJECT LOGO AND TITLE HERE

OWNER'S CONSULTANT
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX
XXXXXXXXXXXXXXX

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PLOT DATE: 12/20/2018 2:36:37 PM TEMPLATE VERSION: 3.0.0.20170623

EXTERIOR MATERIAL LEGEND

ARCHITECTURAL METAL FINISHES - AMF

AMF-01	HIGH-PERFORMANCE ORGANIC FLUOROPOLYMER - 2 COAT SYSTEM - CUSTOM COLOR TO MATCH ARCH SAMPLE (RUST)
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MMP-02	MODULAR METAL WALL PANEL SYSTEM (AMF-02)

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CS-01	CAST STONE SYSTEM

STONE MASONRY VENEER - ST

ST-01	XXX - TBD

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ORNAMENTAL METAL RAILING - OMR

OMR-01	ORNAMENTAL METAL RAILING SYSTEM

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SHEET NO.
A5.13

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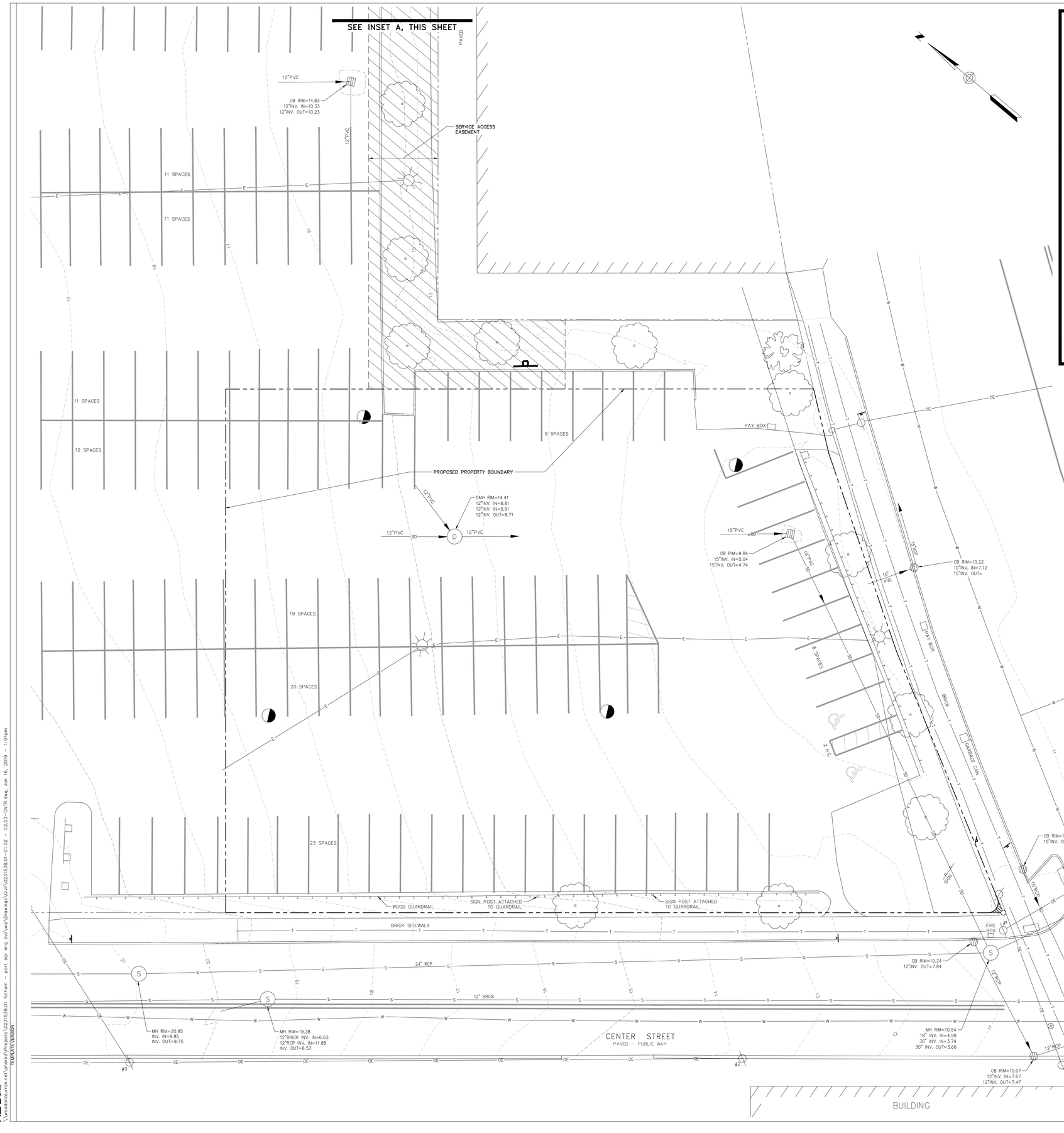
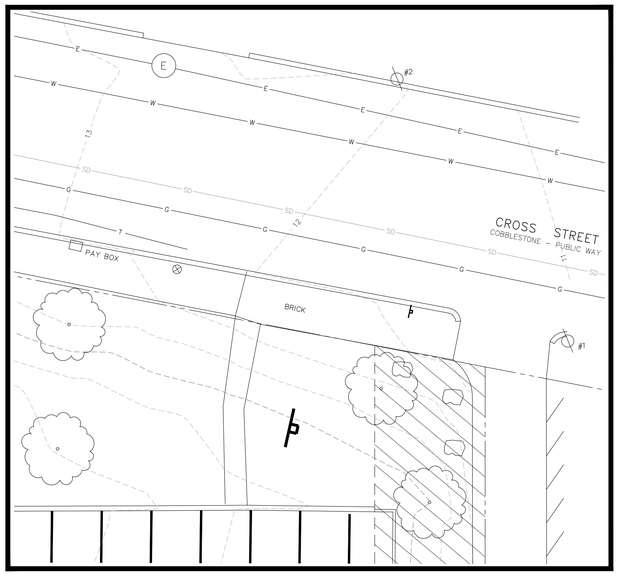
TEMPLATE VERSION: 3.0.0.20170623





INSET A
SCALE: 1" = 10'

PLAN REFERENCES

1. SITE AND TOPOGRAPHIC DATA BASED ON A PLAN BY OWEN HASKELL, INC. OF FALMOUTH, MAINE, DATED OCTOBER 12, 2018, TITLED "ALTA/NSPS LAND TITLE SURVEY, COMMERCIAL AND CENTER STREET, PORTLAND, CUMBERLAND COUNTY, MAINE", PREPARED FOR FATHOM CC, LLC, 80 EXCHANGE STREET, SUITE 30, PORTLAND, MAINE.
2. ADDITIONAL EXISTING CONDITIONS INFORMATION FROM SITE OBSERVATIONS ON DECEMBER 12, 2018.

10' 0 10' 20'
BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

SCHEMATIC DESIGN

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STATE OF MAINE
LAUREN JANE SWETT
12284
LICENSED PROFESSIONAL ENGINEER
1/15/2019

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1	SITE PLAN REVISION	1/15/19

HKS PROJECT NUMBER

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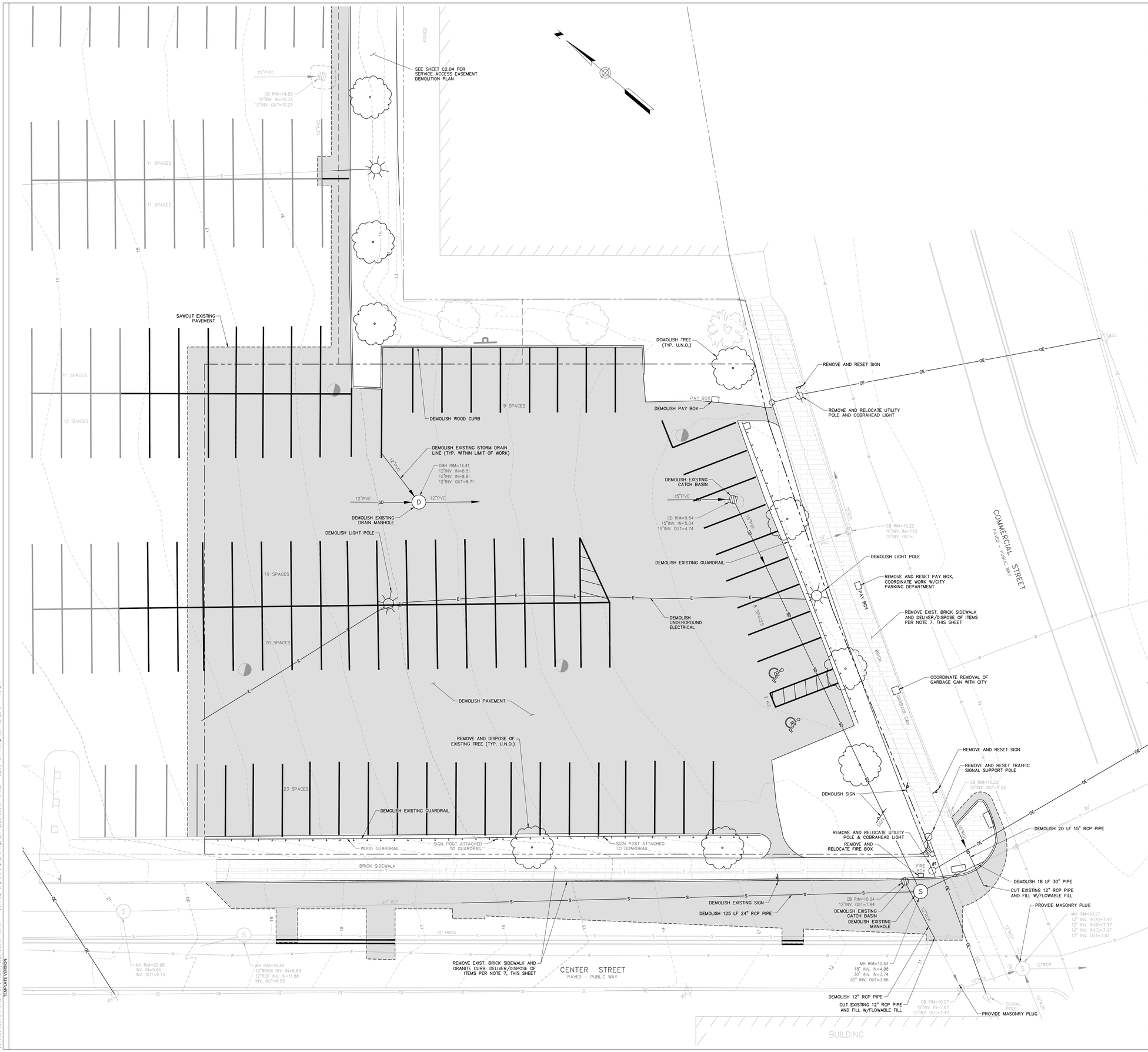
ISSUE

SHEET TITLE
EXISTING CONDITIONS PLAN

SHEET NO.
C1.01

\\woodardcurran.net\shared\Projects\02315380 fathom - port sqr eng svs\wip\Drawings\Civil\02315380-01-C1.02 - C2.03-CNTR.dwg, Jan 16, 2019 - 1:04pm
TEMPLATE VERSION



BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

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GENERAL NOTES:

1. PRIOR TO INITIATING DEMOLITION OR CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL COORDINATE A PRE-CONSTRUCTION MEETING HELD AT THE PROJECT SITE WITH THE CONTRACTOR, DEVELOPMENT REVIEW COORDINATOR, PUBLIC SERVICES REPRESENTATIVE, AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE WORK.
2. THE UNDERGROUND UTILITIES INFORMATION SHOWN ON THESE PLANS HAVE BEEN COMPILED BY OWEN HASKELL, INC. FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE UTILITY LOCATIONS SHOWN IN PLAN ARE APPROXIMATE AND REQUIRE FIELD VERIFICATION BY THE CONTRACTOR. ALL INVERTS AND PIPE SIZES SHALL BE VERIFIED PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ALL UTILITIES PRIOR TO COMMENCING WORK, ALLOWING SUFFICIENT TIME TO LOCATE AND MARK THE LOCATION OF BURIED UTILITIES. CONTRACTOR SHALL CONTACT "DIG SAFE", TELEPHONE 888-344-7233, PRIOR TO EXCAVATION.
3. CONTRACTOR SHALL MAINTAIN A SECURE WORKSITE, AND SHALL INSTALL AND MAINTAIN SAFETY AND SECURITY MEASURES, SUCH AS FENCING, BARRIERS, SIGNAGE, AND TRAFFIC CONTROL DEVICES. APPROPRIATE SECURITY AND SAFETY MEASURES SHALL BE IN PLACE DURING NON-WORKING HOURS. NO TRENCH SHALL BE LEFT OPEN DURING NON-WORKING HOURS. SITE SAFETY IS THE RESPONSIBILITY OF THE CONTRACTOR, DURING BOTH WORKING AND NON-WORKING HOURS.
4. CONTRACTOR SHALL PROVIDE AND MAINTAIN EROSION AND SEDIMENTATION CONTROL MEASURES, IN ACCORDANCE WITH THESE PLANS AND THE LATEST EDITION OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION'S BEST MANAGEMENT PRACTICES MANUAL. KEEP ALL STREETS FREE OF DUST, MUD AND DEBRIS. STREETS AND WALKWAYS SHALL BE SWEPT REGULARLY, AND TEMPORARY CONSTRUCTION ENTRANCES SHALL BE UTILIZED DURING CONSTRUCTION.
5. COORDINATE CONSTRUCTION ACTIVITY WITH UTILITY COMPANIES, EMERGENCY SERVICES, CITY AND THE OWNER'S REPRESENTATIVE.
6. CONTRACTOR SHALL ANTICIPATE THE NEED TO RESET PROPERTY PINS AND MONUMENTS. THE PROPERTY MONUMENT SHALL BE RESET AT THE CONTRACTOR'S EXPENSE, BY A REGISTERED LAND SURVEYOR APPROVED BY THE OWNER AND PER REQUIREMENTS OF THE CITY OF PORTLAND.
7. EXISTING FACILITIES WITHIN THE CITY RIGHT-OF-WAY (I.E. GRANITE CURBING, SIDEWALK BRICKS, TREES, POLES, LIGHT POSTS, CATCH BASINS, SIGNS, PLAY EQUIPMENT, ETC) ARE THE PROPERTY OF THE CITY'S DEPARTMENT OF PUBLIC SERVICES. CONTRACTOR TO COORDINATE REMOVAL/DISPOSAL WITH THE CITY AND OWNER. AT THE DIRECTION OF THE CITY AND OWNER, CONTRACTOR SHALL DELIVER REMOVED FACILITIES TO THE CITY'S MATERIAL STOCKYARD ON OUTER CONGRESS STREET. CONTRACTOR TO DISPOSE OF ANY REMOVED FACILITY AT THE REQUEST OF THE CITY OR OWNER, AT NO ADDITIONAL COST TO THE CONTRACT.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING STREET OPENING PERMITS, AND ALL OTHER NECESSARY PERMITS AND FEES ASSOCIATED WITH WORK WITHIN THE CITY'S RIGHT-OF-WAY. CONTRACTOR SHALL COMPLY WITH THE CITY'S STREET OPENING REQUIREMENTS WHEN WORKING WITHIN THE CITY'S RIGHT-OF-WAY.
9. MAINTAIN VEHICULAR AND PEDESTRIAN FLOW THROUGH CITY STREETS AT ALL TIMES. COORDINATE ALL SIDEWALK AND LANE CLOSURES WITH THE CITY.
10. ALL WALKWAYS, DRIVEWAYS, FACILITIES, UTILITIES, AND AMENITIES TO REMAIN SHALL BE PROTECTED AND REPAIRED/REPLACED IF DAMAGED BY CONTRACTOR AT NO ADDITIONAL EXPENSE TO OWNER.
11. EXISTING PAVEMENT SHALL BE REMOVED FROM SITE. PAVEMENT SHALL NOT BE MIXED WITH CONCRETE.
12. MATERIAL STORAGE, TEMPORARY FACILITIES, AND LAYDOWN AREAS SHALL BE LOCATED WITHIN THE TEMPORARY CONSTRUCTION FENCING. NO STORAGE OR TEMPORARY FACILITIES MAY BE LOCATED WITHIN THE CITY RIGHT-OF-WAY OR ON ABUTTING PROPERTIES WITHOUT WRITTEN APPROVAL FROM THE OWNER.
13. COORDINATE TRAFFIC SIGNAL SUPPORT AND STRUCTURE RELOCATION WITH CITY OF PORTLAND TRAFFIC ENGINEER JEREMIAH BARTLETT (207)-632-1062.
14. CONTRACTOR SHALL PREPARE TRAFFIC CONTROL PLAN FOR SUBMITTAL TO ENGINEER, OWNER, AND CITY OF PORTLAND. CITY OF PORTLAND MUST APPROVE TRAFFIC CONTROL PLAN PRIOR TO WORK WITHIN PUBLIC RIGHT-OF-WAY OR COMMENCEMENT OF TRAFFIC SIGNAL SUPPORT STRUCTURE RELOCATION.
15. PRIOR TO ABANDONING ANY STORMWATER OR SANITARY SEWER LATERAL, THE CONTRACTOR SHALL ACQUIRE A PERMIT FROM THE DEPARTMENT OF PUBLIC SERVICES. THE APPLICANT SHALL PROVIDE A 48 HOUR NOTICE TO THE SEWER MAINTENANCE DIVISION STATING THE DATE AND TIME THE CONTRACTOR WISHES TO COMPLETE THE WORK. ABANDONING OF LATERALS SHALL BE DONE IN ACCORDANCE WITH CITY'S TECHNICAL STANDARDS, SECTION 2.6.11.
16. CONTRACTOR SHALL PREPARE A CONSTRUCTION MANAGEMENT PLAN, COORDINATED WITH AND APPROVED BY THE CITY OF PORTLAND. THE PLAN WILL INCLUDE BUT NOT LIMITED TO PROPOSED LIMITS OF WORK, TRAFFIC AND PEDESTRIAN CONTROL MEASURES, SIGNAGE, AND FENCING.
17. GEOTECHNICAL INVESTIGATIONS OF THE SITE HAVE NOTED THE PRESENCE OF MAN-PLACED FILL, MARINE SILT/CLAY SOILS AND DEMOLITION DEBRIS, INCLUDING GRANITE BLOCKS, WOOD PILES, CONCRETE SLABS, RAILROAD RAILS, FOOTINGS, PILE CAPS, FOUNDATION WALLS AND GRADE BEAMS. CONTRACTOR SHALL EXCAVATE, BACKFILL AND PREPARE SOILS IN ACCORDANCE WITH RECOMMENDATIONS IN THE GEOTECHNICAL REPORT PREPARED BY HALEY & ALDRICH, INC, DATED DECEMBER 2016. CONTRACTOR SHALL DISPOSE OF EXCESS SOILS AND WATER FROM DEWATERING OPERATIONS PER LOCAL, STATE AND FEDERAL REGULATIONS. CONTRACTOR SHALL PROVIDE TESTING OF SOILS AS NECESSARY FOR DISPOSAL.
18. CONTRACTOR SHALL PROVIDE THE CITY OF PORTLAND AND OWNER WITH A FINAL SET OF AS-BUILT PLANS IN PDF AND AUTOCAD FORMAT, AUTOCAD RELEASE 2004 OR GREATER.
19. COORDINATE CONSTRUCTION ACTIVITIES WITH CONSTRUCTION ON THE ADJACENT PROJECT SITE AT 3 PORTLAND SQUARE. SOME SITE FEATURES TO BE DEMOLISHED CROSS PROPERTY LINES.
20. COORDINATE WITH UTILITY COMPANIES FOR RELOCATION OF UTILITY POLE.

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1/15/2019

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Architect:
Arch. Reg. No.:
Date:

KEY PLAN
DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE
1	SITE PLAN REVISION	1/15/19

HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
DEMOLITION PLAN

SHEET NO.
C1.02

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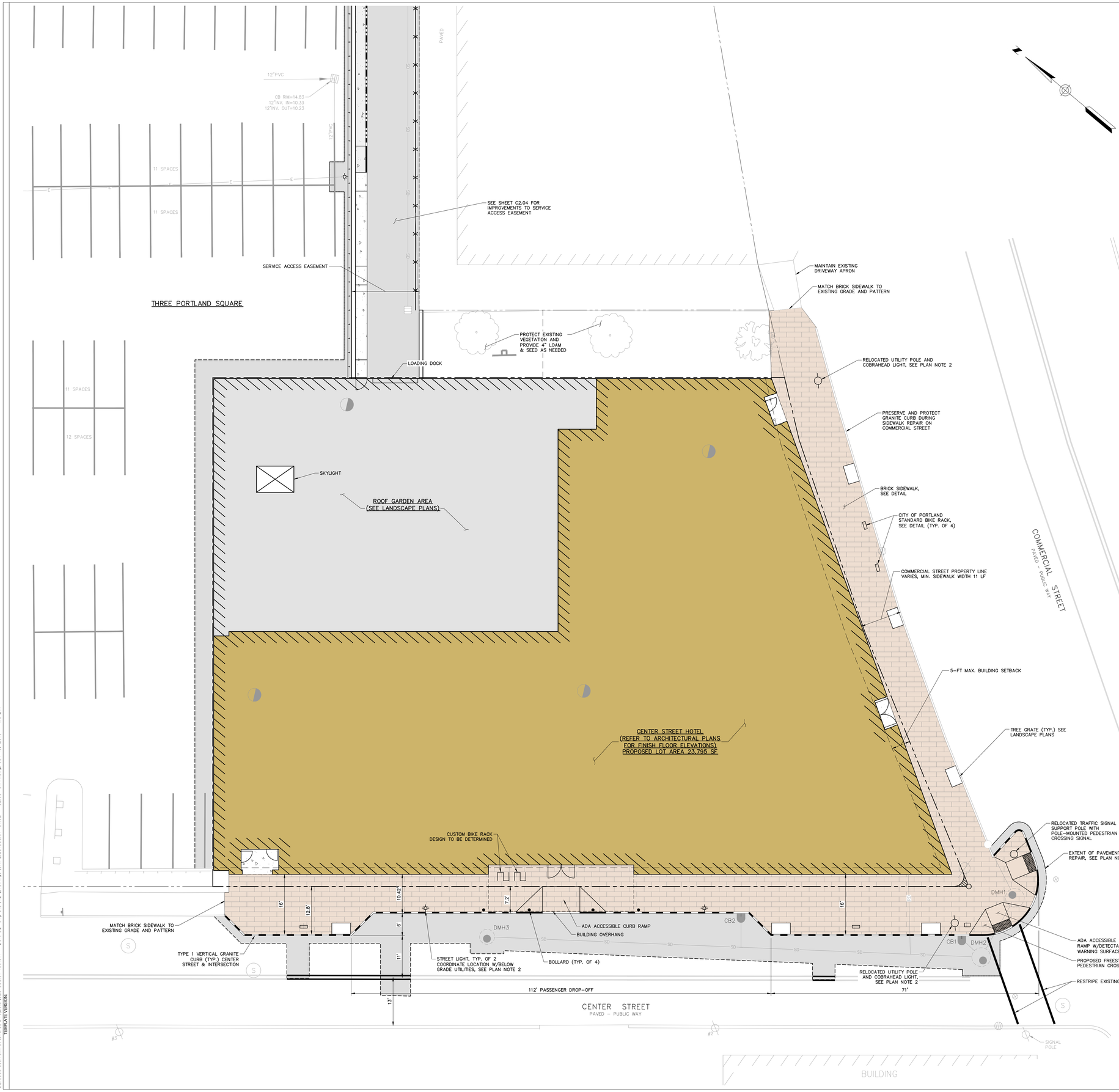

SYMBOLS

DESCRIPTION	EXISTING	PROPOSED
SANITARY SEWER MANHOLE	S	
STORM DRAIN MANHOLE	D	
CATCH BASIN		
ELECTRICAL MANHOLE	E	
COMMUNICATIONS MANHOLE	T	
CABLE MANHOLE	C	
UTILITY POLE W/GUY		
UTILITY POLE		
UTILITY POLE W/LIGHT		
LIGHT POLE		
WATER GATE		
WATER SHUT OFF		
HYDRANT		
SIGN		
DECIDUOUS TREE		
IRON PIN (FOUND)		
MONUMENTS (FOUND)		
TEST PIT		TP

LINE TYPES

DESCRIPTION	EXISTING	PROPOSED
CONTOUR (1' INTERVAL)	11	11
CONTOUR (INDEX)	10	10
SANITARY SEWER	S	S
STORM DRAIN	SD	SD
UNDERDRAIN	UD	
WATER MAIN	W	W
UNDERGROUND ELECTRIC	E	E
GAS LINE	G	G
OVERHEAD ELECTRIC	OE	OE
UNDERGROUND ELECTRICAL /COMMUNICATIONS/CABLE	COMM	
PROPERTY LINE		
RIGHT OF WAY		
EASEMENT		
FENCE	X X	
RETAINING WALL		
CURB		
TYPE 1 GRANITE CURB		
EDGE OF PAVEMENT		
BUILDING OUTLINE		
SAWCUT		
LIMIT OF WORK		LW

PLAN REFERENCES

1. SITE AND TOPOGRAPHIC DATA BASED ON A PLAN BY OWEN HASKELL, INC. OF FALMOUTH, MAINE, DATED OCTOBER 12, 2018, TITLED "ALTA/NSPS LAND TITLE SURVEY, COMMERCIAL AND CENTER STREET, PORTLAND, CUMBERLAND COUNTY, MAINE", PREPARED FOR FATHOM CC, LLC, 80 EXCHANGE STREET, SUITE 30, PORTLAND, MAINE.

ZONING NOTES

1. SUBJECT PARCEL IS LOCATED WITHIN THE CITY OF PORTLAND B3 DOWNTOWN BUSINESS ZONE.
2. COMMERCIAL STREET AND CENTER STREET FRONTAGES ARE LOCATED WITHIN THE PEDESTRIAN ACTIVITY DISTRICT (PAD) OVERLAY ZONE.

PLAN NOTES

1. COMMERCIAL STREET IS UNDER A PAVING MORATORIUM UNTIL 5/25/2021. THE EXTENT OF PAVEMENT REPAIRS AT THE CORNER OF COMMERCIAL STREET AND CENTER STREET ARE BEING COORDINATED WITH THE CITY OF PORTLAND.
2. THE CITY OF PORTLAND STREET LIGHTING STANDARD IS CURRENTLY BEING REVISED. THE FINAL STANDARD IS ANTICIPATED TO EXPAND THE OLD PORT LIGHTING DISTRICT TO INCLUDE CENTER STREET ADJACENT TO THE PROJECT SITE. LIGHTING HAS BEEN SELECTED AND SITED BASED ON THE CURRENT OLD PORT LIGHTING DISTRICT STANDARD. THE CITY HAS INDICATED THAT COMMERCIAL STREET LIGHTING WILL REMAIN THE COBRAHEAD-STYLE, BUT THE SEPARATION DISTANCE HAS NOT YET BEEN CONFIRMED. TWO COBRAHEAD LIGHTS EXIST ON COMMERCIAL STREET ADJACENT TO THE PROJECT SITE ON UTILITY POLES THAT ARE TO BE RELOCATED. THE PLANS CURRENTLY CALL FOR THE COBRAHEAD LIGHTS TO REMAIN ON THE TWO RELOCATED UTILITY POLES. FINAL LOCATION AND SELECTION OF STREET LIGHTS WILL BE COORDINATED WITH THE CITY OF PORTLAND.

10' 0 10' 20'

BAR SCALE
1" = 10'
CHECK GRAPHIC SCALE BEFORE USING

SCHEMATIC DESIGN

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HKS

ARCHITECT
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DALLAS, TX 75201-4240

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PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
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PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
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OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
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CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

STATE OF MAINE
LAUREN JANE SWETT
12284
REGISTERED PROFESSIONAL ENGINEER
Lauren J. Swett
1/15/2019

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(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

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HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
SITE PLAN

SHEET NO.
C2.01

XREFS
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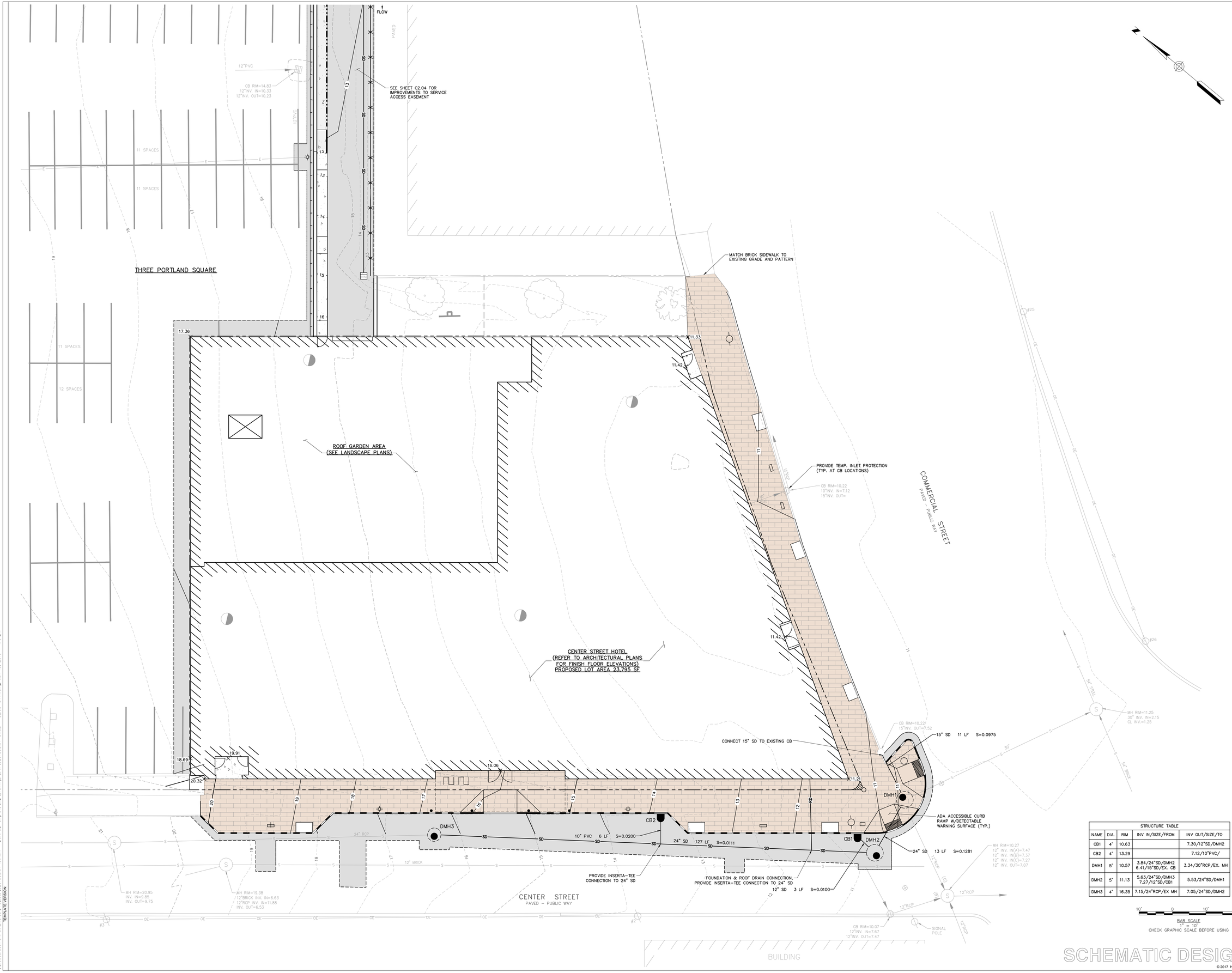

STRUCTURE TABLE				
NAME	DIA.	RIM	INV IN/SIZE/FROM	INV OUT/SIZE/TO
CB1	4'	10.63		7.30/12"SD/DMH2
CB2	4'	13.29		7.12/10"PVC/
DMH1	5'	10.57	3.84/24"SD/DMH2 6.41/15"SD/EX. CB	3.34/30"RCP/EX. MH
DMH2	5'	11.13	5.63/24"SD/DMH3 7.27/12"SD/CB1	5.53/24"SD/DMH1
DMH3	4'	16.35	7.15/24"RCP/EX MH	7.05/24"SD/DMH2

10' 0 10' 20'

BAR SCALE
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HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
GRADING, DRAINAGE, AND EROSION CONTROL PLAN

SHEET NO.
C2.02

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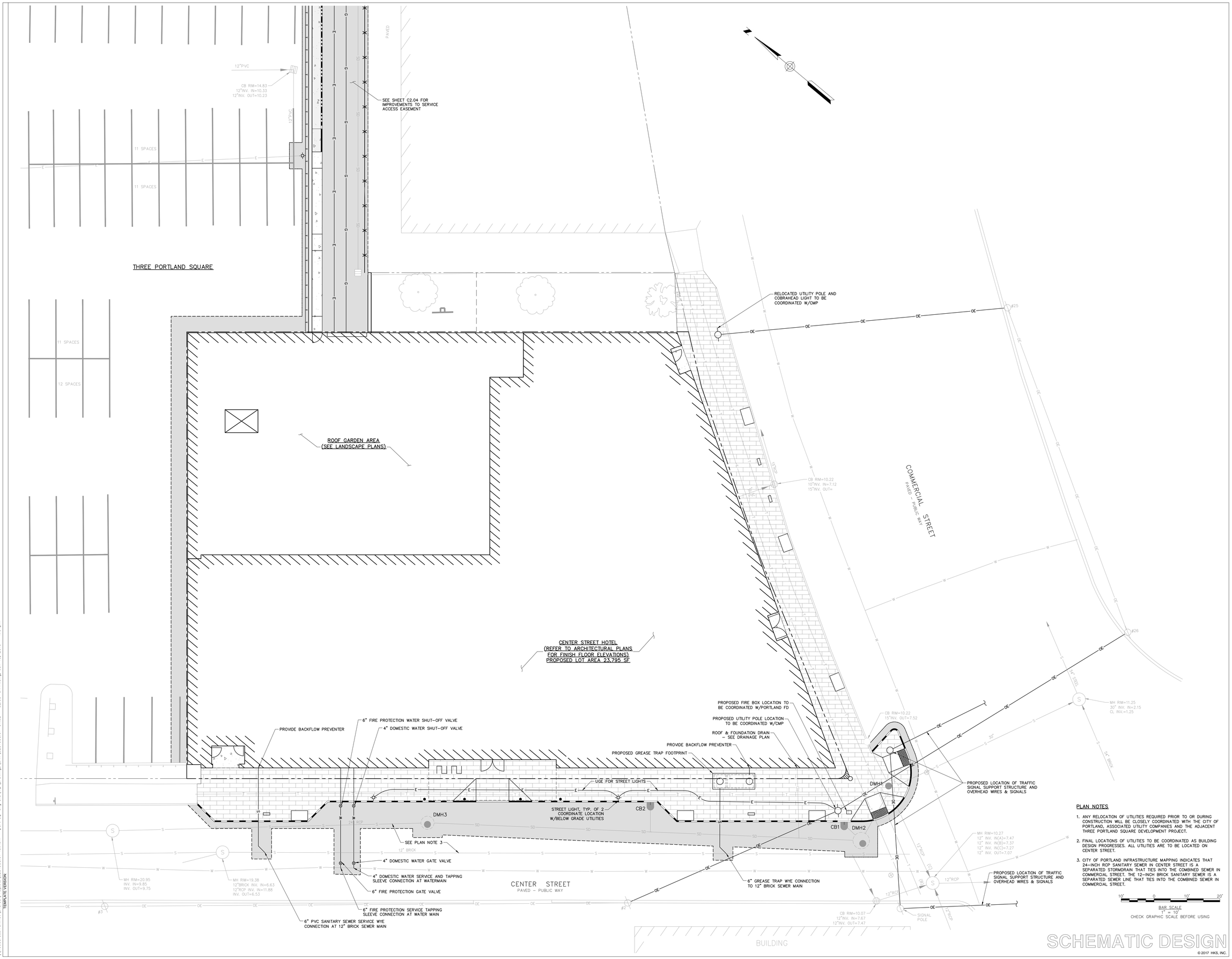

PLAN NOTES

1. ANY RELOCATION OF UTILITIES REQUIRED PRIOR TO OR DURING CONSTRUCTION WILL BE CLOSELY COORDINATED WITH THE CITY OF PORTLAND, ASSOCIATED UTILITY COMPANIES AND THE ADJACENT THREE PORTLAND SQUARE DEVELOPMENT PROJECT.
2. FINAL LOCATIONS OF UTILITIES TO BE COORDINATED AS BUILDING DESIGN PROGRESSES. ALL UTILITIES ARE TO BE LOCATED ON CENTER STREET.
3. CITY OF PORTLAND INFRASTRUCTURE MAPPING INDICATES THAT 24-INCH RCP SANITARY SEWER IN CENTER STREET IS A SEPARATED STORMDRAIN THAT TIES INTO THE COMBINED SEWER IN COMMERCIAL STREET. THE 12-INCH BRICK SANITARY SEWER IS A SEPARATED SEWER LINE THAT TIES INTO THE COMBINED SEWER IN COMMERCIAL STREET.

10' 0 10' 20'
BAR SCALE
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STATE OF MAINE · LAUREN JANE SWETT · 12284 · REGISTERED PROFESSIONAL ENGINEER
1/15/2019

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HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
UTILITY PLAN

SHEET NO.
C2.03

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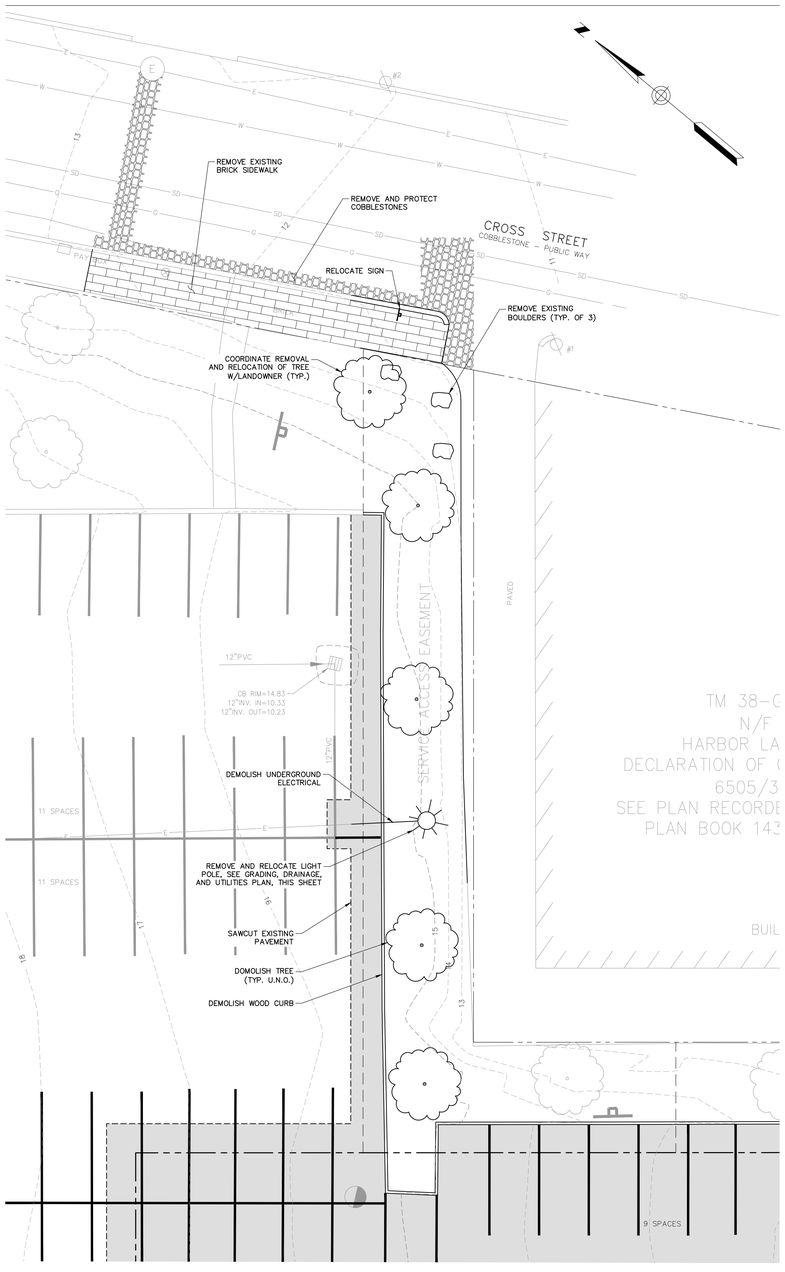
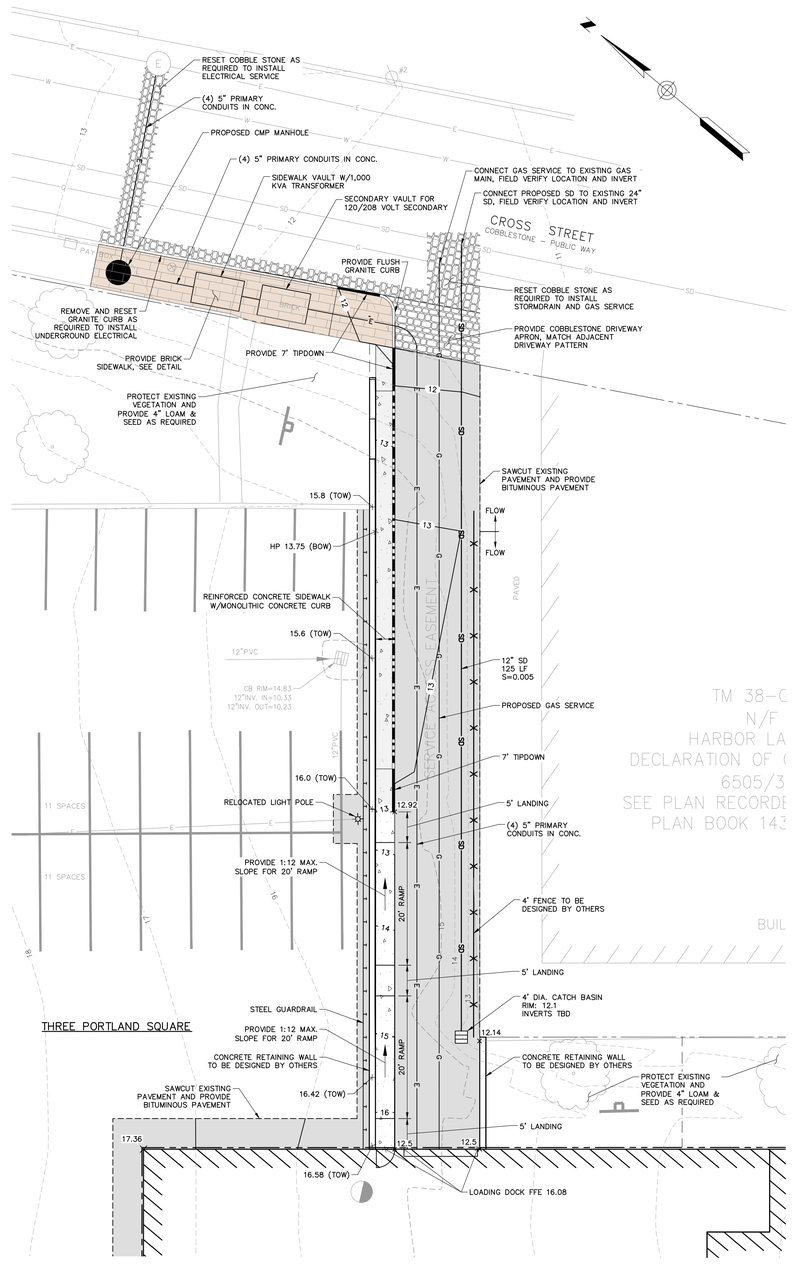


EXISTING CONDITIONS AND SITE DEMOLITION PLAN

SCALE: 1" = 10'



PROPOSED GRADING, DRAINAGE, AND UTILITIES PLAN

SCALE: 1" = 10'

10' 0 10' 20'

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1	SITE PLAN REVISION	1/15/19

HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
SERVICE ACCESS PLAN

SHEET NO.
C2.04

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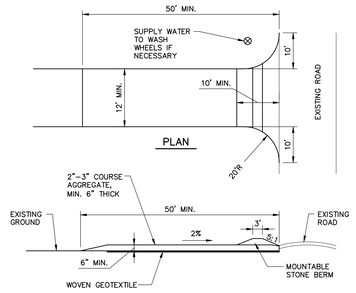


PROFILE

NOTES:

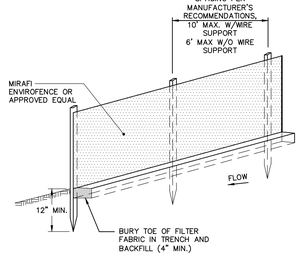
- CONSTRUCTION ENTRANCES MAY BE RELOCATED AS CONSTRUCTION PROGRESSES.
- WHEEL WASH PITS MAY ALSO BE USED, IF APPROVED.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN

MAINTENANCE: INSPECT FOR EFFECTIVE REMOVAL OF SOIL FROM VEHICLES PRIOR TO LEAVING THE SITE. SWEEP ANY SOIL FROM ADJACENT ROADWAYS.

REMOVAL: AT LEAST ONE CONSTRUCTION ENTRANCE SHALL BE MAINTAINED UNTIL ALL AREAS OF THE SITE ARE STABILIZED.

STABILIZED CONSTRUCTION ENTRANCE DETAIL

N.T.S.



NOTES:

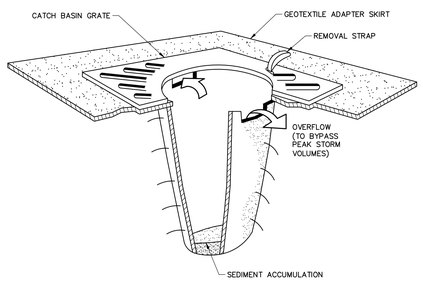
- INSTALL FABRIC ON UPHILL SIDE OF SUPPORT POSTS
- INSTALL SILT FENCE ACROSS SLOPES
- SILT FENCE SHALL NOT BE USED IN DRAINAGE WAYS

MAINTENANCE: INSPECT FOR TEARS IN THE FABRIC OR DAMAGE TO SUPPORTS. REPAIR AS NECESSARY. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES A DEPTH OF SIX-INCHES OR LESS.

REMOVAL: WHEN UPSLOPE AREAS ARE STABILIZED, THE STRUCTURE AND ANY ACCUMULATED SEDIMENT WILL BE REMOVED.

SEDIMENT BARRIER - SILTATION FENCE DETAIL CONTRACTOR OPTION

N.T.S.



NOTES:

CATCH BASIN PROTECTION TO BE "SILTSACK" (BY ACF ENVIRONMENTAL) OR "STREAM GUARD" (BY FOSS ENVIRONMENTAL SERVICES).

INSERT TO BE EMPTIED IN AN APPROVED MANNER WHEN IT IS 1/2 FULL OF SEDIMENT.

INSPECT INSERT AFTER ALL RAINFALL EVENTS, REPAIR AND MAINTAIN AS REQUIRED.

TEMPORARY INLET PROTECTION

N.T.S.

EROSION AND SEDIMENT CONTROL NOTES

Temporary Erosion Control

Contractor shall prepare and submit a soil erosion and water pollution control plan to engineer in accordance with section 656.

Measure	Dates For Use	Timing, Activity, and Location
Sedimentation Barrier	ALL	Before soil disturbance, install downhill of areas to be disturbed and around material stockpiles.
Up-slope Diversion	ALL	Before soil disturbance, install uphill of areas to be disturbed and material stockpiles.
Catch Basin Protection	ALL	Before soil or pavement disturbance, install ACF Environmental, Inc. High Flow Siltsack, Siltsaver Inlet Filter, or equal, installed per manufacturer's requirements.
Dust Control	ALL	During dry weather, apply water and calcium chloride to control dust.
Temporary Seeding	April 15 to Oct. 1	Soil stockpiles that are not covered and disturbed areas that will not be disturbed again within 14 days. If grass growth provides less than 95% soil coverage by Nov. 1, apply mulch and anchor with erosion control blanket.
Mulch	April 15 to Sept. 15	On all areas of exposed soil prior to rain events or every ___ days, apply 100-150 lbs (2.5 bales) per 1,000 sq ft. by mechanical blower.
Winter Mulch	Sept. 16 to Oct. 31	On all areas of exposed soil prior to precipitation or every ___ days, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. by mechanical blower, Erosion control blanket may be used as a substitute for winter mulch.
	Nov. 1 to April 14	On all areas of exposed soil, apply 150 to 170 lbs. mulch (4 bales) per 1,000 sq. ft. and anchor with netting at the end of each working day. Erosion control blanket may be used as a substitute for winter mulch.
Inspections	Until site is permanently stabilized	Inspect the erosion and sedimentation control measures per inspections table below, and maintain and repair as necessary.

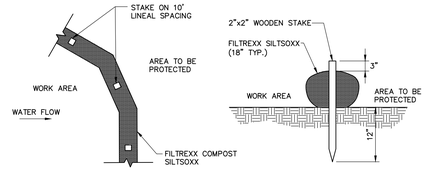
Permanent Erosion Control:

Measure	Dates For Use	Timing, Activity, and Location
Pavement - Base Course - Final Course	When no frost is in ground	Install only in areas shown on the plan, shortly after pavement base is brought to final grade. Install near completion of project.
Permanent Seeding	April 15 to Sept. 15	On final grade areas, within 7 days of grade preparation, prepare topsoil, followed by seed and mulch application.
Dormant Seeding	Sept. 16 to April 15	On final grade areas, with prepared topsoil. Apply seed at double the specified rate on bare soil, and follow with an application of winter mulch.
Ground Cover, Trees, Shrubs	April 15 to Nov. 1	Install with final landscaping.
Permanent Mulch	ALL	Install with final landscaping.

Inspections:

Regular inspections of all erosion and sedimentation controls shall be made at least weekly and prior to and following storm events. Minimum inspections shall be made as listed in the table below.

Inspected Item	Look For
Mulched Surfaces	Thin mulch or inadequate application. Wind movement.
Seeded Surfaces	Poor seed germination. Loss of mulch. Development of rivulets.
Sediment Barrier	Sediment build-up to one half the height of the barrier. Undermining of the barrier. Supporting stakes loose, toppled, or unmarked. Breaks in barrier.
Perimeter Diversion	Discharge is to stabilized area. Erosion or breaks in barrier. Supporting stakes loose, toppled or unmarked.
Catch Basin Protection	Sediment build-up and structure blockages. Slow flow/Ponding water. Breaks in fabric or voids in barrier.
Dewatering Filter	Breaks in fabric or supporting structure. Slow flow, indicating high sediment build-up.
Construction Entrance	Sedimentation of roadways. Off-site dust complaints.



PLAN VIEW SECTION

NOTE:

WHEN STAKING IS NOT POSSIBLE, HEAVY CONCRETE BLOCKS SHALL BE USED BEHIND THE SEDIMENT CONTROL TO HELP STABILIZE DURING RAINFALL/RUNOFF EVENTS.

SEDIMENTATION BARRIER - SILTSOXX CONTRACTOR OPTION

N.T.S.

EROSION AND SEDIMENTATION CONTROL NOTES

TEMPORARY EROSION CONTROL MEASURES MAY INCLUDE THE USE OF STABILIZED CONSTRUCTION ENTRANCES, HYDRAULIC MULCH, HAY AND STRAW MULCH, EROSION CONTROL BLANKET, TURF REINFORCED MATTING, RIPRAP AND TEMPORARY SEEDING. TEMPORARY SEDIMENT CONTROL MEASURES INCLUDE THE USE OF SILT FENCE, EROSION CONTROL MIX BERMS, PLUNGE POOLS, CHECK DAMS, SEDIMENT TRAPS, CATCHBASIN SEDIMENT COLLECTION BAGS AND GEOTEXTILE FILTER BAGS. PERMANENT MEASURES INCLUDE THE USE OF RIPRAP AT EXPOSED STORMDRAIN AND CULVERT INLETS AND OUTLETS, ARMORED SWALES AND SLOPES AND PERMANENT VEGETATION.

GENERAL

A. THE PROJECT SHALL CONFORM WITH THE STANDARDS OF THE MAINE CONSTRUCTION GENERAL PERMIT, IF APPLICABLE.

B. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK PUBLISHED BY THE MAINE DEP UNLESS OTHERWISE NOTED IN THESE PLANS.

C. ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES DEEMED NECESSARY BY THE OWNER'S REPRESENTATIVE, DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND/OR MUNICIPAL OFFICIALS SHALL BE INSTALLED BY THE CONTRACTOR.

D. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES RESULTING FROM EROSION OR SEDIMENTATION FROM THE SITE TO SURROUNDING PROPERTIES, WATER BODIES, OR WETLANDS AS A RESULT OF THIS PROJECT.

E. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE SITE WHENEVER POSSIBLE WHILE ALLOWING PROPER SITE DEVELOPMENT.

F. CONSTRUCTION STAGING SHALL BE CONDUCTED IN A WAY TO MINIMIZE THE POTENTIAL FOR STORMWATER RUN-ON TO DISTURBED AREAS.

G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR/REPLACEMENT/MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE ABOVE PERSONNEL. DESCRIPTIONS OF PERMANENT STABILIZATION FOR VARIOUS COVER TYPES FOLLOWS:

i. FOR SEEDED AREAS, PERMANENT STABILIZATION MEANS THAT 90% OF THE DISTURBED AREA IS COVERED WITH REASONABLY THICK UNIFORM STAND OF PERMANENT GRASS SPECIES, FREE FROM SIZABLE THIN OR BARE SPOTS.
ii. FOR SODDED AREAS, PERMANENT STABILIZATION MEANS THAT COMPLETE BINDING OF THE SOD ROOTS INTO THE UNDERLYING SOIL WITH NO SLUMPING OF THE SOD OR DIE OFF.
iii. FOR MULCHED AREAS, PERMANENT STABILIZATION MEANS TOTAL COVERAGE OF THE EXPOSED AREA WITH AN APPROVED MULCH MATERIAL.
iv. FOR AREAS STABILIZED WITH RIPRAP, PERMANENT STABILIZATION MEANS THAT SLOPES STABILIZED WITH RIPRAP HAVE AN APPROPRIATE BACKING OF A WELL-GRADED GRAVEL OR APPROVED GEOTEXTILE. STONE MUST BE SIZED APPROPRIATELY AND IN ACCORDANCE WITH SECTION E-6 OF THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL.
v. FOR PAVED AREAS, PERMANENT STABILIZATION MEANS THE PLACEMENT OF THE ASPHALT BINDER COURSE.
vi. FOR OPEN CHANNELS, LEVEL SPREADERS, ENGINEERED BUFFERS OR OTHER DESIGNED STORMWATER CONVEYANCE STRUCTURE, PERMANENT STABILIZATION MEANS THE CHANNELIZED AREA(S) IS STABILIZED WITH MATURE VEGETATION AT LEAST THREE INCHES IN HEIGHT, WITH APPROVED RIPRAP, OR WITH OTHER NON-EROSIVE LINING CAPABLE OF WITHSTANDING THE ANTICIPATED FLOW VELOCITIES AND FLOW DEPTHS WITHOUT RELIANCE ON CHECK DAMS TO SLOW FLOW. THERE SHALL BE NO EVIDENCE OF SLUMPING, UNDERCUTTING OR DOWNCUTTING OF THE DESIGNED CHANNEL.

H. IF THE AREA WILL REMAIN UNWORKED FOR MORE THAN ONE YEAR OR HAS BEEN BROUGHT TO FINAL GRADE, AND WILL NOT BE BUILT ON, THEN IMMEDIATELY PROVIDE PERMANENT STABILIZATION USING VEGETATION THROUGH PLANTING, SEEDING, SOD OR THROUGH THE USE OF PERMANENT MULCH OR RIPRAP. IF USING VEGETATION FOR STABILIZATION, SELECT THE PROPER VEGETATION FOR THE LIGHT, MOISTURE, AND SOIL CONDITIONS. AMEND AREAS OF DISTURBED, OVERLY-COMPACTED SUBSOIL WITH TOPSOIL OR COMPOST AND LIGHTLY TILL 2-3" OF SOIL AMENDMENTS INTO THE TOP 8" OF SOIL.

I. PERMANENT SEEDING SPECIFICATION: IT IS RECOMMENDED THAT PERMANENT SEEDING BE COMPLETED BETWEEN APRIL 1 AND AUGUST 15 OF EACH YEAR. LATE SEASON SEEDING MAY BE DONE BETWEEN AUGUST 15 AND SEPTEMBER 15. AREAS NOT SEEDED OR WHICH DO NOT OBTAIN A SATISFACTORY GROWTH BY OCTOBER 1 SHALL BE SEEDED WITH AROOSTOOK WINTER RYE OR MULCHED AT SPECIFIED RATES. SEE WINTER SEEDING AND MULCHING SPECIFICATIONS FOR STABILIZATION AFTER NOVEMBER 1.

i. APPLY TOPSOIL TO A DEPTH OF 4 INCHES. IN COMPACTED AREAS TILL 2-3" OF COMPOST INTO UPPER 8" OF DISTURBED SOIL AND THEN APPLY 4 INCHES OF TOPSOIL.
ii. APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IN LIEU OF SOIL TESTS, APPLY GROUND LIMESTONE AT A RATE OF 33 LBS PER 1000 SQUARE FEET AND GRANULAR, COMMERCIAL-GRADE FERTILIZER 10-10-10 AT A RATE OF 18 LBS PER 1000 SQUARE FEET.
iii. UNIFORMLY APPLY SEED MIXTURE AT THE RECOMMENDED SEEDING RATES AND DATES, APPLY HAY OR STRAW MULCH AT A RATE OF 2.5 BALES PER 1000 SQUARE FEET AND ANCHOR AS NECESSARY.

J. PROTECT ALL SEEDED AREAS WITH MULCH OR EROSION CONTROL BLANKET IN AREAS OF SHEET OR CONCENTRATED FLOWS. MULCH ALL AREAS SO THAT SOIL IS NOT VISIBLE THROUGH THE MULCH REGARDLESS OF THE APPLICATION RATE. SCHEDULE SEEDING OR SODDING TO AVOID FAILURE DUE TO SUMMER DROUGHT AND FALL FROST. NEWLY SEEDED AREAS SHOULD BE PROTECTED FROM VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC AND CONCENTRATED RUNOFF UNTIL THE VEGETATION IS WELL ESTABLISHED. AREAS MUST BE REWORKED AND RESTABILIZED IF GERMINATION IS SPARSE OR SURFACE EROSION IS EVIDENT.

K. DITCH LININGS AND RIPRAP INLET AND OUTLET PROTECTION SHALL BE INSTALLED WITHIN 48 HOURS OF COMPLETING THE GRADING OF THAT SECTION OF DITCH OR INSTALLATION OF THE CULVERT.

L. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL PERMANENT SLOPES STEEPER THAN 3:1, IN THE BASE OF DITCHES AND ANY DISTURBED AREAS WITHIN 100 FEET OF A PROTECTED NATURAL RESOURCE (WETLANDS AND WATER RESOURCES). EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

M. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL TEMPORARY EROSION CONTROL MEASURE UPON STABILIZATION OF PROJECT AREA & COST SHALL BE INCIDENTAL TO CONTRACT.

WINTER CONDITIONS

A. WINTER CONSTRUCTION IS CONSTRUCTION ACTIVITY PERFORMED DURING THE PERIOD FROM NOVEMBER 1 THROUGH APRIL 1. IF AREAS WITHIN THE CONSTRUCTION AREA ARE NOT STABILIZED WITH TEMPORARY OR PERMANENT MEASURES OUTLINED ABOVE BY NOVEMBER 15 THEN THE SITE MUST BE PROTECTED WITH ADDITIONAL STABILIZATION MEASURES THAT ARE SPECIFIC TO WINTER CONDITIONS.

GOOD HOUSEKEEPING AND POLLUTION PREVENTION

A. SPILL PREVENTION CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM BEING DISCHARGED FROM MATERIALS ON SITE, INCLUDING STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER RUNOFF AND APPROPRIATE SPILL PREVENTION, CONTAINMENT AND RESPONSE PLANNING AND IMPLEMENTATION.

B. DURING CONSTRUCTION, PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUND OR SURFACE WATERS MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO INFILTRATION AREAS. AN "INFILTRATION AREA" IS ANY ARE OF THE SITE THAT BY DESIGN, OR AS A RESULTS OF SOIL AND TOPOGRAPHY, ACCUMULATES RUNOFF THAT INFILTRATES IN THE SOIL. DIKES, BERMS, SUMPS AND OTHER FORMS OF TEMPORARY SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS.

C. LOCATE ALL MATERIAL STOCKPILES WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.

D. TAKE ALL REASONABLE MEASURES TO MINIMIZE DUST RESULTING FROM THE PROJECT. OIL MAY NOT BE USED FOR DUST CONTROL.

E. LOCATE ALL LITTER, CONSTRUCTION DEBRIS AND CONSTRUCTION CHEMICALS WITH CONSIDERATION FOR STORMWATER DRAINAGE PATTERNS AND INFRASTRUCTURE.

F. TRENCH OR FOUNDATION DE-WATERING MUST BE SPREAD THROUGH SUFFICIENT NATURAL BUFFERS THAT HAVE CAPACITY TO INFILTRATE THE PUMPED WATER OR SHOULD BE PUMPED TO DESIGNED CONSTRUCTION DEWATERING DEVICES AS DESCRIBED IN THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK.

G. SEDIMENTS AND SOIL MATERIALS SHOULD BE SWEPT FROM PAVED SURFACES AT THE END OF EACH WORKDAY OR PRIOR TO RAIN EVENTS, WHENEVER POSSIBLE.

INSPECTION AND MAINTENANCE

A. A PERSON WITH KNOWLEDGE OF EROSION AND STORMWATER CONTROLS, INCLUDING THE STANDARDS IN THE MAINE CONSTRUCTION GENERAL PERMIT, THE MAINE EROSION AND SEDIMENT CONTROL BMPS HANDBOOK OR ANY MUNICIPAL REQUIREMENTS MUST CONDUCT THE INSPECTION. THIS PERSON MUST BE IDENTIFIED IN THE INSPECTION LOG. IF ADDITIONAL BMPS OR MODIFICATIONS TO BMPS ARE NECESSARY, THE MODIFICATIONS MUST BE IMPLEMENTED WITH 7 CALENDAR DAYS OR PRIOR TO ANY PRECIPITATION EVENT. ALL MEASURES MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITION UNTIL AREAS ARE PERMANENTLY STABILIZED.

B. AN INSPECTION AND MAINTENANCE LOG MUST BE KEPT BY THE CONTRACTOR, SUMMARIZING THE SCOPE OF THE INSPECTION, DATE, AND MAJOR OBSERVATIONS RELATING TO THE OPERATION OF EROSION AND SEDIMENT CONTROL BMPS, MATERIAL STORAGE AREAS, AND VEHICLE ACCESS POINTS TO THE CONSTRUCTION AREA. THE INSPECTION LOG SHOULD BE DELIVERED TO THE PROPERTY OWNER OR RESPONSIBLE CONTRACTING ENTITY UPON COMPLETION OF THE PROJECT.

DEWATERING

A. ANY DEWATERING FLOW DIRECTED TO THE CITY'S COMBINED SEWER SYSTEM SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT OF PUBLIC SERVICES AND/OR THE PORTLAND WATER DISTRICT PRIOR TO COMMENCING DEWATERING ACTIVITIES.

SCHEMATIC DESIGN

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HKS

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HKS, INC.
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DALLAS, TX 75201-4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
EALAIN STUDIO.
498 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

STATE OF MAINE — LICENSED PROFESSIONAL ENGINEER — LAUREN JANE SWETT 12284 — 1/15/2019

THESE DOCUMENTS ARE PARTIALLY DEVELOPED FROM ARCHITECTURAL AND STRUCTURAL DRAWINGS PROVIDED BY OTHERS. ALL AS-BUILT CONDITIONS SHOULD BE FIELD VERIFIED.

INTERIM REVIEW ONLY

These documents are incomplete, and are released for interim review only and are not intended for regulatory approval, permit, or construction purposes.

Architect: _____
Arch. Reg. No.: _____
Date: _____

KEY PLAN

DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE
1	SITE PLAN REVISION	1/15/19

HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
EROSION & SEDIMENT CONTROL DETAILS

SHEET NO.
C3.01

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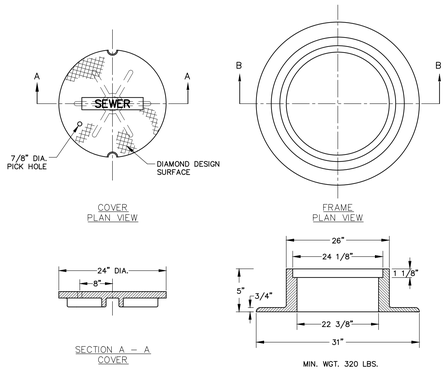


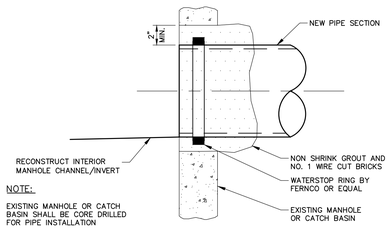
NOTE:

ALL MANHOLE COVERS SHALL BE SOLID AND SHALL HAVE ONE 7/8" DIAMETER DRILLED PICK HOLE, LOCATED 8" FROM THE CENTER OF THE COVER.

ALL SANITARY MANHOLE COVERS SHALL HAVE "SEWER" CAST INTO THE COVER. ALL STORMWATER/DRAIN MANHOLE COVERS SHALL HAVE "DRAIN" CAST INTO THE COVER.

CAST IRON MANHOLE FRAME AND COVER

N.T.S.



NOTE:

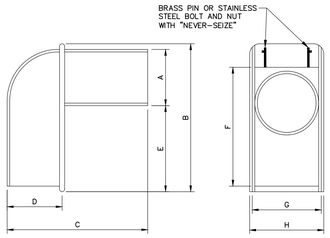
EXISTING MANHOLE OR CATCH BASIN SHALL BE CORE DRILLED FOR PIPE INSTALLATION

NEW PIPE TO EXISTING STRUCTURE

N.T.S.

GENERAL NOTES FOR MANHOLES AND CATCH BASINS

1. ALL CONCRETE SHALL BE CLASS "A" AND HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4000 LBS. PER SQ. INCH AT THE END OF 28 DAYS, UNLESS OTHERWISE NOTED.
2. PRECAST REINFORCED CONE BARREL MANUFACTURED PER ASTM SPEC. C–478.
3. ALL MANHOLES SHALL HAVE A BITUMINOUS WATERPROOFING APPLIED TO THE EXTERIOR SURFACE. IF CONSTRUCTED OF BRICK MASONRY, SURFACE SHALL BE PLASTERED WITH A SMOOTH MORTAR FINISH 3/8" THICK. AFTER THE MORTAR HAS SET, THE SURFACE SHALL BE WATERPROOFED AS REQUIRED BY SUPPLEMENTAL SPECIFICATIONS SECTION 604.
4. CASTINGS SHALL CONFORM TO ASTM DESIGNATION A48–CLASS 35. ALL PARTS OF CASTINGS, EXCEPT FINISHED SURFACE, SHALL RECEIVE A COAT OF COAL TAR PITCH VARNISH OR ASPHALTUM PAINT WHICH SHALL BE SMOOTH AND TOUGH BUT NOT BRITTLE.
5. MANHOLES MAY BE CONSTRUCTED OF MASONRY, PRECAST REINFORCED CONCRETE, OR CAST IN PLACE.
6. CONTRACTOR SHALL SUBMIT ANTIFLOATATION CALCULATIONS FOR ALL MANHOLE AND CATCH BASIN STRUCTURES.
7. ALL PRECAST MANHOLES AND CATCH BASINS SHALL BE IDENTIFIED BY STATION, OFFSET, AND STRUCTURE ID PAINTED ON THE SIDE OF THE STRUCTURE BY THE MANUFACTURER.
8. STORM AND SEWER MANHOLES SHALL HAVE SOLID COVERS WITH ONE DRILLED PICK HOLE.
9. EXISTING MANHOLES, CATCH BASINS, FRAMES, AND COVERS SHALL BE SALVAGED BY THE CONTRACTOR, AND SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND.
10. WHEN THE FLOW CHANGES DIRECTION IN A MANHOLE, THE CHANNEL ALIGNMENT SHALL FOLLOW A SMOOTH RADIUS. CHANNELS SHALL BE FORMED TO ACCEPT ALL INLET PIPES.
11. ON STORM AND SEWER MANHOLES, THE SHELF AND CHANNEL SHALL BE FORMED BY BRICK SET IN CEMENT MORTAR OR BY FACTORY PRE–CAST CONCRETE. SUCH PRE–CAST CONCRETE SHALL BE EPOXY COATED AND THE SHELF SHALL HAVE A PERMANENT NON–SKID SURFACE.



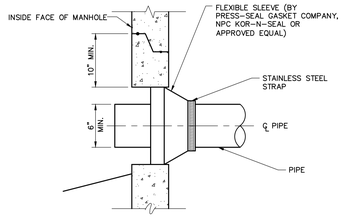
SIZE	A	B	C	D	E	F	G	H
10"	9 1/2"	16"	16 1/4"	6"	4 1/2"	14 1/8"	11 1/2"	12 3/8"
12"	11 1/2"	17"	22"	8"	3 1/2"	17"	12 1/2"	13 3/8"
15"	14 1/2"	22 1/2"	23"	10 1/4"	5 3/4"	21"	14 1/2"	15 3/4"

NOTE:

1. CASCO TRAP SHALL BE CAST IRON CASCO TRAP BY ETHERIDGE FOUNDRY OR APPROVED EQUAL.
2. BOLT AND NUT REQUIRED WHERE HOOD WILL NOT OPEN COMPLETELY.
3. CASCO TRAP SHALL BE INSTALLED ON ALL CATCH BASIN OUTLET PIPES, INCIDENTAL TO COST OF CATCH BASIN

CASCO TRAP DETAIL

N.T.S.



NEW PIPE TO NEW STRUCTURE CONNECTION DETAIL

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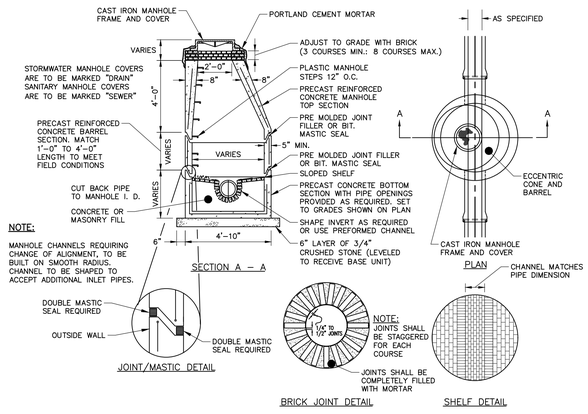

PRECAST CONCRETE MANHOLE

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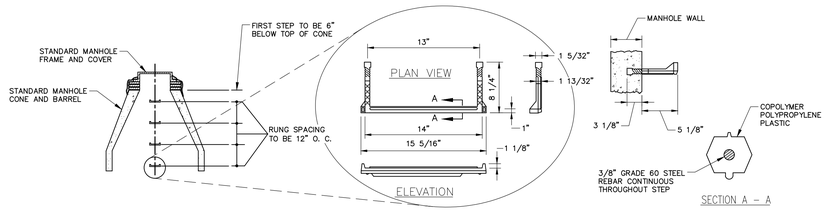

PLASTIC MANHOLE STEPS

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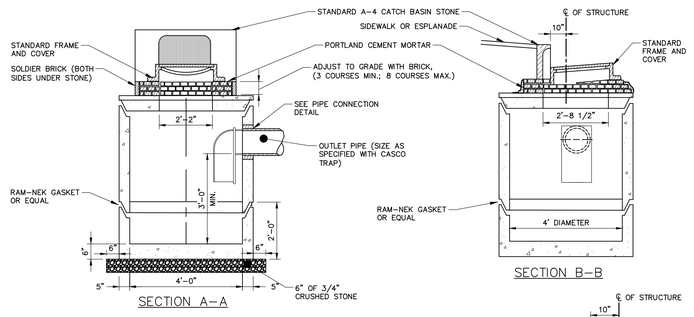

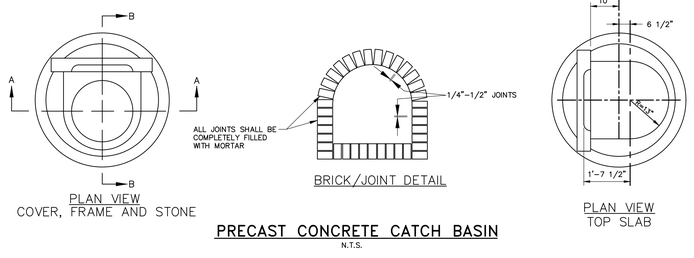

PRECAST CONCRETE CATCH BASIN

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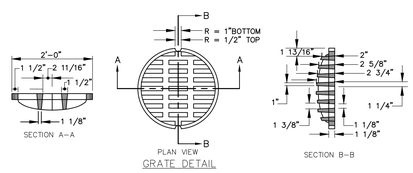
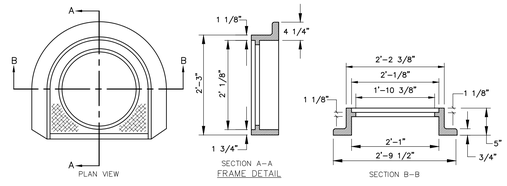
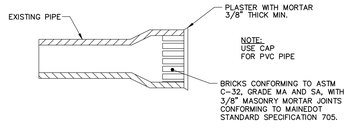




CATCH BASIN TYPE "D" – FRAME & COVER DETAIL

N.T.S.



MASONRY PLUG DETAIL

N.T.S.

HKS

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350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
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PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
EALAIN STUDIO
408 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

STATE OF MAINE — REGISTERED PROFESSIONAL ENGINEER — LICENSED — LAUREN JANE SWETT 12284 — CIVIL

1/15/2019

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Architect: _____
Arch. Reg. No.: _____
Date: _____

KEY PLAN

DATUM ELEVATION 12'-6" (MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE
1	SITE PLAN REVISION	1/15/19

HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
CIVIL DETAILS 1

SHEET NO.
C3.02

SCHEMATIC DESIGN

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XAMSO
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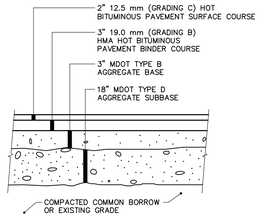
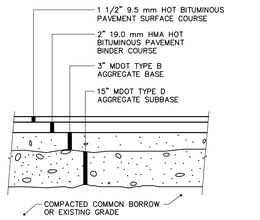


COMMERCIAL STREET

BITUMINOUS PAVEMENT REPAIR SECTION COMMERCIAL STREET (MINOR ARTERIAL)

N.T.S.



CENTER STREET AND SERVICE ACCESS DRIVEWAY

BITUMINOUS PAVEMENT REPAIR SECTION CENTER STREET (LOCAL)

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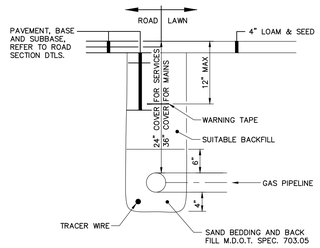
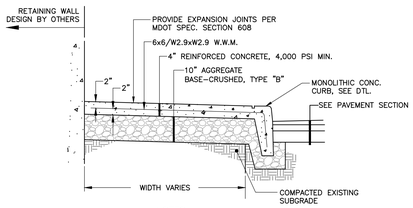


NOTE:

CONTRACTOR SHALL PERFORM EXCAVATION AND PROVIDE BEDDING, BACKFILL, AND SURFACE RESTORATION; UNTIL SHALL PROVIDE PIPING, VALVES AND FITTINGS. CONTRACTOR SHALL COORDINATE ALL WORK WITH UNITIL, INC.

NATURAL GAS PIPE

N.T.S.

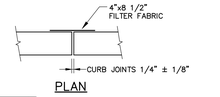


NOTES:

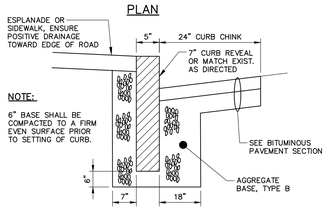
- DETAIL SHALL APPLY TO AREAS WHERE CONC. CURB BUTTS ALONG CONC. SIDEWALK.

REINFORCED CONCRETE SIDEWALK W/MONOLITHIC CONCRETE CURB

N.T.S.



PLAN



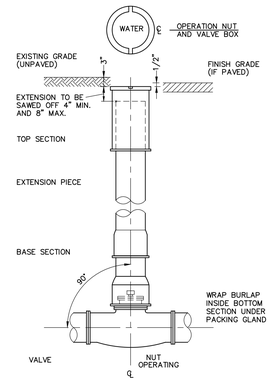
SECTION

CURB TYPE 1 ON CURVES			
TYPE	RADIUS OF CURVE	LENGTH	STONE IS CUT OR CAST
1	0' TO 60' INCL.	4' MIN.	ARC TO FIT CURVE
	OVER 60' TO 160'	4' TO 6'	STRAIGHT PIECES

TYPICAL NEW AND RESET CURB INSTALLATION

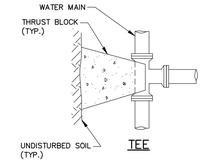
N.T.S.

NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02

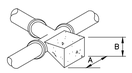


GATE VALVE WITH VALVE BOX

N.T.S.



TEE



TEE

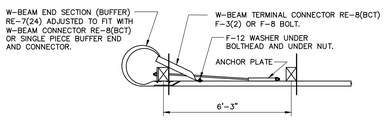
NOTES:

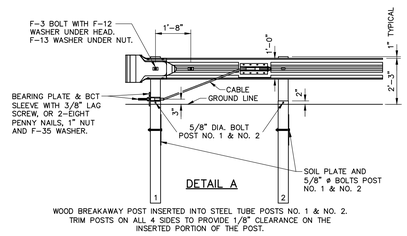
1. CONCRETE FOR ALL THRUST BLOCKS TO BE MINIMUM 3,000 PSI., 28 DAY STRENGTH, TYPE I CEMENT, 3/4" STONE.
2. WHERE POSSIBLE, CONSTRUCT THRUST BLOCKS AGAINST UNDISTURBED SOIL. WHERE NOT POSSIBLE, PLACE FILL BETWEEN THE THRUST BLOCK AND THE UNDISTURBED SOIL COMPACTED TO 90% STANDARD PROCTOR DENSITY.
3. WRAP FITTINGS WITH POLYETHYLENE PRIOR TO CONSTRUCTING THRUST BLOCKS. NO JOINTS SHALL BE COVERED WITH CONCRETE.
4. THRUST BLOCK DIMENSIONS ARE BASED ON A MAXIMUM WATER MAIN PRESSURE OF 150 PSI.

TABLE 1: 4" THRU 10" FITTINGS				
SOIL TYPE	TEES		BENDS	
	A	B	A	B
SOFT CLAY	48"	24"	48"	24"
SAND	24"	24"	24"	24"
GRAVEL	24"	18"	24"	18"

TYPICAL THRUST BLOCK DETAIL

N.T.S.



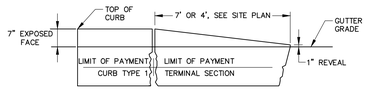


DETAIL A

WOOD BREAKAWAY POST INSERTED INTO STEEL TUBE POSTS NO. 1 & NO. 2. TRIM POSTS ON ALL 4 SIDES TO PROVIDE 1/8" CLEARANCE ON THE INSERTED PORTION OF THE POST.

MDOT STEEL GUARDRAIL

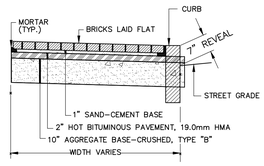
N.T.S.



TERMINAL SECTION TYPE "1"

TERMINAL CURB SECTION

N.T.S.



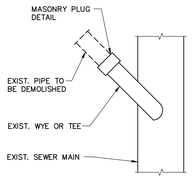
SECTION

NOTE:

SEE LANDSCAPE PLANS FOR GRANITE PAVER SECTIONS.

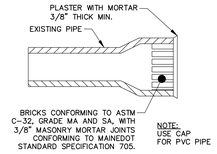
BRICK SIDEWALK DETAIL

N.T.S.



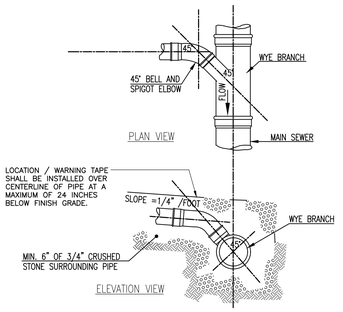
MASONRY PLUG @ MAIN

N.T.S.



MASONRY PLUG DETAIL

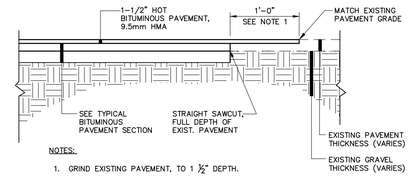
N.T.S.



TYPICAL SEWER LATERAL WYE CONNECTION DETAILS

N.T.S.

NOTE: FOR INSERTA TEE CONNECTIONS TO SEWER AND STORMDRAIN MAINS, REFER TO MANUFACTURER'S INSTALLATION INSTRUCTIONS.



NOTES:

1. GRIND EXISTING PAVEMENT, TO 1 ½" DEPTH.
2. PROVIDE BITUMINOUS TACK COAT ON VERTICAL AND HORIZONTAL SURFACES PRIOR TO PAVING.
3. DETAIL APPLICABLE TO PAVEMENT BUTT JOINTS AT ROADWAY WORK LIMITS. REFER TO PIPE INSTALLATION DTL. OR BITUMINOUS PAVEMENT SECTION DTLS. FOR TRENCH REPAIR REQUIREMENTS.

PAVEMENT BUTT JOINT DETAIL

N.T.S.

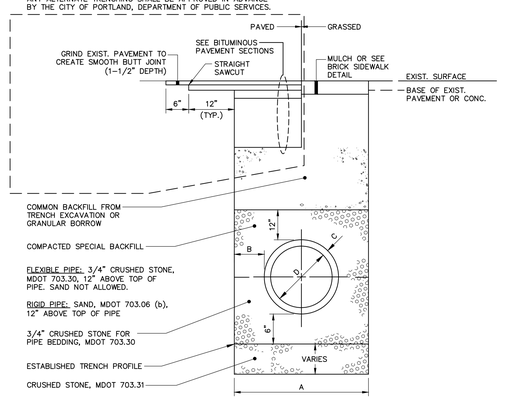
PIPE INSTALLATION DETAIL – NOTES

1. IN PAVED AREAS, DEPTHS OF GRAVEL AND HOT MIX ASPHALT PAVEMENT SHALL MATCH THE GREATER OF EXISTING CONDITIONS OR THE REQUIREMENTS FOR THE CORRESPONDING STREET CLASSIFICATION.
2. DIMENSION "B" SHALL BE SUFFICIENT TO ALLOW CRUSHED STONE BEDDING TO BE PLACED AND COMPACTED UNDER THE HAUNCHES OF THE PIPE; BUT IN ALL CASES "B" SHALL BE AT LEAST 9".
3. DIMENSION "A" SHALL BE BASED ON PIPE DIAMETER, AS SET FORTH IN THE FOLLOWING TABLE.

PIPE DIAMETER, "D" (INCHES)	MAX. TRENCH WIDTH, "A" (FEET)
6	4.0
8	4.0
10	4.0
12	4.0
15	4.0
18	5.0
21	5.0
24	5.5
27	6.0
30	6.0
36	7.0
42	8.0
48	8.0

NOTES:

ANY ALTERNATE TRENCHING SHALL BE APPROVED IN ADVANCE BY THE CITY OF PORTLAND, DEPARTMENT OF PUBLIC SERVICES.



PIPE INSTALLATION DETAIL

N.T.S.

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350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201-4240

STRUCTURAL ENGINEER
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OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

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WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

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OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

STATE OF MAINE — LAUREN JANE SWETT — 12284 — REGISTERED PROFESSIONAL ENGINEER — CIVIL
1/15/2019

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INTERIM REVIEW ONLY

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Architect:
Arch. Reg. No.:
Date:

KEY PLAN

DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE
1	SITE PLAN REVISION	1/15/19

HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
CIVIL DETAILS 2

SHEET NO.
C3.03

SCHEMATIC DESIGN

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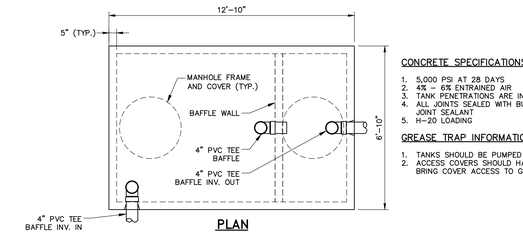


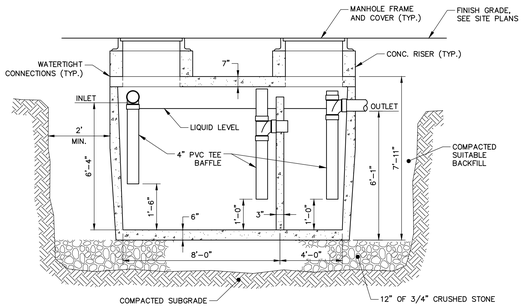
CONCRETE SPECIFICATIONS

1. 5,000 PSI AT 28 DAYS
2. 4% – 6% ENTRAINED AIR
3. TANK PENETRATIONS ARE INTEGRALLY CAST
4. ALL JOINTS SEALED WITH BUTYL RUBBER JOINT SEALANT
5. H-20 LOADING

GREASE TRAP INFORMATION

1. TANKS SHOULD BE PUMPED AS NEEDED
2. ACCESS COVERS SHOULD HAVE RISERS TO BRING COVER ACCESS TO GRADE.

PLAN



SECTION

3,000 GALLON EXTERNAL GREASE TRAP DETAIL

N.T.S.

PLAN – COVER REMOVED

NOTES

ALL MONUMENTS SHALL BE A HARD AND DURABLE GRANITE, OF LIGHT COLOR, WITH A SMOOTH SPLIT APPEARANCE, AND FREE FROM SEAMS WHICH IMPAIR STRUCTURAL INTEGRITY.

ALL MONUMENTS, EXCEPT FOR IN DESIGNATED AREAS, MAY HAVE SPLIT OR SAWN SIDES. THE BOTTOM SURFACE SHALL BE 7" TO 9" SQUARE, MAY BE CUT ROUGH, AND SHALL BE PARALLEL WITH THE TOP SURFACE. THE TOP SURFACE SHALL BE SMOOTH, NOT PREMARKED, 6" SQUARE, AND MARKED BY A MAINE PROFESSIONAL LAND SURVEYOR AFTER BACKFILL AND COMPACTION.

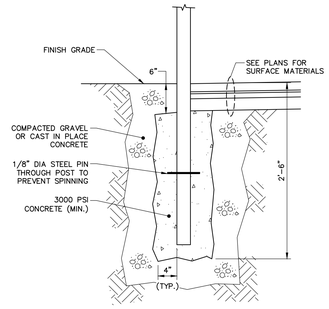
ALL MONUMENTS SHALL BE A FULL 5'-3" IN LENGTH, PLUS OR MINUS ONE INCH, UNLESS THE CITY HAS PREAPPROVED AN ALTERNATIVE.

THE CONTRACTOR SHALL SET THE CENTER OF THE MONUMENT WITHIN 1" OF THE SURVEY POINT, OR THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING IT AND SETTING ANOTHER MONUMENT.

GRANITE STREET MONUMENT

N.T.S.

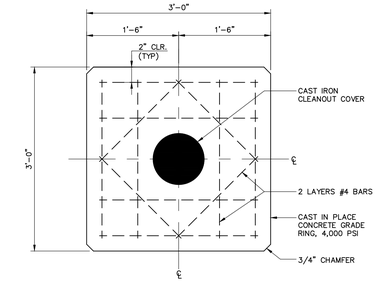
NOTE: AGGREGATE TYPES PER MDOT SECTION 304.02



POST SPECIFICATION			
TYPE	HEIGHT ABOVE FIN. GRADE	POST DIAMATER	POST MATERIAL
STREET SIGNAGE	7'-0"	2 3/8" (O.D.)	GALV. STEEL

TYPICAL SIGN POST DETAIL

N.T.S.



CONCRETE GRADE RING REINFORCEMENT PLAN

N.T.S.

CLEANOUT DETAIL

N.T.S.

HKS

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PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

STATE OF MAINE · REGISTERED PROFESSIONAL ENGINEER · LICENSED
LAUREN JANE SWETT 12284
Lauren J. Swett
1/15/2019

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(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

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HKS PROJECT NUMBER

DATE
1/15/2019
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SHEET TITLE
CIVIL DETAILS 3

SHEET NO.
C3.04

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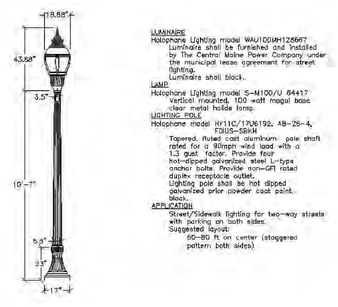
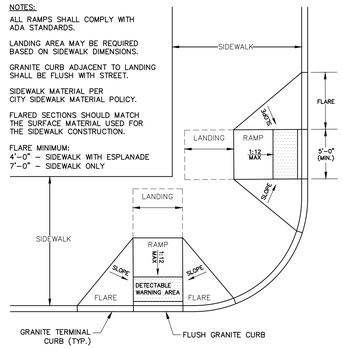


OLD PORT DISTRICT STREET LIGHTING POLE
N.T.S.

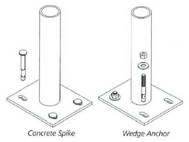


SIDEWALK RAMP AT INTERSECTION

ADA ACCESSIBLE CURB RAMPS
N.T.S.

Tools Needed for Installation

Tape Measure
Marker or Pencil
Masonry Drill Bit
Drill (Hammer drill recommended)
Hammer
Wrench 9/16"
Level
Washers (for leveling if necessary)



Recommended Base Materials:

Solid concrete is the best base material for installation. Ask your Dero Rack representative which anchor is appropriate for your application to ensure the proper anchors are shipped with your rack. Be sure nothing is underneath the base material that could be damaged by drilling.

Installation:

3/8" anchors are shipped with the rack. Place the rack in the desired location. Use a marker or pencil to outline the holes of the flange onto the base material. Drill the holes in accordance with the specifications shipped with the anchors. Make sure the holes are at least 6" away from any cracks in the base material.

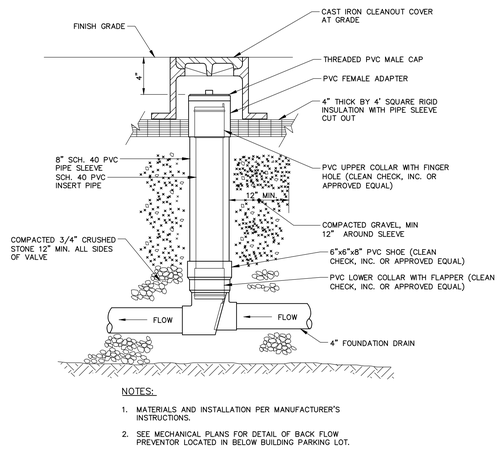
Tamper Resistant Fasteners

The concrete spike is a permanent anchor. The top of the wedge anchor can also be pounded sideways after installation so that it cannot be removed. Other tamper resistant fasteners are also available for purchase.

When using the special tamper resistant nuts, always set and first tighten the anchors. Once the rack is installed, replace two nuts from the bracket (opposite sides from each other) with the tamper resistant fastener. DO NOT OVERTIGHTEN the tamper resistant nut.

If you have any questions about installation or other features of the Bike Bike Rack, please call us toll free at 1-800-298-4915

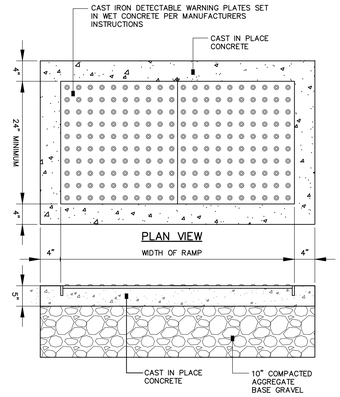
TYPICAL BIKE RACK DETAIL IN R.O.W.
N.T.S.



NOTES:

1. MATERIALS AND INSTALLATION PER MANUFACTURER'S INSTRUCTIONS.
2. SEE MECHANICAL PLANS FOR DETAIL OF BACK FLOW PREVENTOR LOCATED IN BELOW BUILDING PARKING LOT.

BACKFLOW PREVENTER
N.T.S.



PLAN VIEW

SECTION VIEW

NOTES:

1. ALL DETECTABLE WARNING PLATES SHALL BE UNCOATED CAST IRON. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.
4. SIZE: THE DETECTABLE WARNING PLATES SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE PLATE WIDTH + CONCRETE SHALL EXTEND THE WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
5. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.

SIDEWALK RAMP DETECTABLE WARNING
N.T.S.

HKS

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350 N SAINT PAUL ST, SUITE 100
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OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
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WOODWARD & CURRAN
41 HUTCHINS DRIVE
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EALAIN STUDIO.
498 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

STATE OF MAINE — LAUREN JANE SWETT — 12284 — REGISTERED PROFESSIONAL ENGINEER
1/15/2019

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(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

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HKS PROJECT NUMBER

DATE
1/15/2019
ISSUE

SHEET TITLE
CIVIL DETAILS 4

SHEET NO.
C3.05

SCHEMATIC DESIGN

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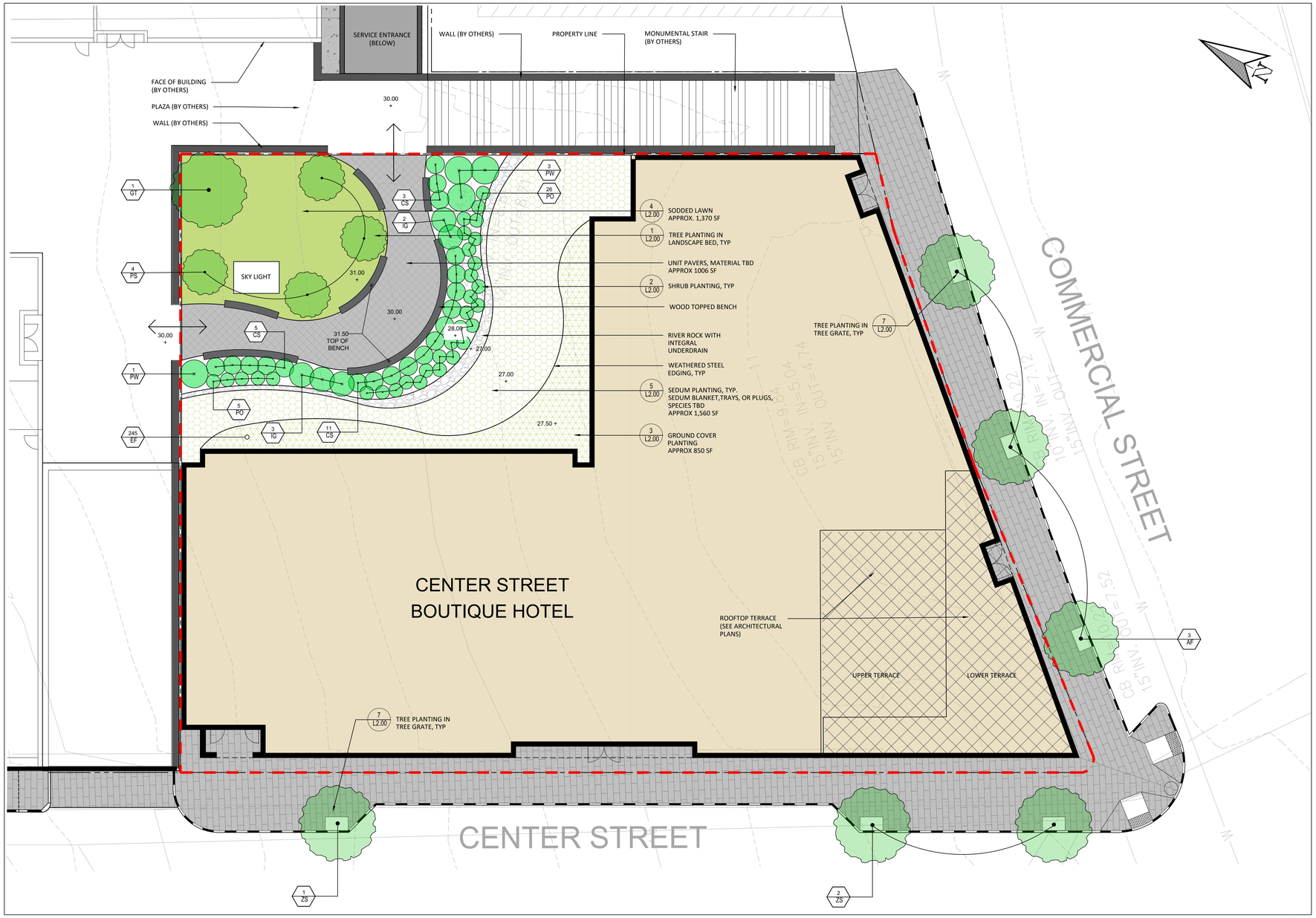

LEGEND (PROPOSED IMPROVEMENTS)

- PROPERTY LINE
- PROPOSED BUILDING "CENTER STREET HOTEL"
- BRICK PAVING
- CONCRETE PAVING
- BITUMINOUS CONCRETE PAVING
- SPECIAL PAVING
- LAWN
- SEDUM PLANTING
- GROUNDCOVER PLANTING
- RIVER ROCK
- PROPOSED SHRUB PLANTING
- PROPOSED TREE
- TREE GRATE

0 5 10 20

SCALE in FEET
1"=10'

PLANTING NOTES

1. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND SHALL CONTINUE UNTIL FINAL ACCEPTANCE. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS AND METHODS OF WATERING AND MAINTENANCE.
2. CONTRACTOR SHALL SUPPLY PLANTS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THE PLAN. ANY DISCREPANCY BETWEEN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE AND THOSE REQUIRED ON THE PLAN SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL RENUMERATION. ANY DISCREPANCIES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT PRIOR TO ORDERING PLANT MATERIAL.
3. ALL MATERIALS SHALL CONFORM TO SPECIFICATIONS OF THE AMERICAN STANDARDS FOR NURSERY STOCK (LATEST EDITION) AS SET FORTH BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
4. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS THE ORIGINAL GRADES BEFORE DIGGING.
5. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF SUBSTANTIAL COMPLETION.
6. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT AT THE NURSERY AND AT THE SITE.
7. ALL PLANT BEDS SHALL MEET MINIMUM TOPSOIL REQUIREMENTS (SEE SPECIFICATIONS).
8. NO PLANT MATERIAL SHALL BE INSTALLED UNTIL GRUBBING, BED PREPARATION, AND FINISH GRADING HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
9. ALL PLANT BEDS AND TREE WELLS SHALL HAVE A MINIMUM OF 3" OF UNIFORMLY DISTRIBUTED, DARK, SHREDDED BARK MULCH.
10. CONTRACTOR SHALL SUBMIT SOIL SAMPLE AND TEST OF TOPSOIL TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. SOIL ADMIXTURE SHALL BE ADDED TO EXISTING SOIL (BY CONTRACTOR) IF DEEMED NECESSARY BY SOIL TEST RESULTS.
11. ROUGH GRADING AND BED PREPARATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO PLANT INSTALLATION. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO REQUIRED SITE VISIT.
12. ALL PLANTS SHALL BE BALLED AND WRAPPED OR CONTAINER GROWN AS SPECIFIED. ALL ROOT WRAPPING AND CONTAINER MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING.
13. ALL BROAD LEAF EVERGREEN PLANTS SHALL BE SPRAYED WITH AN ANTI-DESSICANT AT THE BEGINNING OF THEIR FIRST WINTER.
14. ALL PLANTS SHALL BE INSTALLED AS PER DETAILS AND THE CONTRACT SPECIFICATIONS. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE CONTRACT SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
15. CONTRACTOR SHALL STAKE TREES IF DEEMED NECESSARY BY LANDSCAPE ARCHITECT.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE LOAM FILL AS PER THE CONTRACT SPECIFICATIONS.
17. ALL PLANTS SHALL BE WATERED BY THE CONTRACTOR, AS NECESSARY TO INSURE HEALTH UNTIL FINAL ACCEPTANCE.
18. THE LANDSCAPE CONTRACTOR SHALL REFER TO THE PLANT LIST AND PLANTING SPECIFICATIONS FOR SEASONAL REQUIREMENTS AND OTHER RESTRICTIONS RELATED TO THE TIME AND SEASON OF PLANTING.
19. PLANTING SOIL MIX: 1 PART COMPOST, 8 PARTS TOPSOIL, 3 PARTS HUMUS.

TOPSOIL: FERTILE, FRIABLE, NATURAL TOPSOIL OF LOAMY CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL, FREE FROM CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIALS GREATER THAN 1" IN ANY DIMENSION, PH RANGE 5.0-7.0 , AND SHALL CONTAIN NOT LESS THAN 6% ORGANIC MATTER BY WEIGHT.

SANDY LOAM OR LOAM SOIL AS DEFINED BY THE USDA SOIL CONSERVATION SERVICE, AND HAVE THE FOLLOWING MECHANICAL ANALYSIS:

TEXTURAL CLASS	% OF TOTAL WEIGHT	AVERAGE %
SAND (0.05- 2.0 MM)	45 TO 75%	60%
SILT (0.002- 0.05 MM)	15 TO 35%	25%
CLAY (< 0.002 MM)	5 TO 25%	15%

PLANT SCHEDULE -TREES

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
3	AF	ACER FREEMANII ARMSTRONG	ARMSTRONG MAPLE	3"	B&B
1	GT	GLEDITSIA TRIACANTHOS VAR. INERMIS	THORNLESS HONEYLOCUS	2.5"	B&B
4	PS	PRUNUS SERRULATA	KWANZA CHERRY	2"	B&B
3	ZS	ZELKOVA SERRETA 'GREEN VASE'	GREEN VASE ZELKOVA	3"	B&B

PLANT SCHEDULE -SHRUBS & GROUNDCOVERS

QUANTITY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
245	EF	EUONYMUS FORTUNEI	WINTERCREEPER	#2	CONT, 24" O.C.
5	IG	ILEX GALABRA ' SHAMROCK'	SHAMROCK INKBERRY	#7	CONT
19	CS	CORNUS SERCEA 'ALLEMAN'S COMPACTA'	COMPACT RED-OSIER DOGWOOD	#5	CONT
31	PO	PENNISETUM ORIENTALE 'KARLE ROSE'	PINK FOUNTIAN GRASS	#2	CONT
4	RP	RHODODENDRON ' PERCY WISEMAN'	PERCY WISEMAN RHODODENDRON	2.5-3 FT	B&B

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TEMPLATE VERSION:
PLOT DATE:

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201- 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

OWNER
FATHOM CC, LLC
80 EXCHANGE STREET, SUITE 400
PORTLAND, MAINE 04101

OWNER'S CONSTRUCTION MANAGER
WRIGHT-RYAN CONSTRUCTION, INC.
10 DANFORTH STREET
PORTLAND, MAINE 04101

OWNER'S CIVIL ENGINEER
WOODWARD & CURRAN
41 HUTCHINS DRIVE
PORTLAND, MAINE 04102

OWNER'S INTERIOR ARCHITECT
EALAIN STUDIO.
408 FORE STREET, SUITE 201
PORTLAND, MAINE 04101

OWNER'S LANDSCAPE ARCHITECT
CARROLL ASSOCIATES LANDSCAPE ARCHITECT
217 COMMERCIAL STREET, SUITE 200
PORTLAND, MAINE 04101

CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

LICENSED LANDSCAPE ARCHITECT
PATRICK J. CARROLL
NO. 127
STATE OF MAINE

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INTERIM REVIEW ONLY

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Architect:
Arch. Reg. No.:
Date:

KEY PLAN
DATUM ELEVATION 12'-0"
(MSL) = 0.72 NGVD1929 = 0.70 Portland City Datum

REVISION

NO.	DESCRIPTION	DATE

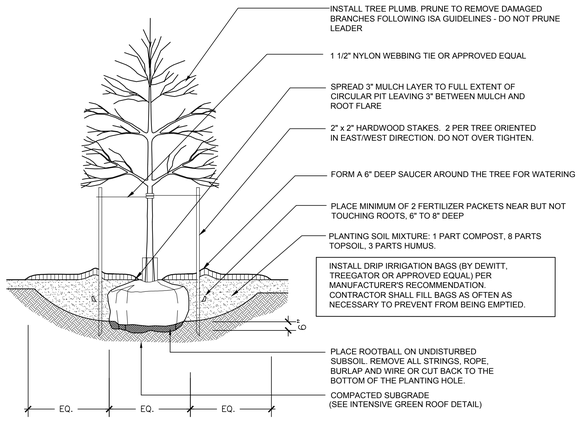
HKS PROJECT NUMBER
22302.00

DATE
12/21/2018

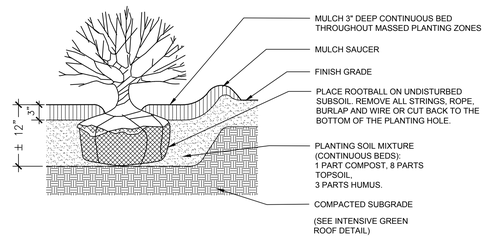
ISSUE
SCHEMATIC DESIGN

SHEET TITLE

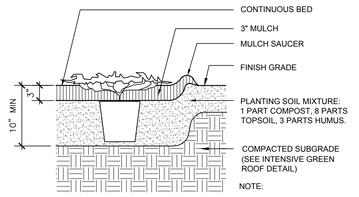
SHEET NO.
L1.00



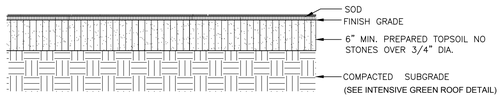
1 TREE IN LANDSCAPE BED
SCALE: N.T.S



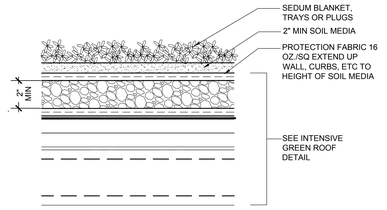
2 SHRUB PLANTING
SCALE: N.T.S



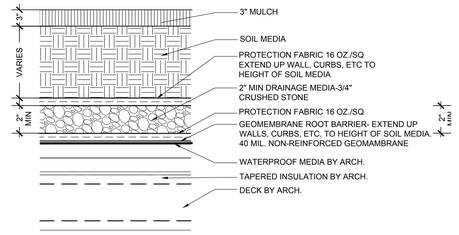
3 GROUNDCOVER PLANTING
SCALE: N.T.S



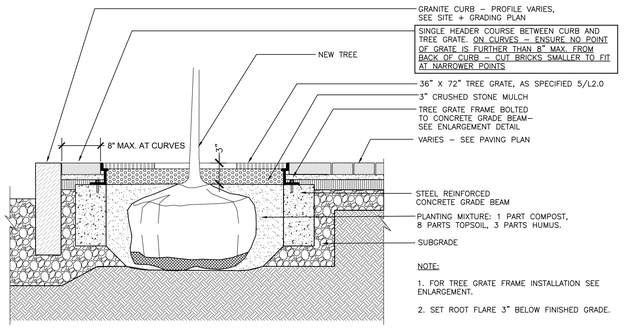
4 SODDED LAWN
SCALE: N.T.S



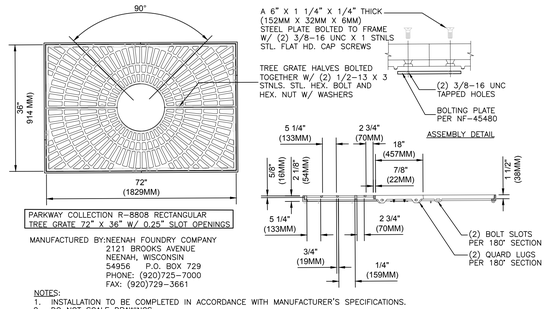
5 SEEDUM PLANTING
SCALE: N.T.S



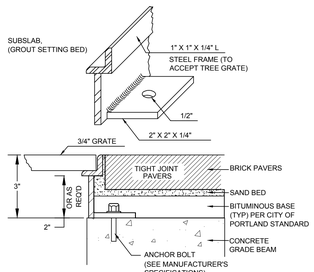
6 INTENSIVE GREEN ROOF DETAIL
SCALE: N.T.S



TREE GRATE SECTION VIEW
(N.T.S)



TREE GRATE PLAN VIEW
(N.T.S)



TREE GRATE FRAME ANCHORING DETAIL
(N.T.S)

7 TREE IN TREE GRATE
SCALE: N.T.S

TEMPLATE VERSION:
PLOT DATE:

HKS

ARCHITECT
HKS, INC.
350 N SAINT PAUL ST, SUITE 100
DALLAS, TX 75201- 4240

STRUCTURAL ENGINEER
BECKER STRUCTURAL ENGINEERS
75 YORK STREET
PORTLAND, MAINE 04101

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CENTER STREET BOUTIQUE HOTEL PORTLAND, MAINE

REGISTERED LANDSCAPE ARCHITECT
PATRICK J. CARROLL
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SCHEMATIC DESIGN
SHEET TITLE
LANDSCAPE DETAILS

SHEET NO.
L2.00

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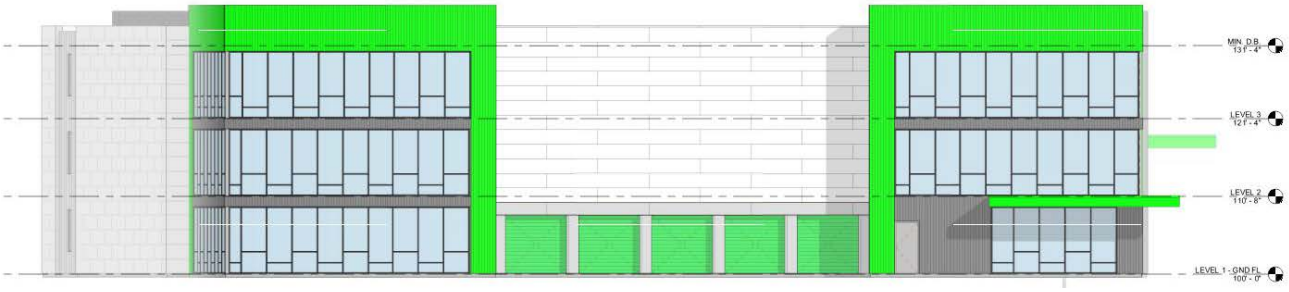
PLANNING BOARD REPORT
PORTLAND, MAINE
150 Riverside Street
Self-Storage Facility
Level III Site Plan
PL-000310-2018
Applicant: Patagon Storage, LLC

Submitted to Portland Planning Board Public Hearing Date: February 12, 2019	Prepared by: Christian Roadman Date: February 5, 2019



Proposed front (east) building elevation (image provided by applicant team)

I. INTRODUCTION / PROPOSED DEVELOPMENT

Patagon Storage seeks to construct a three-story 100,343 square foot self-storage facility on a partially developed site in the B-4 Commercial Corridor zone. The proposed project is located at 150 Riverside Street, which is north of Larrabee Road near the City's boundary with Westbrook. Two lots, totaling 156,711 square feet, comprise the site.

At present, a one story building exists on the site. This building, previously used for furniture sales, would be demolished under the applicant's proposal. Another portion of the site served as inventory storage for a car dealer.

The Planning Board held a workshop for the project on October 23, 2018. A significant change to the project since that workshop is a reduction in the number of parking spaces. Previously, the applicant intended to offer vehicle storage on site. Per zoning, that use was not permissible. The project now proposes 53 parking spaces.

The reductions in parking resulted in additional changes to stormwater management and landscaping. A number of additional revisions related to stormwater management are subsequently required. Several previous reviewer requests, such as improved sidewalk and driveway design, are now accommodated.

The Planning Department sent 42 notices of this public hearing to property owners within 500 feet of the proposed project site. Legal ads for the meeting ran on February 1 and February 2.

The site in May 2018. Riverside Street is visible in the top right of the picture. (image: Pictometry)

Applicant: Daniel Lyman, Patagon Storage, LLC
Consultants: Sebago Technics (engineering, surveying) Di'Velept (architecture)

II. REQUIRED REVIEWS

Review	Relevant Code
Site Plan	*Section 14-526*
Waiver Request	**Applicable Standard**
Twenty seven 10' x 20' spaces and four 10' x 34' spaces. Tom Errico, P.E., supports the waiver.	Technical Manual, Section 1.14, requiring standard parking space dimensions of 9' x 18'

III. PROJECT DATA

Existing Zoning	B-4 Commercial Corridor Zone
Existing Use	Commercial (vacant; formerly furniture sale and car dealer inventory)
Proposed Development Program	Three-story self-storage facility
Parcel Size	156,711

	Existing	*Proposed*	*Net Change*
Building Footprint (sq. ft.)	19,900	33,344	13,444
Building Floor Area (sq. ft.)	19,900	100,343	80,443
Impervious Surface Area (sq. ft.)	113,842	88,426.8	25,415.2
Parking Spaces	45	53	8
Bicycle Parking Spaces	0	4	4
Estimated Cost of Project	Not provided		

IV. PUBLIC COMMENT AND NEIGHBORHOOD MEETING

The Planning Department did not receive public comment regarding this project.

The applicant team held a neighborhood meeting for the proposed project on November 20, 2018, which no neighbors attended (attachment P)

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

The applicant submitted a quitclaim deed (attachment C) as evidence of ownership of the property in question.

A reference letter from Chad Neubecker, Senior Vice President of BOK Financial stated that the project has sufficient funding in place (attachment F).

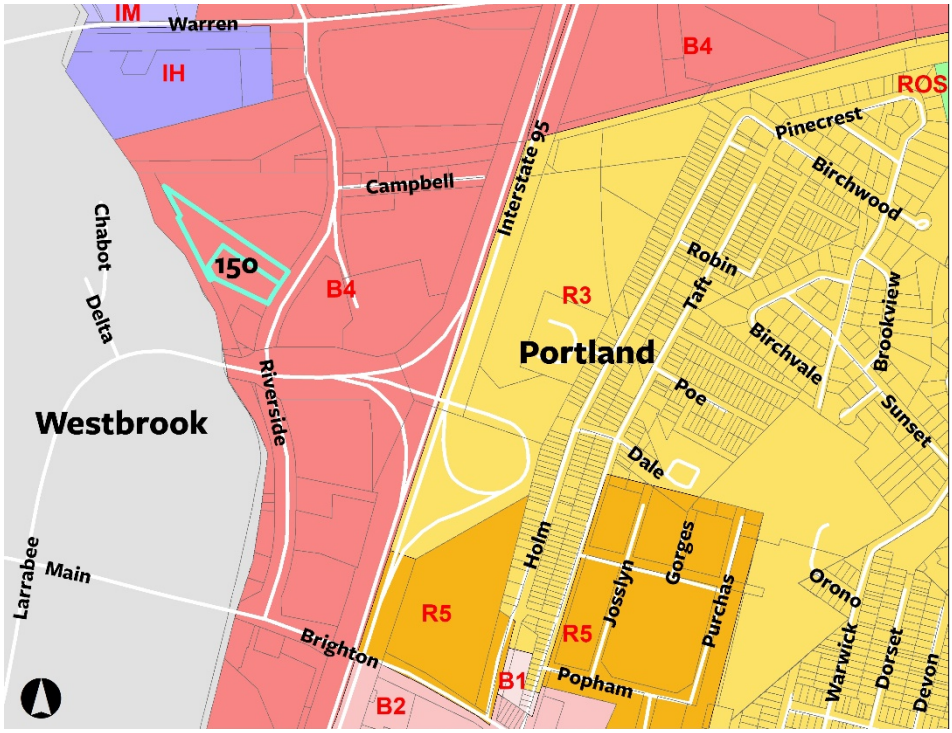
A document provided by the applicant (attachment G) cites the project team's experience, and the applicant's previous self-storage projects, as evidence of capacity for successful project completion.

VI. ZONING ANALYSIS

Self-storage facilities are a permissible use under the B-4 zone. In the Land Use Code, self-storage facility is defined as "fully enclosed buildings with individual, secure units (accessed with or without supervision) used for the exclusive purpose of storage of non-hazardous business or personal materials." The proposed development conforms to height, setback, floor area ratio, and impervious surface percentage requirements.

As part of the development, the applicant proposes 53 parking spaces, above the 33 required. Per the City's Land Use Code, parking in excess of 10% above the required amount shall be justified by the applicant. Staff request additional information regarding this excess parking, and / or further reduction of spaces.

Based on the proposed development, three bicycle parking spaces are required. The applicant proposes two bike racks for a total of four spaces, which will meet the requirement.



Zoning context of proposed 150 Riverside project. Associated project parcels are outlined in turquoise.

VII. DEVELOPMENT REVIEW

A. SITE PLAN (Section 14-526)

The proposed development prompts review for conformance with relevant standards of Portland's site plan ordinance and applicable regulations.

1. Transportation Standards

a) Impact on Surrounding Street Systems, Access, and Circulation; Sidewalks; Parking; Construction Management Plan

The applicant's proposal involves some curb installation along Riverside Street, which is currently under a road cut moratorium. Keith Gray, the City's engineering services manager, is amenable to curb installation in this instance (attachment 1) with the condition that the applicant back-fill the granite curb in concrete and minimize that cut into the pavement. The curb should be installed with six inches or less of pavement disturbance.

Tom Errico, the City's consulting traffic engineer, reviewed the proposed project (attachment 2). Mr. Errico accepts the trip generation estimate provided by the applicant (attachment H) as evidence that the project will not have a significant impact on area vehicle traffic operations. A traffic impact study is not required.

Mr. Errico previously expressed concern about the proposed driveway design, sidewalk connectivity, and lack of an esplanade. These designs were revised to address his concerns.

Thirty-one of the fifty-three proposed parking spaces are above the standard size (9' x 18'). Consulting traffic engineer Tom Errico supports a waiver for non-standard spaces, as large vehicles like moving vans and trucks are expected to use the site.

As noted above, 33 spaces are required by zoning. Per the City's Land Use Code, parking in excess of 10% above the required amount shall be justified by the applicant. Staff request additional analysis from the applicant to justify this excess parking, and / or further reduction of spaces.

Another outstanding item requiring correction is the applicant's construction management plan. Mr. Errico requests the plan be revised with greater details related to lane closures on Riverside Street and sidewalk closure. This is

suggested as a condition of approval.

b) Public Transit Access

The proposed development does not require installation of a bus shelter; Riverside Street is not part of Metro bus routes.

2. Environmental Quality Standards

a) Preservation of Significant Natural Features

Consulting Civil Engineer Lauren Swett reviewed the project (attachment 3), and noted that the proposed project is located within the watershed of Capisic Brook, a designated Urban Impaired Stream. The applicant acknowledged this in their updated application (attachment O), and addressed the concern adequately with their stormwater treatment plans (attachment L).

Ms. Swett also noted that, because the project will disturb over an acre, it will require a Construction General Permit from the Maine Department of Environmental Protection. A copy of the authorization to proceed under the Construction General Permit should be provided to the City upon receipt. This is suggested as a condition of approval.

b) Landscaping and Landscape Preservation

Jeff Tarling, the City Arborist, provided feedback (attachment 4) on the project's landscape plan (attachment P6), noting that five to seven trees should be added to the open area near the parking lot to meet the parking lot landscape standard. A revised landscape plan is suggested as a condition of approval.

c) Water Quality, Stormwater Management and Erosion Control

Consulting Civil Engineer Lauren Swett provided updated comments related to water quality, stormwater management, and erosion control (attachment 3). These should be reviewed directly and addressed by the applicant, but generally include the following feedback:

- Additional calculations, specifications, grading information, catch basin locations, as well as other details and submittals are required to confirm that stormwater measures meet adequate standards.
- Several stormdrain structures, proposed with minimal cover, may have constructability issues or not perform adequately. Constructability of the proposed stormdrain system should be reviewed.
- The proposed underdrained soil filter is larger than specified by Maine Department of Environmental Protection standards.
- As acknowledged by the applicant, a stormwater maintenance agreement with the City of Portland will be required.

Submission, review, and approval of relevant documentation per Ms. Swett's review are suggested as conditions of approval.

3. Public Infrastructure and Community Safety Standards

a) Public Safety and Fire Prevention

Division Chief Robert Thompson of the Fire Department reviewed the project and required no corrections (attachment 5).

b) Availability and Adequate Capacity of Public Utilities

The applicant submitted an ability to serve letter from the Portland Water District (attachment J). The applicant applied for municipal confirmation of wastewater capacity (attachment K), but this has not yet been provided. This confirmation is suggested as a condition of approval.

The applicant proposes underground utilities running to the site from an existing utility pole standing in the right-of-way in front of the project.

4. Site Design Standards

a) Snow and Ice Loading

The proposed project is anticipated to have adequate capacity for snow and ice loading. Snow storage areas are noted on the submitted site plan (attachment P4).

b) Historic Resources

The proposed project is not located within a historic district, nor is it expected to impact historic resources.

c) Exterior Lighting

The applicant provided a lighting plan (attachment P13) and lighting cutsheets (attachment M). The lighting plan does not reflect recent site design changes, and also anticipates light spillage across the property line in excess of the Technical Standard requirement of .1 foot candles. The lighting plan should be revised and resubmitted for review and approval.

It is unclear if all of the lighting fixtures are full cutoff – the applicant should confirm/ensure that this is the case.

Adequate resolution of the above lighting issues are suggested as a condition of approval.

d) Noise and Vibration

The applicant noted (attachment N) that no equipment associated with the proposed use should result in the generation of noise or vibrations.

e) Materials & Waste

In their land use code conformance analysis (attachment N) the applicant specifies that no on-site dumpsters or solid waste removal is provided, because any required waste removal will be the responsibility of individuals renting storage units. The applicant also states that any waste generated by the on-site office will be minimal and hauled off site by a private service.

f) Zoning Related Design Standards

The B-4 zone does not have associated design standards. However, the applicant must submit an elevation for the back (west) side of the building. The elevation document submitted (attachment P12) only details the other three sides of the building.

VIII. PROPOSED MOTIONS

A. WAIVERS

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the planning board report for the public hearing on February 12, 2018 for application

PL-000310-2018 relevant to 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 transportation engineer's review, that extraordinary conditions exist or undue hardship may result from strict compliance with the Technical Manual standard (Section 1.14) which requires that parking spaces be nine feet by eighteen feet. The Planning Board **[waives / does not waive]** the Technical Manual standard (Section 1.14) to allow twenty-seven 10' x 20' spaces and four 10' x 34' spaces.

B. DEVELOPMENT REVIEW

On the basis of the application, plans, reports, and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 12, 2018 for application PL-000310-2018 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **[is / is not]** in conformance with the site plan standards of the land use code, subject to the following conditions of approval:

CONDITIONS WHICH MUST BE MET PRIOR TO SUBMITTAL OF A BUILDING PERMIT APPLICATION:

1. The applicant shall provide a revised construction management plan for review and approval by the Planning Authority and the City's consulting traffic engineer.

2. The applicant shall provide adequate documentation of a Construction General Permit from the Maine Department of Environmental Protection.

3. The applicant shall provide an updated landscape plan addressing the necessary revisions and submissions detailed in Attachment 4 (J Tarling Comments 1-25-19), for review and approval by the Planning Authority and the City Arborist.

4. The applicant shall provide updated documents addressing the necessary revisions and submissions detailed in Attachment 3 (L Swett Comments 2-4-19), for review and approval by the Planning Authority and the City's consulting civil engineer.

5. The applicant shall provide confirmation of wastewater capacity by the Department of Public Works.

6. The applicant shall submit a revised lighting plan in conformance with the City's Technical Manual, for review and approval by the Planning Authority.

CONDITION WHICH MUST BE MET PRIOR TO ISSUANCE OF A BUILDING PERMIT APPLICATION:

7. The applicant shall submit a stormwater maintenance agreement with the City of Portland for review and approval by the Planning Authority and Corporation Counsel.

CONSTRUCTION CONDITION:

8. The applicant shall back-fill the granite curb in concrete and minimize that cut into the pavement (the curb should be installed with six inches or less of pavement disturbance).

REPORT ATTACHMENTS

1. K Gray Comments 2-5-19
2. T Errico Comments 1-31-19
3. L Swett Comments 2-4-19

4. J Tarling Comments 1-25-19
5. Energov Comments Report 2-4-19

APPLICANT'S SUBMITTALS

A. Cover Letter
B. Checklist and Application
C. Right Title and Interest Documentation
D. Easements
E. Zoning Analysis Table
F. Financial Capacity Letter
G. Technical Capacity Documents
H. Traffic Memo
I. Fire Checklist
J. Portland Water District Ability to Serve Letter
K. Wastewater Capacity Application
L. Stormwater Management Report
M. Lighting Cutsheets
N. Land Use Code Conformance Analysis
O. Response to Comments 1-22-19
P. Neighborhood Meeting Materials

PLANS

P1. Cover Sheet
P2. Existing Conditions
P3. Demolition
P4. Site Plan
P5. Grading and Utility
P6. Landscape
P7. Erosion Control Notes
P8. Detail Plan 1
P9. Detail Plan 2
P10. Stormwater Predevelopment
P11. Stormwater Postdevelopment
P12. Elevations
P13. Lighting
P14. Construction Management

Att. 1

Portland Maine Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

150 Riverside

Keith Gray <kgray@portlandmaine.gov> Tue, Feb 5, 2019 at 5:19 PM
To: Christian Roadman <croadman@portlandmaine.gov>
Cc: Barbara Barhydt <bab@portlandmaine.gov>

Hello,

I've just reviewed our Street Opening Moratorium repair standards and any deviation from those standards requires Director approval. We will allow for the curb installation with the condition that the applicant back-fill the granite curb in concrete and minimize that cut into the pavement. The curb should be installed with 6 inches or less of pavement disturbance.

Thank you,
Keith
[Quoted text hidden]
--
Keith D. Gray, PE
City Engineer
Engineering Services Manager
Dept. of Public Works
City of Portland Maine

207.874.8834
kgray@portlandmaine.gov

Att. 2

Portland Maine Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

150 Riverside Street - Final Traffic Comments

Tom Errico <thomas.errico@tylin.com> Thu, Jan 31, 2019 at 9:53 AM
To: Christian Roadman <croadman@portlandmaine.gov>
Cc: Bruce Hyman <bhyman@portlandmaine.gov>, Jeremiah Bartlett <JBartlett@portlandmaine.gov>, Keith Gray <kgray@portlandmaine.gov>, "Jeff Tarling (JST@portlandmaine.gov)" <JST@portlandmaine.gov>

Hi Christian – I have reviewed the revised application materials and offer the following final traffic comments as a status update of prior comments.

- The Applicant has conducted a trip generation estimate and the project is not expected to generate a significant number of new vehicle trips. I concur that the project will not have a significant impact on area vehicle traffic operations. A traffic impact study is not required.

Status: I have no further comment.

- Given traffic conditions on Riverside Street, the Applicant is proposing to restrict site movements to right in/out only. I am concerned about the geometric layout of the driveway and making illegal movements difficult. It is recommended that the driveway configuration be modified to achieve the objective of restricted movements.

Status: The plans have been revised and I find conditions to be acceptable.

- A sidewalk connection to the building from the Riverside Street sidewalk should be provided.

Status: The plans have been revised and I find conditions to be acceptable.

- An esplanade separating the sidewalk from the roadway (similar condition exist to the north), should be considered.

Status: The plans have been revised and I find conditions to be acceptable.

- The Applicant has noted pavement moratorium restrictions and this issue will need to be coordinated with DPW.

Status: It is my understanding that you are coordinating with DPW. I have no further comment.

- The Applicant has provided a Construction Management Plan. Greater detail is required as it related to lane closures on Riverside Street and sidewalk closure.

Status: The applicant shall provide details of sidewalk closures and lane closures on Riverside Street for review and approval.

- It is my understanding that the parking lot design will be revised. I would note that parking stall size and aisle width under the current layout requires formal waiver requests.

Status: I have reviewed the parking lot design and I find it to be acceptable. I support a waiver for larger parking stall dimensions given larger vehicle generation.

If you have any questions, please contact me.

Best regards,

Thomas A. Errico, PE
Senior Associate
Traffic Engineering Director
T·Y LIN INTERNATIONAL
12 Northbrook Drive
Falmouth, ME 04105
+1.207.781.4721 main
+1.207.347.4354 direct
+1.207.400.0719 mobile
+1.207.781.4753 fax
thomas.errico@tylin.com
Visit us online at www.tylin.com
Twitter | Facebook | LinkedIn | Google+

"One Vision, One Company"

City Arborist	Jeff Tarling
Civil Engineering - Third Party Reviewer	Lauren Swett

Comment(s)/ Recommendation(s):

Several stormdrain structures are still proposed with minimal cover throughout the site. Some of these may have constructability issues, and it is anticipated that standard structures as provided on the detail sheets may not work. Slab-top structures or Nyloplast basins may be required for structures. The Applicant should review the constructability of their system.

The Applicant has indicated that a Notice of Intent to Comply with the Maine Construction General Permit will be submitted to the Maine DEP and confirmation will be provided to the City upon receipt.

The Applicant submitted a Wastewater Capacity Application in March of 2018; the response confirming ability to serve the proposed development should be submitted upon receipt.

The project is required to provide stormwater management in accordance with Maine DEP Chapter 500 and City of Portland Technical Manual Section 5 regulations. The project is required to comply with the Basic standards for erosion control. The project is also required to evaluate the General, Flooding, Redevelopment, and Urban Impaired Stream Standards. We have the following comments on stormwater management.
-Some additional clarification on the stormwater calculations is required. The Applicant's General Standards Calculation table indicates that there is no existing onsite impervious area; however based on the existing conditions plans and the narrative discussion. There is existing onsite impervious surface. Also, note that the City of Portland's Redevelopment standard requires treatment of 50% of non-roof redeveloped impervious surface. Please verify that the treatment is meeting this standard.
-The updated pre- and post-development figures appear to be missing from the latest submission. Please provide for review with the stormwater model.
-Please provide design calculations for the sizing of the proposed Filterra tree box filter.
-Per MaineDEP standards, an underdrained soil filter area should not have greater than 3,000 square feet in area. This is due to the inability to adequately maintain such a large filter surface area.
-Additional clarification is required on the grading along the eastern side of the grassed underdrained soil filter. It is unclear how runoff from the pavement will enter the filter area.
-Please provide additional information on the existing grades along the southwestern corner of the property boundary at the pipeline easement. The HydroCAD model indicates that the peak elevation of stormwater in the underdrained soil filter during the 25-year storm is 70.79. Confirm that drainage will not leave the property during this storm event, either by confirming existing spot grades, or grading the property corner to ensure stormwater remains within the site.
-The plans should specify proposed locations and details for catch basin inlet protection measures. Applicant has referred to their erosion control notes and details; however no detail for a typical inlet protection device has been provided.
-The Inspection, Maintenance, and Housekeeping Plan should include provisions for the requirements of Chapter 32 of the City of Portland Code of Ordinances and maintenance requirements associated with the Filterra treatment system that has now been proposed.
-A stormwater maintenance agreement with the City of Portland will be required. The Applicant has requested that this be a condition of approval prior to issuance of building permits. We agree with this request.

DPW Water Resources Engineering	Brad Roland
Planning	Christian Roadman
Traffic - Third Party Reviewer	Tom Errico

Conditions Required

Portland Maine Yes. Google's good here.

Christian Roadman <croadman@portlandmaine.gov>

Tree & Landscape Reviews

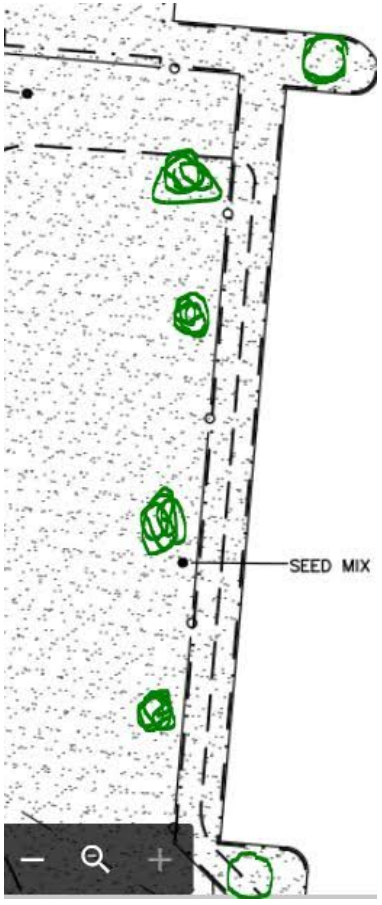
Jeff Tarling <jst@portlandmaine.gov> Fri, Jan 25, 2019 at 4:13 PM
To: Christian Roadman <croadman@portlandmaine.gov>

Hi Christian -

The landscape plan for the proposed 150 Riverside Street project is improved, the only remaining issue would be the back parking lot and meeting the parking lot landscape standard. Placing 5 - 7 trees in the open area near the parking lot would improve. The trees could be spaced to allow snow storage. The attached sketch shows one option.

Thanks,

Jeff



Jeff Tarling
City Arborist - City of Portland Maine
Parks, Recreation & Facilities Department
Forestry & Horticulture
212 Canco Road
Portland, ME. 04103
(207) 808-5446
jst@portlandmaine.gov

[Quoted text hidden]

PLAN CORRECTIONS REPORT PL-000310-2018
FOR CITY OF PORTLAND

PLAN ADDRESS: 150 Riverside St
Portland, Maine 04103

PARCEL: 267 A006001

APPLICATION DATE: 08/31/2018

SQUARE FEET: 0.00

EXPIRATION DATE:

VALUATION: $0.00

DESCRIPTION: The proposed project consists of the redevelopment of a 1.37-acre parcel at 142 Riverside Street and a 2.23-acre parcel at 150 Riverside Street. The 150 Riverside Street parcel is currently the site of used furniture store. The existing building will be removed to allow for the construction of a three-story, climate controlled, self-storage facility. The remaining portion of this parcel and the parcel at 142 Riverside Street will be used to provide parking and roadway areas to service the self-storage building.

CONTACTS	Name	Company	Address
Agent/Representative	James Seymour	Sebago Technics Inc.	75 John Roberts Rd., Suite 1A South Portland, ME 04106

Comments & Corrections Required

City Arborist — Jeff Tarling

Comment(s)/ Recommendation(s):

The proposed landscape plan contains a well thought out design with a good selection of plant material. Overall the proposed landscape improves the site. Parking lot islands benefit from having curbing to protect the plant material.

Civil Engineering - Third Party Reviewer — Lauren Swett

v.1.00 - Not Resolved

Correction: General

The “decorative stone spreader” detail refers to a “focal point inlet structure”; the Applicant should clarify where this “decorative stone spreader” detail applies and what is meant by the “focal point inlet structure”.

Correction: General

A stormwater maintenance agreement with the City of Portland will be required.

Correction: General

Several storm drains are proposed with less than 1.5-feet of cover; precast drainage structures typically require at least 1.5-feet of cover in order to drill the holes for the storm drain inlets/outlets. The Applicant should verify that the precast drainage structures can be constructed as designed. Additionally, the Applicant should clarify what provisions have been made for frost conditions for storm drain pipes with less than three feet of cover.

Correction: General

The plans should specify proposed locations and details for catch basin inlet protection measures.

Correction: General

The plans indicate that several existing drainage structures will be abandoned or reused as part of the project, but it is unclear where existing drainage structures flow to or from and what purpose they serve or whether they will conflict with the proposed infrastructure. The Applicant should clarify and field verify components of the system as necessary. We note the following specific structures: (1) Existing DMH 1241 is shown with only one pipe inlet/outlet, and it is unclear whether the existing drainage system associated with the structure will conflict with the proposed drainage system; (2) There is an existing catch basin that has not been field verified and does not show any inlets or outlets; it is unclear whether this catch basin will be abandoned or demolished or whether the existing drainage system associated with the structure will conflict with the proposed drainage system; (3) CB 1086 will be modified by plugging the existing inlet and installing new inlets and outlets, with the new outlet connecting to an existing storm drain that is also not shown on the plans; (4) The Grading and Utility Plan indicates that existing CB 1435 should be abandoned; however, the catch basin is located within the proposed parking lot area, which will be re-graded. The Applicant should clarify how this structure will be abandoned.

Correction: General

The Inspection, Maintenance, and Housekeeping Plan should include provisions for the requirements of Chapter 32 of the City of Portland Code of Ordinances and maintenance requirements associated with the Cultech chamber system.

Correction: General

The Applicant is proposing a buffer to provide stormwater treatment; per Chapter 5 of Volume III of the MaineDEP Stormwater BMP Manual. Based on NRCS web soil survey data, the proposed buffer is located within Hydrologic Soil Group C/D; soils that in their natural condition are in group D are assigned to dual classes. Meadow buffers are not allowed on Hydrologic Soil Group D soils. A forested buffer is allowed if the D soils in a buffer are not wetland soils. In addition, the buffer sizing calculations indicate that insufficient berm length will be provided. The proposed meadow buffer is not suitable for use unless the Applicant has a soil investigation completed to provide verification that soil conditions are adequate to meet DEP requirements, or provides documentation that the DEP finds the location to be suitable. If a buffer is to be used, it must be protected from disturbance by deed restrictions and covenants, and the Inspection, Maintenance, and Housekeeping Plan should include provisions for the maintenance criteria specified in the BMP manual.

Correction: General

The Applicant submitted a Wastewater Capacity Application in March of 2018; the response confirming ability to serve the proposed development should be submitted upon receipt.

Correction: General

The HydroCAD model indicates that the roof runoff from the new building will discharge directly to the Riverside Street drainage system, but the plans do not appear to specify a roof drain system; the Applicant should clarify how roof runoff from the new building will be collected and discharged from the site.

Correction: General

The Applicant is proposing several FocalPoint systems to provide stormwater treatment; per the MaineDEP Approval Letter for FocalPoint systems dated February 2, 2017, the following comments should be addressed:

(1) A HydroCAD model must demonstrate that the entire volume of a 0.95 inch Type III 24-hr storm is treated prior to activation of the bypass/overflow; a HydroCAD report demonstrating this should be provided. A HydroCAD report should also be provided demonstrating that the Cultech chamber system has been appropriately sized for the 1-year storm event.

(2) The ratio of the surface area of the filter media bed in square feet to the ponding volume in cubic feet must be no less than 1 to 5.

(3) The FocalPoint system must be placed in-line with a subsurface chamber-based treatment row approved by the Department such that both the treated discharge and the bypass discharge from the FocalPoint system drain to the treatment row; FocalPoint-1 drains to FocalPoint-2 rather than its own treatment row.

(4) It does not appear that sufficient storage will be provided for the required water quality volume downstream of the FocalPoint and treatment row.

Correction: General

The project is located within the Capisic Brook Watershed, which is identified as an Urban Impaired Stream by the Maine DEP. Section 5 of the City of Portland Technical Manual requires that all development within the Capisic Brook watershed, except single and two family homes, comply with the Urban Impaired Stream Standard pursuant to MaineDEP Chapter 500 Rules. To meet the Urban Impaired Stream standard, the Applicant must either pay a compensation fee or mitigate project impacts by treating, reducing, or eliminating an off-site or on-site pre-development impervious stormwater source.

Correction: General

The Applicant should note that the new sidewalk proposed along Riverside Street should comply with the City's Standard Bituminous Sidewalk detail (Figure I-12 of the City's Technical Manual). The details should be revised accordingly for work within the Right-of-Way.

Correction: General

The HydroCAD model should be revised as necessary to address the following comments to confirm that the Flooding Standard will be met: (1) The Pre-Development Watershed Map shows the Time of Concentration Path for Subcatchment 2S going through the existing building; the Time of Concentration should be adjusted to go around the building; (2) The dimensions and elevations utilized to model the storage, the elevations of the outlets, and the size of the overflow drains associated with the FocalPoint systems do not appear to agree with the dimensional data provided on the plan detail sheet; the Applicant should revise as necessary to ensure that the model and the plans are consistent; (3) It appears that the HydroCAD model is accounting for storage within the FocalPoint filter media; this is not typical and should be removed.

Correction: General

The Applicant has indicated on the submission checklist that evidence of state or federal approvals do not apply to the project; however, the project will disturb over an acre and as such will require a Construction General Permit from the MaineDEP. A copy of the authorization to proceed under the Construction General Permit should be provided to the City upon receipt.

Correction: General

The existing conditions plan shows a sewer line along the northern portion of the parcel; however, this sewer line is not shown on the proposed grading and utility plan and it is not specified for removal or abandonment. The Applicant should clarify the intent for the existing sewer line and verify whether it will conflict with proposed storm drain infrastructure.

Correction: General

The Applicant is proposing to connect to existing CB 1433, which appears to be located within the City Right-of-Way. Stormdrain pipes are not permitted to be connected into City of Portland catch basins per the City of Portland Technical Manual, Section 2.7.8. The Applicant should propose an alternate means of stormdrain connection or work with DPS to determine if the proposed approach is acceptable.

Fire — Robert Thompson

Comment(s)/ Recommendation(s):

The Fire Department has no concerns on this project as submitted in the original site plan.

Planning — Christian Roadman

Traffic - Third Party Reviewer — Tom Errico

Transportation/Planning — Bruce Hyman

City Arborist	Jeff Tarling
Civil Engineering - Third Party Reviewer	Lauren Swett

Comment(s)/ Recommendation(s):

Several stormdrain structures are still proposed with minimal cover throughout the site. Some of these may have constructability issues, and it is anticipated that standard structures as provided on the detail sheets may not work. Slab-top structures or Nyloplast basins may be required for structures. The Applicant should review the constructability of their system.

The Applicant has indicated that a Notice of Intent to Comply with the Maine Construction General Permit will be submitted to the Maine DEP and confirmation will be provided to the City upon receipt.

The Applicant submitted a Wastewater Capacity Application in March of 2018; the response confirming ability to serve the proposed development should be submitted upon receipt.

The project is required to provide stormwater management in accordance with Maine DEP Chapter 500 and City of Portland Technical Manual Section 5 regulations. The project is required to comply with the Basic standards for erosion control. The project is also required to evaluate the General, Flooding, Redevelopment, and Urban Impaired Stream Standards. We have the following comments on stormwater management.
-Some additional clarification on the stormwater calculations is required. The Applicant's General Standards Calculation table indicates that there is no existing onsite impervious area; however based on the existing conditions plans and the narrative discussion. There is existing onsite impervious surface. Also, note that the City of Portland's Redevelopment standard requires treatment of 50% of non-roof redeveloped impervious surface. Please verify that the treatment is meeting this standard.
-The updated pre- and post-development figures appear to be missing from the latest submission. Please provide for review with the stormwater model.
-Please provide design calculations for the sizing of the proposed Filterra tree box filter.
-Per MaineDEP standards, an underdrained soil filter area should not have greater than 3,000 square feet in area. This is due to the inability to adequately maintain such a large filter surface area.
-Additional clarification is required on the grading along the eastern side of the grassed underdrained soil filter. It is unclear how runoff from the pavement will enter the filter area.
-Please provide additional information on the existing grades along the southwestern corner of the property boundary at the pipeline easement. The HydroCAD model indicates that the peak elevation of stormwater in the underdrained soil filter during the 25-year storm is 70.79. Confirm that drainage will not leave the property during this storm event, either by confirming existing spot grades, or grading the property corner to ensure stormwater remains within the site.
-The plans should specify proposed locations and details for catch basin inlet protection measures. Applicant has referred to their erosion control notes and details; however no detail for a typical inlet protection device has been provided.
-The Inspection, Maintenance, and Housekeeping Plan should include provisions for the requirements of Chapter 32 of the City of Portland Code of Ordinances and maintenance requirements associated with the Filterra treatment system that has now been proposed.
-A stormwater maintenance agreement with the City of Portland will be required. The Applicant has requested that this be a condition of approval prior to issuance of building permits. We agree with this request.

DPW Water Resources Engineering	Brad Roland
Planning	Christian Roadman
Traffic - Third Party Reviewer	Tom Errico

Conditions Required

Att. A

September 17, 2018
17500

Barbara Barhydt
City of Portland
389 Congress Street
4th Floor
Portland, ME 04101

Level 3 Site Plan Application
150 & 142 Riverside Street, Portland, Patagon –Climate Controlled Self Storage Facility

Dear Ms. Barhydt:

On behalf of our client Patagon Storage, LLC, Sebago Technics Inc. is please to submit the following Site Plan application for your consideration. The proposed project involves the construction of a three story, climate controlled self-storage facility on a previously developed lot on Riverside Street.

Project Description:

Project Site: The project site was originally two separate lots, 150 Riverside Street and 142 Riverside Street, but has been recently closed to consist of one holding; The property now referred to as 150 Riverside Street is a combination of the lots consisting of 3.6 acres. The Original 150 Riverside lot was 2.23-acre parcel that was the site of a small used furniture store. 142 Riverside Street is a 1.37-acre parcel that is was as an inventory lot for a used car dealership. Both parcels are located within the City of Portland's Industrial B-4 Zone.

Proposed Project: The proposed project consists of the redevelopment of the two parcels for a self-storage facility. The existing building at 150 Riverside Street will be removed to allow for the construction of the proposed three-story, climate controlled, self-storage facility. The remaining portion of this 3.6 ac. parcel will be used to provide parking and roadway areas to service the self-storage building, and will be preserved in a buffer for stormwater treatment, and apportion holds the common detention for this site and the adjacent property.

The site anticipates to utilize all existing utilities that served the furniture store, but will require realignment and trench relocation to serve the proposed structure. There was an existing sewer main that was in place to feed the rear of the lot, that was installed to serve a proposed hotel project, and that was never completed. That utility will be removed and abandoned due to the conflicts it will have the stormwater measures being proposed.

The site will be treated for stormwater utilizing a device called Focal Point, as required due to the site falling within the watershed of Capisic Brook as listed by the Maine DEOP as an Urban Impaired Stream.

We are aware of the improvement that have been completed at Riverside Street and the MTA Exit 48 improvements. The owner did attempt to get some improvements completed prior to the final paving but due to closing dates and terms of the closing they were not able to close an entrance the will need to for the project. We are hopeful we can work out a curb install with the City of Portland that will limit the disturbance along the roadside edge, such that we can safely proceed with the site work and not compromise the road surface. We understand that the street is in a moratorium state, and will work to find a solution with the City. Otherwise we foresee no reason to conduct any other work within the street itself.

We have also discovered that the site is under a difficult geological formation of soft soils consisting of silt clay which further hampered some of our design efforts, and due to the bearing capacities we were forced to hold the site at the approximate same grade/elevation that the structures are currently established. In establishing that floor grade, it presented challenges to the overall stromwater design, given the shallow depths of the existing storm drains in Riverside Street. However, we feel we have devised a manner to connect and meet both State and City treatment standards for the proposed site.

We feel we have provided a complete application and look forward, to being placed on the next available Planning Board agenda for a Public Hearing.

As always, please contact me if you have any questions or require further information.

Sincerely,

SEBAGO TECHNICS, INC.

James R. Seymour, P.E.
Sr. Project Manager

JRS:

Portland, Maine — Yes. Life's good here.

Planning & Urban Development Department

LEVEL II and LEVEL III APPLICATION SUBMISSION CHECKLIST

Please submit each document as a separate PDF file.
Please confirm by electronically checking the boxes to the left

General Application Documents

Checklist	Items to be Provided
Yes NA Plan ✔	PROJECT DESCRIPTION • Cover Letter with detailed project description
Yes NA Plan ✔	COMPLETED CHECKLIST – LEVEL III APPLICATION
Yes NA Plan ✔	RIGHT, TITLE AND INTEREST • Deeds, leases, or purchase and sales agreements
Yes NA Plan NA ✔	EVIDENCE OF STATE OR FEDERAL APPROVALS, if applicable • Permits or letters of non-jurisdiction, if applicable
Yes NA Plan ✔	ZONING ASSESSMENT • Table listing required and proposed uses and dimensional standards Zoning Assessment Table
Yes NA Plan ✔	EXISTING &/OR PROPOSED EASEMENTS OR COVENANTS, if applicable • Evidence of existing easements and any proposed easements
Yes NA Plan NA ✔	WAIVER REQUESTS • Written request for waiver describing request and reason. Waiver Table
Yes NA Plan ✔	FINANCIAL CAPABILITY • Letter or evidence from a financial institution or third party verifying financial capacity to undertake project
Yes NA Plan ✔	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

Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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 Plan ✔	**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 Plan ✔	**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 Plan ✔	**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 Plan ✔	**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 Plan ✔	**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 Plan ✔	**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 Plan ✔	**Snow Storage (14-526 (a) 4 d)** • Management plan for snow removal and locate snow storage areas on plan
Yes NA Plan ✔	**Traffic Demand Management (TDM) (14-526 (a) 5), if applicable** • Develop TDM with Trip Reduction Targets and Strategies

ENVIRONMENTAL AND LANDSCAPE FEATURES	
Check list	Assess/Provide/Document:
Yes NA Plan ☐ ✔ ☐	**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 Plan ✔ ☐ ☐	**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 Plan ✔ ☐ ☐	**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 Plan ✔ ☐ ☐	**Parking Lot Landscaping (14-526 (b) 2 b ii), if applicable** • Landscaped islands within parking areas (Technical Manual, Section 4)
Yes NA Plan ✔ ☐ ☐	**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	
Check list	Assess/Provide/Document:
Yes NA Plan ✔ ☐ ☐	**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	
Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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 Plan ✔	**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 Plan ✔	**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	
Check list	Assess/Provide/Document:
Yes NA Plan ✔	**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 Plan ✔	**Shadows (14-526 (d) 2), if applicable** • Shadow analysis of impacts on publicly accessible open space (Technical Manual, Section 11)
Yes NA Plan ✔	**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 Plan ✔	**View Corridors (14-526 (d) 4), if applicable** • Protection of designated view corridors (Portland Design Manual, Appendix 1)

Yes NA Plan ☐ ✔ ☐	**Historic Resources (14-526 (d) 5), if applicable** • Identify developments within Historic Districts or affecting Designated Landmarks • Certificate of Appropriateness or other evidence • Identify Developments within 100 feet of Historic Districts or affecting Designated Landmarks. Advisory HP review may be required • Address preservation and documentation of Archaeological Resources
Yes NA Plan ✔ ☐ ☐	**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 Plan ☐ ✔ ☐	**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 Plan ✔ ☐ ☐	**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 Plan ☐ ✔ ☐	**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	
Check list	
Yes NA Plan ✔ ☐ ☐	**Construction Management Plan** • Construction Management Document and Plan

Level II and Level III Site Plan 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 & RENDERINGS** including:
	• Exterior building elevations, color renderings, illustrations of all sides • Location and dimensions of all existing & proposed HVAC & mechanical equipment, all proposed screening • Provide context drawings, if applicable (Design Manual, page 1) • Floor plans

Level III – Preliminary and Final Site Plans
Development Review Application
Portland, Maine

Planning and Urban Development Department
Planning Division

Portland's Planning and Urban Development Department coordinates the development review process for site plan, subdivision and other applications under the City's Land Use Code. Attached is the application form for a Level III: Preliminary or Final Site Plan. Please note that Portland has delegated review from the State of Maine for reviews under the Site Location of Development Act, Chapter 500 Stormwater Permits, and Traffic Movement Permits.

Level III: Site Plan Development includes:

- New structures with a total floor area of 10,000 sq. ft. or more except in Industrial Zones.
- New structures with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- New temporary or permanent parking area(s) or paving of existing unpaved parking areas for more than 75 vehicles.
- Building addition(s) with a total floor area of 10,000 sq. ft. or more (cumulatively within a 3 year period) except in Industrial Zones.
- Building addition(s) with a total floor area of 20,000 sq. ft. or more in Industrial Zones.
- A change in the use of a total floor area of 20,000 sq. ft. or more in any existing building (cumulatively within a 3 year period).
- Multiple family development (3 or more dwelling units) or the addition of any additional dwelling unit if subject to subdivision review.
- Any new major or minor auto business in the B-2 or B-5 Zone, or the construction of any new major or minor auto business greater than 10,000 sq. ft. of building area in any other permitted zone.
- Correctional prerelease facilities.
- Park improvements: New structures greater than 10,000 sq. ft. and/or facilities encompassing 20,000 sq. ft. or more (excludes rehabilitation or replacement of existing facilities); new nighttime outdoor lighting of sports, athletic or recreation facilities not previously illuminated.
- Land disturbance of 3 acres or more (includes stripping, grading, grubbing, filling or excavation).

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14), Design Manual and Technical Manual.

Planning Division
Fourth Floor, City Hall
389 Congress Street
(207) 874-8719
planning@portlandmaine.gov

Office Hours
Monday thru Friday
8:00 a.m. – 4:30 p.m.

I. Project Information (Please enter n/a on those fields that are not applicable)

Project Name:	Patagon Storage
Proposed Development Address:	142 & 150 Riverside st.
Project Description:	Self Storage Facility
Chart/Block/Lot:	267 / A / 4&6
Preliminary Plan	
Final Plan	

II. Contact Information (Please enter n/a on those fields that are not applicable)

APPLICANT

Name:	Daniel Lyman
Business Name:	Patagon Storage, LLC
Address:	1700 Main St. - Suite 70
City/State:	Washaugal, Washington
Zip Code:	98671
Work #:	801-550-6109
Home #:	N/A
Cell #:	801-550-6109
Fax #:	N/A
E-mail:	dl@patagon.co

OWNER

Name:	Patagon Storage, LLC
Address:	1700 Main St. - Suite 70
City/State:	Washaugal, Washington
Zip Code:	98671
Work #:	801-550-6109
Home #:	N/A
Cell #:	801-550-6109
Fax #:	N/A
E-mail:	dl@patagon.co

AGENT/REPRESENTATIVE

Name:	James Seymour
Address:	75 John Roberts Rd. Suite 4A
City/State:	South Portland / Maine
Zip Code:	04106
Work #:	207-200-2083
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	jseymour@sebagotechnics.com

BILLING (to whom invoices will be forwarded to)

Name:	Patagon Storage, LLC attn: Daniel Lyman
Address:	1700 Main St, Suite 70
City/State:	Washaugal, Washington
Zip Code:	98671
Work #:	801-550-6109
Home #:	N/A
Cell #:	801-550-6109
Fax #:	N/A
E-mail:	dl@patagon.co

ENGINEER

Name:	James Seymour
Address:	75 John Roberts Rd. Suite 4A
City/State:	South Portland / Maine
Zip Code:	04106
Work #:	207-200-2083
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	jseymour@sebagotechnics.com

SURVEYOR

Name:	Jimmy Courbron
Address:	75 John Roberts Rd. Suite 4A
City/State:	South Portland / Maine
Zip Code:	04106
Work #:	207-200-2084
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	jcourbron@sebagotechnics.com

ARCHITECT

Name:	Jarod Hall
Address:	454 N 600 W
City/State:	Salt Lake City / Utah
Zip Code:	04116
Work #:	801-680-4485
Home #:	N/A
Cell #:	801-680-4485
Fax #:	N/A
E-mail:	j@divelept.com

ATTORNEY

Name:	N/A
Address:	N/A
City/State:	N/A
Zip Code:	N/A
Work #:	N/A
Home #:	N/A
Cell #:	N/A
Fax #:	N/A
E-mail:	N/A

DESIGNATED PERSON(S) FOR UPLOADING INTO e-PLAN

Name:	James Seymour
E-mail:	jseymour@sebagotechnics.com
Name:	Rebecca Gabryszewski
E-mail:	rgabryszewski@sebagotechnics.com
Name:	Dylan Stuart
E-mail:	dstuart@sebagotechnics.com

III. APPLICATION FEES

LEVEL III DEVELOPMENT (check applicable review)

☐	Less than 50,000 sq. ft.	$750.00
☑	50,000 – 100,000 sq. ft.	$1,000.00
☐	100,000 – 200,000 sq. ft.	$2,000.00
☐	200,000 – 300,000 sq. ft.	$3,000.00
☐	Over 300,000 sq. ft.	$5,000.00
☐	Parking lots over 100 spaces	$1,000.00
☐	After-the-fact Review	$1,000.00 + applicable application fee above

PLAN AMENDMENTS (check applicable review)

☐	Planning Staff Review	$250.00
☑	Planning Board Review	$500.00

OTHER REVIEWS (check applicable review)

☐	Traffic Movement	$1,500.00
☑	Stormwater Quality	$250.00
☐	Subdivision	$500.00 + applicable fee for lots/units below
	# of Subdivision Lots/Units [ ] x $25.00 each	$
☐	Site Location	$3,500.00 + applicable fee for lots/units below
	# of Site Location Lots/Units [ ] x $200.00 each	$
☐	Change of Use	
☐	Flood Plain	
☐	Shoreland	
☐	Design Review	
☐	Housing Replacement	
☐	Historic Preservation	
	TOTAL APPLICATION FEE DUE:	$ 1750.00

IV. FEES ASSESSED AND INVOICED SEPARATELY

- Notices to abutters (receipt of application, workshop and public hearing meetings) ($.75 each)
- Legal Ad in the Newspaper (% of total ad)
- Planning Review ($52.00 hour)
- Legal Review ($75.00 hour)
- Third Party Review (all outside reviews or analysis, eg. Traffic/Peer Engineer, are the responsibility of the applicant and will be assessed and billed separately)

V. PROJECT DATA (Please enter n/a on those fields that are not applicable)

TOTAL AREA OF SITE	156,711	sq. ft.
PROPOSED DISTURBED AREA OF THE SITE		sq. ft.
If the proposed disturbance is greater than one acre, then the applicant shall apply for a Maine Construction General Permit (MCGP) with DEP and a Stormwater Management Permit, Chapter 500, with the City of Portland.		
IMPERVIOUS SURFACE AREA		
Impervious Area (Total Existing)	113,842	sq. ft.
Impervious Area (Total Proposed)		sq. ft.
Building Ground Floor Area and Total Floor		
Building Footprint (Total Existing)	19,900	sq. ft.
Building Footprint (Total Proposed)	33,344	sq. ft.
Building Floor Area (Total Existing)	19,900	sq. ft.
Building Floor Area (Total Proposed)	100,343	sq. ft.
ZONING		
Existing	B-4	
Proposed, if applicable	N/A	
LAND USE		
Existing	Furniture Sales and Car dealer inventory	
Proposed	Self Storage	
RESIDENTIAL, IF APPLICABLE		
# of Residential Units (Total Existing)	N/A	
# of Residential Units (Total Proposed)	N/A	
# of Lots (Total Proposed)	N/A	
# of Affordable Housing Units (Total Proposed)	N/A	
PROPOSED BEDROOM MIX		
# of Efficiency Units (Total Proposed)	N/A	
# of One-Bedroom Units (Total Proposed)	N/A	
# of Two-Bedroom Units (Total Proposed)	N/A	
# of Three-Bedroom Units (Total Proposed)	N/A	
PARKING SPACES		
# of Parking Spaces (Total Existing)	504	
# of Parking Spaces (Total Proposed)	57	
# of Handicapped Spaces (Total Proposed)	1	
BICYCLE PARKING SPACES		
# of Bicycle Spaces (Total Existing)	0	
# of Bicycle Spaces (Total Proposed)	0	
ESTIMATED COST OF THE PROJECT	$	

VI. APPLICANT SIGNATURE

By digitally signing the attached document(s), you are signifying your understanding this is a legal document and your electronic signature is considered a ***legal signature*** per Maine state law.

I hereby certify that I am the Owner of record of the named property, or that the owner of record authorizes the proposed work and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. In addition, if a permit for work described in this application is issued, I certify that the Planning Authority and Code Enforcement's authorized representative shall have the authority to enter all areas covered by this permit at any reasonable hour to enforce the provisions of the codes applicable to this permit.

This application is for a Level III Site Plan review. It is not a permit to begin construction. An approved site plan, a Performance Guarantee, Inspection Fee, Building Permit, and associated fees will be required prior to construction. Other Federal, State or local permits may be required prior to construction, which are the responsibility of the applicant to obtain.

Signature of Applicant:	
Date:	9/14/18

Att. C

COPY

QUITCLAIM DEED With COVENANT (LONG FORM)

KNOW ALL BY THESE PRESENTS,

THAT **J PROPERTIES LP** , a Maine Limited Partnership, and **DOVER DEVELOPMENT CORP.**, Maine Corporation, both of having a place of business in Portland, Cumberland County, Maine in consideration of ONE DOLLAR and other valuable consideration paid by **BOYER PATAGON HOLDINGS, L.C.** , a Utah Limited Liability Company with a place of business in Salt Lake City, Utah, and whose mailing address is 101 South 200 East, Suite 200 Salt Lake City, UT 84111 the receipt whereof they do hereby acknowledge, do hereby REMISE, RELEASE, BARGAIN, SELL and CONVEY and FOREVER QUITCLAIM unto Boyer Patagon Holdings, L.C. , its successors and assigns forever, the land and buildings in Portland, Cumberland County, Maine, more fully described on Exhibit A attached to this instrument.

TO HAVE AND TO HOLD the aforegranted and bargained premises, with all the privileges and appurtenances thereof, to Boyer Patagon Holdings, L.C., its successors and assigns, to its and their use and behoof forever.

AND THEY DO COVENANT with the Grantee, its successors and assigns, that they and their successors shall and will warrant and defend the same to Boyer Patagon Holdings, L.C., its successors and assigns forever, against the lawful claims and demands of all persons claiming by, through, or under us.

IN WITNESS WHEREOF, J Properties LP and Dover Development Corp. have hereunto caused this instrument to be signed and sealed this 15th day of May, 2018.

SIGNED, SEALED AND DELIVERED
IN PRESENCE OF:

(Witness)

(Witness)

J PROPERTIES LP

By: _____
John E. Locke, its General Partner

DOVER DEVELOPMENT CORP.

By: _____
John E. Locke, its President

COPY

STATE OF MAINE
CUMBERLAND, ss.

May 18, 2016

Then personally appeared John E. Locke, General Partner of J Properties LP and President of Dover Development Corp., and acknowledged the foregoing instrument to be his free act and deed and the free act and deed of said J Properties LP and Dover Development Corp.

Before me: _____
Notary Public/Attorney at Law

NOTARY PRINT NAME: _____

COPY

EXHIBIT A

PARCEL 1:

A certain lot or parcel of land with the buildings thereon, situated on the westerly side of relocated Riverside Street in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at a stake on the westerly sideline of relocated Riverside Street marking the point of tangency of a curve whose radius is seven hundred seventy-six and twenty hundredths feet (776.20') at station 43+85.28 as shown on plan of Brighton Avenue Interchange made by the Maine Turnpike Authority and recorded in the Cumberland County Registry of Deeds in Plan Book 41, Page 70, which stake is located forty and four hundredths feet (40.04') southeasterly of the southeasterly corner of the General Motors Building so-called; thence running southerly by said relocated Riverside Street as shown on said plan on a curve to the left whose radius is seven hundred seventy-six and twenty hundredths feet (776.20'), a distance of ninety-nine and fifty-five hundredths feet (99.55') when measured on the arc thereof to a point which is the northeasterly corner of Parcel 2 hereof; thence running along the northerly sideline of said Parcel 2 North sixty-three degrees forty-one and one-half minutes West (N 63° 41-½ W) three hundred fifty-six and ninety-seven hundredths feet (356.97') to a point, which is situated fifty feet (50') easterly when measured at right angles from the center line of Central Maine Power Company pole line and which point is the northwest corner of said Parcel 2; thence running by land now or formerly of Guy E. Knowles parallel with and fifty feet (50') distant from said pole line, North twenty-seven degrees fifty-eight and one-half minutes West (N 27° 58-½' W) thirty-six and seventy-four hundredths feet (36.74') to a point; thence running by land now or formerly of Whitney Real Estate, Inc. on the following described courses; North thirty-five degrees eight minutes East (N 35° 08' E) one hundred forty-seven and eighty-eight hundredths feet (147.88') to a point; thence South fifty-four degrees fifty-two minutes East (S 54° 52' E) three hundred seventy-nine and thirteen hundredths feet (379.13') to the westerly sideline of said relocated Riverside Street; thence by said relocated Riverside Street South thirty-five degrees eight minutes West (S 35° 08' W) ten and forty-five hundredths feet (10.45') to the point of beginning.

Also a certain lot or parcel of land situated on the westerly side of relocated Riverside

COPY

Street in the City of Portland, County of Cumberland and State of Maine, and bounded and described as follows:

Beginning at a point on the westerly sideline of relocated Riverside Street which point is ninety-nine and fifty- five hundredths feet (99.55') southwesterly on a curve to the left from a stake on said westerly sideline which marks the point of tangency of a curve whose radius is seven hundred seventy-six and twenty hundredths feet (776.20') at station 43+85.28 as shown on plan of Brighton Avenue Interchange made by the Maine Turnpike Authority and recorded in the Cumberland County Registry of Deeds in Plan Book 41, Page 70 and which point marks the southeasterly corner of Parcel 1 hereof; thence running along said westerly sideline of Riverside Street twenty feet (20') to a point; thence running by land now or formerly of Guy E. Knowles North sixty-three degrees forty-one and one-half minutes West (N 63°41-½' W) three hundred twenty-eight and eighty-nine hundredths feet (328.89') to a point which is situated fifty feet (50') easterly when measured at right angles from the center line of a Central Maine Power Company pole line; thence running by other land of said Knowles parallel with and fifty feet (50') distant from said pole line, North twenty-seven degrees fifty-eight and one-half minutes West (N 27° 58-½' W) thirty-four and twenty-six hundredths feet (34.26') to a point; thence running by the southerly sideline of Parcel 1 hereof South sixty-three degrees forty-one and one-half minutes East (S 63°41-½' E) three hundred fifty-six and ninety-seven hundredths (356.97') feet to the point of beginning.

The above described courses are true North and the above describe parcels or lots of land are subject to the following encumbrances;

1. Pipeline easement from Dennis D. Decormier to Portland Pipe Line Company dated October 10, 1941, recorded in said Registry of Deeds in Book 1646, Page 289.

2. Pole easement from Whitney Real Estate, Inc. to Central Maine Power Company and New England Telephone and Telegraph Company dated September 22, 1964, recorded in said Registry of Deeds in Book 2860, Page 60.

The above described parcels of land being part of the property conveyed by Fred J. Foley, Jr. to Locke Properties by warranty deed dated October 1, 1981, recorded in said Registry in Book 4863, Page 123.

COPY

PARCEL 2:

A certain lot or parcel of land situated on the westerly side of Riverside Street in the City of Portland, County of Cumberland and State of Maine, and bounded and described as follows:

Beginning at a stake on the westerly sideline of Riverside Street marking the point of tangency of a curve whose radius is seven hundred seventy-six and twenty hundredths (776.20) feet at station 43+85.28 as shown on Plan of Brighton Avenue Interchange made by the Maine Turnpike Authority and recorded in the Cumberland County Registry of Deeds in Plan Book 41, Page 70; thence southerly by said Riverside Street as shown on said Plan on a curve to the left whose radius is seven hundred seventy-six and twenty hundredths (776.20) feet, one hundred nineteen and fifty-five hundredths (119.55) feet when measured on the arc thereof to an iron; thence by land now or formerly of one Knowles N 63°41½' W three hundred twenty-eight and eighty-nine hundredths (328.89) feet to an iron situated fifty (50) feet easterly when measured at right angles from the center line of a Central Maine Power Company pole line; thence by land now or formerly of said Knowles and keeping fifty (50) feet from and running parallel with said pole line N 27° 58-½' W five hundred ninety-one and twenty hundredths (591.20) feet to an iron; thence by land now or formerly of Knowles S 54° 52' E eight hundred forty-three and seven hundredths (843.07) feet to an iron and the westerly sideline of Riverside Street; thence by said Riverside Street S 35° 08' W ninety-seven and eighty-eight hundredths (97.88) feet to the point of beginning. Said above described courses are true North.

Being the same premises conveyed to Dover Development Corp. by J Properties by deed dated March 10, 2000 and recorded in the Cumberland County Registry of Deeds in Book 15365, Page 278.

Excepting from the premises above described so much thereof as was conveyed by Whitney Real Estate, Inc. to Fred J. Foley, Jr. by deed dated January 23, 1965 and recorded in said Registry of Deeds in Book 2877, Page 214, which excepted parcel was subsequently conveyed by Warranty Deed of Fred J. Foley, Jr. to Locke Properties.

And further conveying to Dover Development Corp. whatever rights or interests J Properties gained or was granted by deed of Portland Pipe Line Company to J Properties dated December 5, 1984, and recorded in said Registry of Deeds in Book 6636, Page 3.

COPY

This conveyance is made subject to two easements given by Whitney Real Estate, Inc. to Central Maine Power Company and New England Telephone and Telegraph Company dated August 19,1964 and September 22,1964 and recorded in said Registry of Deeds in Book 2877, Page 312 and Book 2860, Page 60, respectively.

This conveyance is further made subject to a pipeline easement from Dennis D. Decormier et al, to Portland Pipe Line Company dated October 10, 1941 and recorded in said Registry of Deeds in Book 1646, Page 289, as further delineated and/or modified by said deed from the Portland Pipe Line Company to the Grantor herein dated December 5, 1984 and recorded in said Registry of Deeds as above set forth.

PARCEL 3:

The real estate situated in the City of Portland, County of Cumberland, and State of Maine and more specifically described as follows:

Beginning at an iron pin marking the northerly most point of a parcel of land now or formerly of J Properties which parcel was formerly of Ameri-Cana Transport, Inc. (described in Book 3175 at Page 471 in the Cumberland County Registry of Deeds);

Thence: proceeding on a heading of S 27° 58.5' E a distance of approximately 192.9 feet to a point (hereinafter called the "Point of Beginning");

Thence: proceeding on a heading of S 62° 1.5' W a distance of approximately 25 feet to a point the sideline of land now or formerly of Central Maine Power Co. of Augusta;

Thence: proceeding on a heading of S 27° 58.5' E a distance of approximately 364 feet to a point at the intersection of the lands now or formerly of Bounty Realty, William A. Berger and Central Maine Power Co. of Augusta;

Thence: proceeding on a heading of S 63° 41.5' E a distance of approximately 42.82 feet along the land now or formerly of William A. Berger;

Thence: proceeding on a heading of N 27° 58.5' W a distance of approximately 327.3 feet to the Point of Beginning.

Being the same premises conveyed from Bounty Realty by Quitclaim Deed to J Properties and dated December 11, 1986 and recorded in the Cumberland County Registry of Deeds in Book 7619, Page 120;

Also hereby conveying the right in common with the Grantor herein and its successors

COPY

and assigns, to drain and impound water from land of the Grantee herein and for land adjacent thereto of Locke Properties and from the premises herein conveyed (Collectively called Locke Land) in a detention basin on land of the Grantor herein (The Detention Basin), being located partially on the Northwesterly portion of property conveyed to the Grantor herein by William Sexton et al by deed dated January 3D, 1986 and recorded in the Cumberland County Registry of Deeds in Book 7056, Page 115, and partially on the easement and use of the triangular piece of land conveyed by Grantee to Grantor, (provided that the additional surface water drained into the Detention Basin from the Locke Land shall not, after satisfying the Grantor's drainage needs, exceed the capacity of The Detention Basin) and further conveying to the Grantee and Locke Properties, their respective successors and assigns, the right to expand the Detention Basin onto the remaining land of the Grantee herein and use in connection therewith the Grantors piping and underground drainage system to Riverside Street. The Grantee agrees that any work to be done to increase the capacity of the Detention Basin shall first be approved as to reasonable engineering matters by Sebago Technics, Inc. or such successor engineering firm as the Grantee shall previously in writing have designated to the Grantor, with all costs for such expansion being borne by Grantee.

Easements

The proposed development site includes two parcels and the record deed and available survey information indicates the following:

A. Existing Easements and other encumberances:

1. Access easement and right of way over land of an abutter as described in an easement from Mitchco Properties, Inc. to J Properties LP dated January 1, 2017 and recorded in Book 33778, Page 151.

B. New Easements

No new easements are proposed as part of the site development.

Note: Formal deed research was not performed as part of this easement compilation statement.

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

ZONING ANALYSIS Relevant Zone(s) B4

All Projects:

	Required	Proposed
Lot Size	10,000 sf	3.6 acres total
Area Per Dwelling Unit	n/a	n/a
Minimum Street Frontage	60 feet	~200 feet
Front Yard Minimum	20 feet	20 feet
Front Yard Maximum	n/a	n/a
Rear Yard	20 feet	20 feet
Yard Right	12 feet	12 feet
Yard Left	12 feet	12 feet
Side Street Setback	12 feet	n/a
Step Back	n/a	n/a
Maximum Lot Coverage	80%	56.4%
Minimum Lot Coverage	n/a	n/a
Maximum Height	65 feet	31.33 feet
Open Space	n/a	n/a
Maximum Impervious Area	80%	56.4%
Pavement Setback	12 feet	12 feet
Floor Area Ratio	65%	22%
Off Street Parking Spaces	34	116
Loading Bays	n/a	n/a
Other 1		
Other 2		
Other 3		

BOK FINANCIAL
Commercial Real Estate Banking

Chad S. Neubecker
Senior Vice President
BOK Financial
1600 Broadway, Suite 1510
Denver, CO 80202
cneubecker@bokf.com

August 8, 2018

City of Portland
389 Congress Street
Portland, ME 04101

RE: Reference Letter for The Boyer Company

To Whom it May Concern:

I am sending this reference letter on behalf of BOK Financial (Bank), which is the construction lender for the proposed self-storage project in Portland, Maine, for the capabilities of The Boyer Company and Patagon. The Boyer Company and Patagon are the project sponsors for the proposed Portland self storage project along with the related entity; Boyer Patagon Holdings, LLC.

The Boyer Company has been a valued client of the Bank since 2013 and I have been personally banking Boyer since 1998. The Boyer Company is one of the largest and financially strongest developers in the West and since being a client of the Bank, we have lent over $200 Million to The Boyer Company and all loans have performed as agreed. In addition, as previously stated, I have personally been The Boyer Company's commercial real estate banker since 1998 and have lent well over $400 Million over the 20 years with all loans being paid as agreed.

On the project side, the self-storage project in Portland, Maine is fully committed by the Bank for construction financing. In addition, the equity for the loan and project is in-place. Thus, the funding for the project is available for immediate funding. In addition to the funding for the project, the sponsorship has a strong record of delivery. Since first personally banking The Boyer Company in 1998 and with BOK Financial since 2013, all projects have been completed on time and within budget.

Please reach out to me with any questions on this valued client at 602-808-5356 and I would be happy to answer any other questions you may need.

Sincerely,

Chad S. Neubecker
SVP, Western Market Manager
BOK Financial

Technical Capacity

Technical Capacity:

Patagon has assembled a team of highly qualified contractors, consultants, and engineers for this proposed project. The project team includes:

Sebago Technics, Inc. (STI) is a multi-disciplinary engineering firm with over 35 years of experience, that offers a wide range of services specializing in land development, planning, permitting and engineering design services. We maintain a staff of multi-disciplinary professionals to provide services in the areas of general civil engineering, road and utility infrastructure design, construction management, permitting, landscape architecture, soil science, wetlands science, geotechnical services, land surveying, and environmental engineering.

James Seymour, PE, is a Registered Professional Engineer in the State of Maine. Maine License #9984.

Di'velept Design is an architecture firm that specializes in Self Storage facilities. The firm principals are Jarod Hall and Jeremy Larsen. In the last couple of years they have designed over a half million square feet of storage space, ranging from Washington state to Massachusetts and many locations in between. Many of the storage projects they have worked on have been with this same client, so they have developed a strong understanding of how to achieve the owner's goals while keeping the building compliant with local restrictions. They strive to bring design minded thinking to a project type where this is often lacking.

Please see the following pages for additional information on Patagon.

PATAGŌN™

Patagon is a new venture founded in 2017 by Benjamin Q. Bradley and Daniel A. Lyman. They are the founders behind the Get Space storage project based in the Portland, Oregon. See more at www.getspace.com. Patagon is the focus beyond Portland, OR. As part of that strategy Patagon formed a new long-term partnership with the Boyer Company to develop the portfolio of self-storage facilities all across the United States.

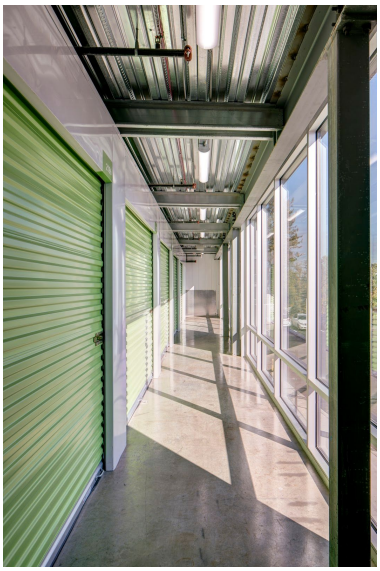
To date, they're building or have built over 1,500,000 SF of storage; over 12,000 self storage units. Currently nine facilities are open for business, three are under construction, with four more breaking ground very soon. Nine of the Portland, OR facilities have a joint venture partnership with Extra Space Storage; they are one of only a few groups across the whole country with such arrangement.

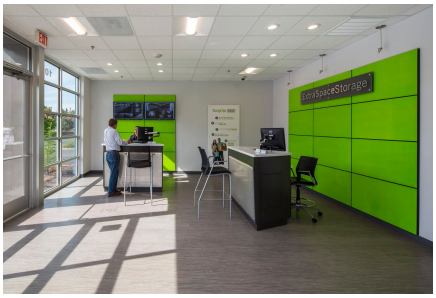
T: (801) 510-1178

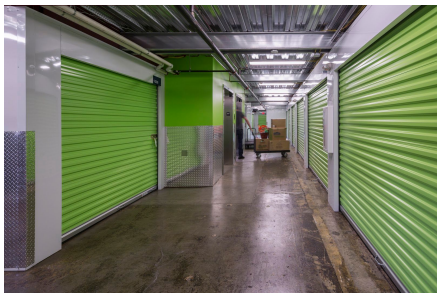
1700 Main St., #208
Washougal, WA 98671

www.patagon.net

Projects Completed (2014-Current)







STORAGE
EXIT

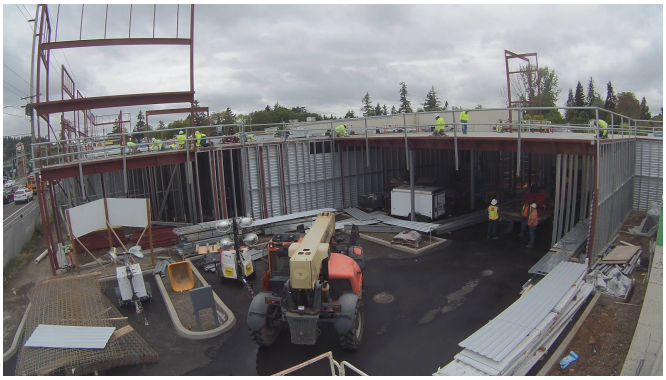
ExtraSpace Storage
OFFICE

ExtraSpace Storage

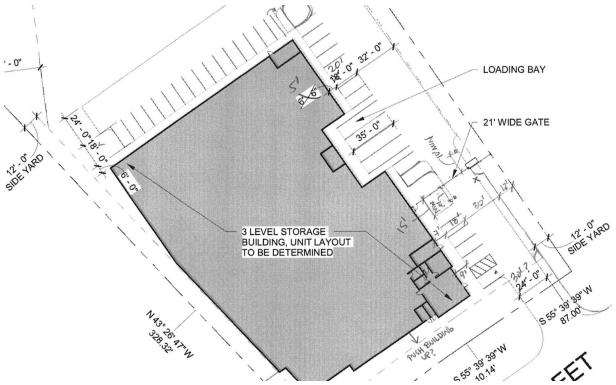
CLIMATE CONTROL

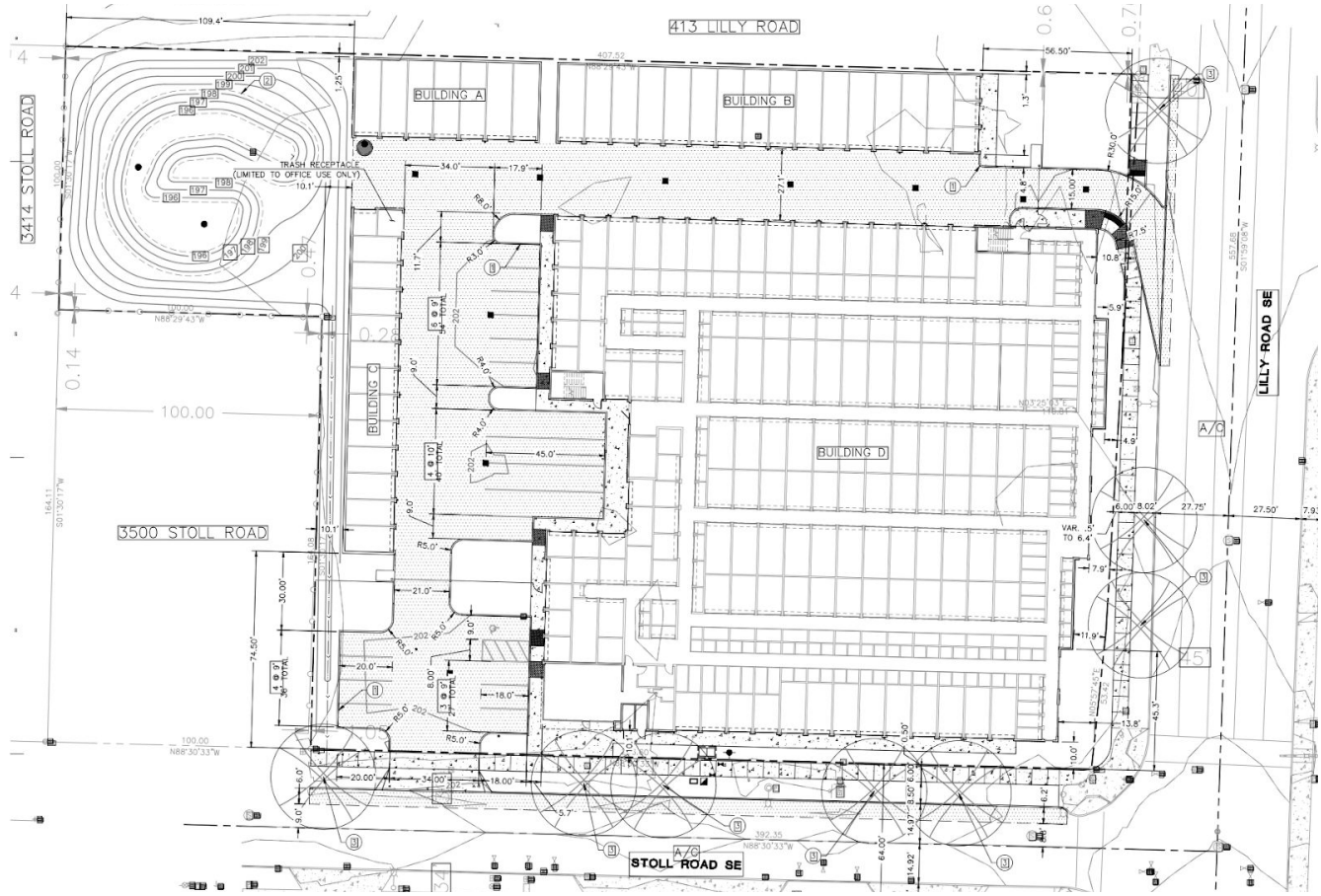
C392
C330

Projects Under Construction



Projects Forthcoming

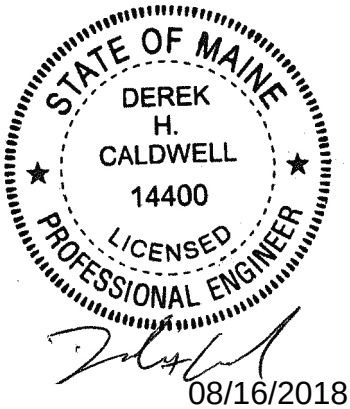




SEBAGO TECHNICS

CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

Memorandum



17500

To: **Jim Seymour, P.E.**

From: **Derek Caldwell, P.E., PTOE**

Date: **August 15th,2018**

Subject: **Traffic Impact Statement**
Patagon Storage
Portland, Maine

We have completed a trip generation analysis for the proposed Patagon Self Storage facility to be located at 150 Riverside Street in Portland. It is our understanding that this development is to include a 3-story 100,000 square foot self-storage facility. Presently, the site has two curb cuts on Riverside Street. This project will reconstruct the northerly entrance and close the southerly entrance. The site was formerly occupied by the Upscale Furniture and Consignment store, which closed in July of 2018. This former use contained an approximately 19,000 square foot building.

Trip generation for both the proposed development as well as the former use was calculated using the *ITE Trip Generation Manual, 10th Edition.* Land Use Code (LUC) 151 – Mini-Warehouse was used for the future self-storage facility and LUC 890 – Furniture Store for the former furniture store. Tables 1 and 2 below summarize the calculated trip generation.

Table 1 - Trip Generation
LUC – 151 – Mini-Warehouse
(100,000 SF)

Time Period	Average Rate/1,000 SF	Total Trips	Entering Trips	Exiting Trips
Weekday	1.51	151	75	76
AM Peak Hour Adjacent Street	0.10	10	6	4
PM Peak Hour Adjacent Street	0.17	17	8	9
AM Peak Hour Generator	0.20	20	10	10
PM Peak Hour Generator	0.20	20	10	10
Saturday	1.95	195	97	98
Saturday Peak Hour*	0.31	31	18	13

** Saturday Peak Hour data is based on one Study Site.*

Table 2 - Trip Generation
LUC – 890 – Furniture Store
(19,000 SF)

Time Period	Average Rate/1,000 SF	Total Trips	Entering Trips	Exiting Trips
Weekday	6.30	120	60	60
AM Peak Hour Adjacent Street	0.26	5	4	1
PM Peak Hour Adjacent Street	0.52	10	5	5
AM Peak Hour Generator	0.52	10	6	4
PM Peak Hour Generator	0.70	13	6	7
Saturday	7.15	136	68	68
Saturday Peak Hour	1.10	21	11	10

Table 3 shows the resultant net trip generation of the new development, found by the difference in values from Tables 1 and 2.

Table 3 - Net Trip Generation

Time Period	Total Trips	Entering Trips	Exiting Trips
Weekday	31	15	16
AM Peak Hour Adjacent Street	5	2	3
PM Peak Hour Adjacent Street	7	3	4
AM Peak Hour Generator	10	4	6
PM Peak Hour Generator	7	4	3
Saturday	59	29	30
Saturday Peak Hour	10	7	3

Based on the expected net trip generation of less than 25 passenger car equivalents during all peak hour periods, it is not anticipated that a scoping meeting or additional traffic analysis will be required by the City of Portland.

75 John Roberts Road – Suite 4A, South Portland, ME 04106-6963 • 207.200.2100 • Fax: 207.856.2206

PORTLAND FIRE DEPARTMENT
SITE REVIEW
FIRE DEPARTMENT CHECKLIST

A separate drawing[s] shall be provided as part of the site plan application for the Portland Fire Department's review.

1. Name, address, telephone number of applicant
Patagon Self Storage, LLC, 1700 Main st. suite 70 Washaugal, Washington. 801-550-6109

3. Name address, telephone number of architect
Jarod Hall, 454 N 600W Salt Lake City, Utah. 801-680-4485

4. Proposed uses of any structures [NFPA and IBC classification] :
Group S- Climate Controlled Self Storage

6. Square footage of all structures [total and per story]
Total: 101,782 SF Per Story: 33,344 SF, 33,961 SF, 34,477 SF

7. Elevation of all structures: **TBD**

8. Proposed fire protection of all structures
   - ***As of September 16, 2010 all new construction of one and two family homes are required to be sprinkled in compliance with NFPA 13D. This is required by City Code.(NFPA 101 2009 ed.)***

9. Hydrant locations: **See Plan set**

10. Water main[s] size and location: **See Existing Conditions Plan**

11. Access to all structures [min. 2 sides]: **See Site Plan**

12. A code summary shall be included referencing NFPA 1 and all fire department. Technical standards.

Some structures may require Fire flows using annex H of NFPA 1

Att. J

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

July 13, 2018

Dylan Stuart
Sebago Technics
75 John Roberts Road Suite 4A
South Portland, ME 04106

Re: 150 Riverside Street, PO
Ability to Serve with PWD Water

Dear Mr. Stuart:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on April 10, 2018. Based on the information provided, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- The existing service lines at this site may be used by the proposed development as long as the project development team determines that they will provide adequate flow and pressure for the proposed use.Our records show that the property is currently served with a 2-inch domestic water service and a 6-inch fire service. If any of the existing services will no longer be used as a result of the development then they must be retired per PWD standards which includes shutting the corporation valve and cutting the pipe from the water main (for the 2-inch service) or removing the 6-inch gate valve and capping the tapping sleeve (for the 6-inch service).

- An approved backflow prevention device must be installed on the service line directly after the meter 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.

225 DOUGLASS STREET P.O. BOX 3553 PORTLAND, MAINE 04104-3553
PHONE: 207.774.5961 FAX: 207.761.8307 WEB: WWW.PWD.ORG

Existing Site Service

According to District records, the project site does currently have existing water service. A 2-inch diameter copper domestic service line and a 6-inch fire service line provide water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of these services.

Water System Characteristics

According to District records, there is an 12-inch diameter ductile iron water main in Riverside Street and a public fire hydrant located approximately 200 feet from the site. The most recent static pressure reading was 79 psi on June 19, 2018.

Public Fire Protection

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

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

You have not indicated whether 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.

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

CITY OF PORTLAND WASTEWATER CAPACITY APPLICATION

Department of Public Services,
55 Portland Street,
Portland, Maine 04101-2991

Bradley Roland, P.E.
Water Resources Division

Date: 3/19/2018

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

Site Address:142 & 150 Riverside street Portland Maine

Chart Block Lot Number: 267 / A / 4 & 6

Proposed Use: Climate Controlled Self Storage
Previous Use: Furniture sales and Car Storage
Existing Sanitary Flows: _____GPD
Existing Process Flows: _____GPD
Description and location of City sewer that is to receive the proposed building sewer lateral.

Use and improve as necessary the existing sewer lateral on Riversite Dr.

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

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

2. Please, Submit Contact Information.

City Planner's Name: _____ Phone: _____
Owner/Developer Name: Daniel Lyman, Patagon Storage, LLC
Owner/Developer Address: 1700 Main Street. Washaugal Washington
Phone: 801-855-6109 Fax: _____ E-mail: dl@patagon.co
Engineering Consultant Name: James Seymour, Sebago Technics, LLC
Engineering Consultant Address: 75 John Roberts Rd. South Portland ME, 04106
Phone: 207-200-2083 Fax: _____ E-mail: jseymour@sebagotechnics.com

Note: Consultants and Developers should allow +/- 15 days, for capacity status, prior to Planning Board Review.

3. Please, Submit Domestic Wastewater Design Flow Calculations.

Estimated Domestic Wastewater Flow Generated: 100 GPD
Peaking Factor/ Peak Times: _____
Specify the source of design guidelines: *(i.e.__"Handbook of Subsurface Wastewater Disposal in Maine," __ "Plumbers and Pipe Fitters Calculation Manual," __ Portland Water District Records, Other (specify)* _____

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

4. Please, Submit External Grease Interceptor Calculations.

Total Drainage Fixture Unit (DFU) Values: _____

Size of External Grease Interceptor: _____

Retention Time: _____

Peaking Factor/ Peak Times: _____

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

5. Please, Submit Industrial Process Wastewater Flow Calculations

Estimated Industrial Process Wastewater Flows Generated: _____ GPD

Do you currently hold Federal or State discharge permits? Yes ____ No ____

Is the process wastewater termed categorical under CFR 40? Yes ____ No ____

OSHA Standard Industrial Code (SIC): *(http://www.osha.gov/oshstats/sicser.html)*

Peaking Factor/Peak Process Times: _____

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

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

Environmental and Stormwater

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

The proposed site has been designed in accordance to City and Chapter 500 requirements to minimize the amount of stormwater leaving the site. Please see the Stormwater Management report and plan included in this submittal.

Patagon Storage
150 Riverside Street
Portland, ME

Introduction

This Stormwater Management Plan has been prepared to address the potential impacts associated with this project due to the proposed modification in stormwater runoff characteristics. The stormwater management controls that are outlined in this plan have been incorporated to suit the proposed development and to comply with applicable regulatory requirements.

The project consists of redevelopment of a two abutting parcels at 142 and 150 Riverside Street. This combined area is approximately 3.6 acres. The existing building has been recently demolished in preparation for the proposed construction of a multi-story self-storage facility, parking, and access drives.

Based upon the anticipated development, the project is subject to the Chapter 500 Basic, General, and Urban Impaired Stream standards. The proposed erosion controls, inspection and maintenance criteria, and the stormwater management systems have been designed to meet MDEP and City of Portland requirements.

Existing Conditions

Both parcels are located in the City of Portland B4 Commercial Business District. The lot for 150 Riverside is developed with a building and parking area. The lot for 142 Riverside consists of a gravel parking area that was most recently used to store vehicles for a nearby car dealership. Stormwater is collected in a few on-site catch basins and an existing detention basin. The existing detention basin is routed to the City's storm drainage infrastructure in Riverside Street through an existing 18" storm drain on the parcel that borders 150 Riverside Street to the north.

Proposed Development

The developer proposes to construct a multi-story self-storage facility with a parking area that will service the facility. The site is accessed via two existing driveways from Riverside Street. The existing entrance on the south side of the parcel will be closed and the site will be accessed via the northern entrance.

The proposed development will result in the following:

Total disturbed/developed area = 2.05 acres
Total impervious area = 1.41 acres

Regulatory Requirements

Maine Department of Environmental Protection (MDEP)

MDEP Rule Chapters 500 and 502 describe stormwater management requirements for new development projects. These rules describe performance standards divided into five major categories: Basic Standard, General Standard, Phosphorous Standard, Urban Impaired Stream Standard, and Flooding Standard. The following sections describe how this project will address these stormwater management performance standards.

Basic Standard: A project must meet basic standards if it disturbs an area greater than one (1) acre. As this development will disturb approximately 2.39 acres, it must meet the basic standard. The standard includes various erosion and sedimentation controls, inspection and maintenance procedures, and general housekeeping requirements.

General Standard: A project is subject to the general standard if it results in the creation of one (1) or more acres of impervious area or developed areas greater than five (5) acres. As this project will include approximately 1.43 acres of impervious area, it must meet the general standard. The standard requires that a minimum of 95% of all impervious areas and at least 80% of all developed areas are designed to be tributary to stormwater BMPs. However, for redevelopment projects, the required treatment is scaled based on the pollutant discharge that, if the stormwater was untreated, would result from the redevelopment project. Standard BMPs have been defined by the MDEP and are described thoroughly in their publication Stormwater Management for Maine: Best Management Practices manual, as revised May 2016.

Phosphorous Standard: A project must meet the phosphorous standards if located within a lake watershed. As this project is not tributary to a lake watershed, it is not subject to the phosphorus standard.

Urban Impaired Stream Standard: A project must meet the urban impaired stream standards if located within an urban impaired stream watershed. As this project is tributary to Capisic Brook which is an Urban Impaired Stream as defined by MDEP Chapter 502, this project is subject to the urban impaired stream standard. The standard requires that the applicant must either pay a compensation fee or mitigate project impacts by reducing or eliminating an off-site pre-development impervious stormwater source as described in 06—096 CMR 501.

Flooding Standard: A project must meet to the flooding standards if it creates impervious areas greater than three (3) acres, or developed areas greater than twenty (20) acres. This project includes approximately 1.43 acres of impervious area; however, the City of Portland Technical Manual Section II-C states that all Level III site plans are required to meet the Maine DEP Chapter 500 flooding standard.

City of Portland

In accordance with Section 5.II.D of the City of Portland Technical manual, all projects not subject to requirements of an existing Site Law or Stormwater Management Law Permit that include redevelopment of non-roof impervious area greater than 5,000 square-feet and are subject to City of Portland review shall provide stormwater quality treatment in accordance with the General Standards for no less than 50% of the redeveloped impervious area. The runoff from any up-gradient area must be either directed away from the stormwater treatment measure or that measure must be sized to treat the runoff from the up-gradient area.

Methodology

In order to evaluate drainage characteristics as a result of the proposed development activities, a quantitative analysis was performed to determine peak runoff rates in the pre-development and post-development conditions. The evaluation was performed using the methodology outlined in the USDA Soil Conservation Service's "Urban Hydrology for Small Watersheds - Technical Release #55 (TR-55)". HydroCAD computer software was utilized to perform the calculations.

The peak runoff rates were calculated using a 24-hour duration storm event with a Type III rainfall distribution. The 24-hour duration rainfall amounts for Cumberland County area as follows:

Storm Frequency	24-hr Duration Rainfall (in.)
2-yr	3.1
10-yr	4.6
25-yr	5.8

The model incorporates design assumptions including the following:

- The minimum time of concentration (T_c) is six minutes, based upon limitations of the TR-55 model.

Quality Treatment

Stormwater runoff from the building and parking area will be routed to a grassed underdrained soil filter, and a filterra treatment system. The soil filter is located adjacent to the parking lot on the northwest side of the proposed building. This system will drain to the City's infrastructure on Riverside Street.

The treatment volume of the soil filter required is based upon water quality/channel protection volume which is equal to 1.0-inch times the subcatchment's impervious area and 0.4–inch times the subcatchment's tributary landscaped areas.

Since the proposed building will replace existing buildings and pavement areas, the redevelopment standards apply. After completing the calculations outlined in §4.C(2)(d) of Chapter 500, the ranked impact change due to redevelopment is calculated to be -1.160, requiring that 0.0% of developed area be treated. However, the minimum level of treatment required by the City of Portland Technical manual is 50% for redevelopment projects.

The attached treatment table summarizes the total impervious and developed areas for the proposed development and indicates the BMP measures proposed for treatment. The conclusion is a tabulation of the effective treatment percentages for the proposed development. The results of this tabulation areas follow:

- The post-development area requiring treatment includes approximately 1.41 acres of impervious area and a total of approximately 2.05 acres of developed area.

- The redevelopment standard requires treatment for 50% of the new impervious areas. As such, the site is required to provide treatment for a minimum of 0.71 acres. The total impervious area receiving treatment is approximately 0.85 acres or 60.09%. (This does not include an area of 0.168 acres treated impervious area that has been applied to the urban impaired stream standard.)

- The redevelopment standard requires treatment for 50% of the new developed areas. As such, the site is required to provide treatment for a minimum of 1.03 acres. The total area receiving treatment is approximately 1.62 acres or 79.09%. (This does not include an area of 0.168 acres treated impervious area that has been applied to the urban impaired stream standard.)

A plan has been prepared to show that the treatment provided on site also satisfies the urban impaired stream standard, and a table of these calculations can also be found in Attachment A of this report. The standard has been met by reverting 1.161 acres of the existing site back to landscaping, which will not be mowed more than twice per year. Thus, this area was not included as redeveloped area. Other credits were earned by treating 0.168 acres of existing roof or other impervious area, that is now treated at 100% to the MDEP standards. The project redevelopment required 0.539 credits, and 0.565 were provided. Additional credits could be obtained from over treatment provided on site, but are not needed at this time.

Peak Flow Analysis

The subcatchment areas and times of concentration of the post-development conditions vary from the pre-development conditions based on the proposed site development and grading. The following table summarizes the results of the hydrologic analysis of the project during pre-development and post-development conditions.

Stormwater Peak Discharge Summary Table									
Study Point	2-Year Storm			10-Year Storm			25-Year Storm		
	Pre (cfs)	Post (cfs)	Diff. (cfs)	Pre (cfs)	Post (cfs)	Diff. (cfs)	Pre (cfs)	Post (cfs)	Diff. (cfs)
SP1	5.24	2.02	-3.22	9.00	6.26	-2.74	12.05	7.83	-4.22

The results of the stormwater modeling at Study Point SP1 indicate that the peak rates of runoff in the post-developed condition will be less than the pre-developed condition for the 2-year, 10-year, and 25-year storm events.

Conclusions

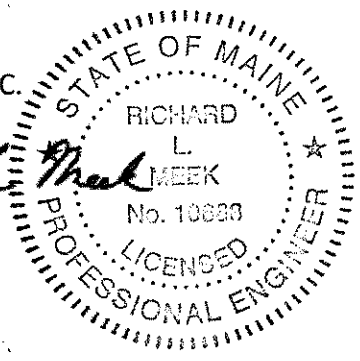
Erosion and sedimentation controls, inspection and maintenance procedures and general housekeeping requirements have been outlined to prevent unreasonable impacts on the site and to the surrounding environment.

By utilizing Best Management practices, stormwater quality treatment has been provided for at least 50% of the total impervious area and at least 50% of the total developed area. Based on the modeling data, the post-development peak rates of runoff for the 2-year, 10-year, and 25-year storm events demonstrate decreases in the peak rates of runoff when compared to the pre-development peak rates of runoff.

With the incorporation of the above referenced erosion control, treatment and detention measures, the project has been designed in conformance with the Maine Department of Environmental Protection Chapter 500 Stormwater Law and City of Portland Stormwater Management Standards. Accordingly, it is anticipated that stormwater runoff from the proposed development will not cause a significant adverse effect to off-site receiving channels or downstream properties.

Prepared by,

SEBAGO TECHNICS, INC.



Richard L. Meek
Sr. Project Engineer

January 30, 2019

Attachment A

STORMWATER QUALITY CALCULATIONS

Table 1: MDEP GENERAL STANDARD CALCULATIONS

Job #17500

AREA ID	WATERSHED SIZE (S.F.)	EXISTING ONSITE IMPERVIOUS AREA (S.F.)	NEW ONSITE IMPERVIOUS AREA (S.F.)	EXISTING ONSITE LANDSCAPED AREA (S.F.)	NEW ONSITE LANDSCAPED AREA (S.F.)	NET NEW DEVELOPED AREA (S.F.)	NET EXISTING DEVELOPED AREAS (S.F.)	TREATMENT PROVIDED?	IMPERVIOUS AREA TREATED (S.F.)	LANDSCAPED AREA TREATED* (S.F.)	DEVELOPED AREA TREATED (S.F.)	TREATMENT BMP
1	29,589	0	17,258	0	12,331	29,589	0	NO	0	0	0	NONE
2	16,927	0	16,927	0	0	16,927	0	YES	16,927	0	16,927	Filterra
3	61,150	0	27,368	18,185	15,597	42,965	18,185	YES	27,368	33,782	61,150	UDSF1
4	49,040	0	0	41,949	0	0	41,949	NO	0	0	0	NONE
TOTAL (S.F.)	**156,706**	**0**	**61,553**	**60,134**	**27,928**	**89,481**	**60,134**		**44,295**	**33,782**	**78,077**	

TOTAL NEW IMPERVIOUS AREA (S.F.)	**61,553**	**TOTAL DEVELOPED AREA (S.F.)**	**89,481**
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	**44,295**	**TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)**	**78,077**
MINUS AMOUNT ALLOCATED TO URBAN IMPAIRED STREAM STANDARD	**7,306**	**MINUS AMOUNT ALLOCATED TO URBAN IMP.**	**7,306**
TOTAL IMPERVIOUS AREA RECEIVING TREATMENT (S.F.)	**36,989**	**TOTAL DEV. AREA RECEIVING TREATMENT (S.F.)**	**70,771**
% OF IMPERVIOUS AREA RECEIVING TREATMENT	**60.09%**	**% OF DEV. AREA RECEIVING TREATMENT**	**79.09%**

*

36,567SF of Area was converted to landscaped, and will not be mowed more than twice per year.
17345 SF of Area was converted to landscaped, and will not be mowed more than twice per year.
These numbers were put under existing, as they do not contribute to the redeveloped area.

SEBAGO TECHNICS, INC.
75 John Roberts Road Suite 4A
South Portland, Maine 04106
Tel. (207) 200-2100

JOB	17500 - Patagon		
SHEET NO.	1	OF	1
CALCULATED BY	SAH	DATE	1/28/2019
FILE NAME		PRNT DATE	1/30/2019

UNDERDRAINED SOIL FILTER

Task: Calculate water quality volume per MDEP chapter 500 regulations

References

1. Maine DEP Chapter 500, Section 4.C.(3)(b)
   a. "must detain a runoff volume equal to 1.0 inch times the subcatchment's impervious area plus 0.4 inch times the subcatchment's landscaped area"
2. Maine DEP Best Management Practices Stormwater Manual, Section 7.1
   a. "surface should represent 5% of impervious area and 2% of landscaped area"

Tributary to Underdrained Filter: UDSF1

Landscaped Area	33,801.00	SF				
Impervious Area	27,368.00	SF				

Minimum Surface Area

Required (2% X Landscaped + 5%" X Impervious)

Total Landscaped Area	33,801.00	SF	Area	676.0	SF	
Total Impervious Area	27,368.00	SF	Area	1,368.4	SF	
Required Minimum Surface Area				2,044.4	SF	
Provided Surface Area				5,951.0	SF	

Treatment Volume

Required (0.4" X Landscaped + 1.0" X Impervious)

Landscaped Area	33,801.00	SF	Volume	1,126.7					
Impervious Area	27,368.00	SF	Volume	2,280.7					
Treatment Volume Required				3,407.4	CF	0.078	AF		
Provided Treatment Volume				3,484.0	CF	0.079982	AF	Elev 70-70.55	

Sediment Pre-Treatment

Per Reference 2, Chapter 7.1: "Pretreatment devices shall be provided to minimize discharge of sediment to the soil filter"

Annual Sediment Load: 55 cubic feet per acre per year of sanded area

Area to be sanded: 27,368.00 SF

Sediment Volume: 35 CF

Provided: 353 CF | 6 Inch Deep Forebay | with area of 705 sf

Table 2: MDEP REDEVELOPMENT STANDARD CALCULATIONS: Patagon Self Storage, LLC., Portland, Maine

Existing Areas by Pollutant Ranking (S.F.)							Proposed Areas by Pollutant Ranking (S.F.)						
0	1	2	3	4	5	SUM	0	1	2	3	4	5	SUM
6,221	7,091	48,596	94,798	0	0	156,706	60,134	13,042	56,804	26,726	0	0	156,706

Existing Areas by Pollutant Ranking (acres)							Proposed Areas by Pollutant Ranking (acres)						
0	1	2	3	4	5	SUM	0	1	2	3	4	5	SUM
0.143	0.163	1.116	2.176	0.000	0.000	3.597	1.380	0.299	1.304	0.614	0.000	0.000	3.597

Existing Weighted Average (Item A)	Proposed Weighted Average (Item B)
8.923	**4.748**

Total Development Acres (Item C)	Total Redevelopment Acres (Item D)
2.480	**1.320**

Ranked Impact Change Due to Redevelopment (Item E)
-1.160

Treatment Levels for Redevelopment Projects

Ranked Impact Change Due to Redevelopment (Item E)	Percentage of Developed Area that Must be Treated
0.0 or less	**0% (Stormwater projects)** **50% (Site projects)**
≤ 0.0 to ≥ 1.0	**60%**
> 1.0 to ≥ 2.0	**70%**
> 2.0 to ≥ 3.0	**80%**
> 3.0	**Same treatment level as for new development**

URBAN IMPAIRED STREAM CALCULATIONS
Job # 17500

Mitigation Credits Required Calculation

Note: Mitigation credits were calculated using Tables 1 and 2 of Chapter 501: Stormwater Management Compensation Fees and Mitigation Credit.

Per Table 1: General Standard Calculations		
New Onsite Impervious Area =	61,553	*SF*
New Landscaped Area =	27,928	*SF*
	SF	***AC***
Proposed Non-Roof Impervious Area =	27,960	0.642
Proposed Roof Impervious Area =	33,593	0.771
Proposed Landscaped Area =	27,928	0.641
Per Table 1 of Chapter 501: Mitigation Based on Development Type		
Surface Type		
Non-Roof Impervious	0.500	Credits per acre
Roof	0.200	Credits per acre
Landscaped Area	0.100	Credits per acre
New Onsite Non-Roof Impervious Area x 0.5 credits =	0.321	Credits Required
New Onsite Roof Area x 0.2 credits =	0.154	Credits Required
New Onsite Landscaped Area x 0.1 credits =	0.064	Credits Required
Total	**0.539**	**Credits Required**

URBAN IMPAIRED STREAM CALCULATIONS (continued)
Job # 17500

Mitigation Credits Earned Calculation

Per Table 2: Mitigation Credits Based on Type of Activity and Type of Development (Chapter 501)

	SF	*AC*
Eliminate "Medium Use Parking Lot", Replace with Landscaped Area =	0	0.000
Eliminate "Other Parking Lot", Replaced with Landscape Area =	50,584	1.161
Eliminate "Roof/Other Impervious", Replace with Landscaped Area =	0	0.000
Existing "Medium Use Parking Lot", Now Treated at 100% =	0	0.000
Existing "Roof/Other Impervious", Now Treated at 100% =	7,306	0.168
Existing "Roof/Other Impervious, Now Landscaped Area 100% Treated=	0	0.000
Existing Landscaped Area, Now Treated at 100% Required Volume =	0	0.000

Notes:
1. Mitigation Credits Earned Calculation Per Table 2 of Chapter 501 with BMPs at required sizing.

Per Table 2: Mitigation Credits Based on Type of Activity and Type of Development (Chapter 501)

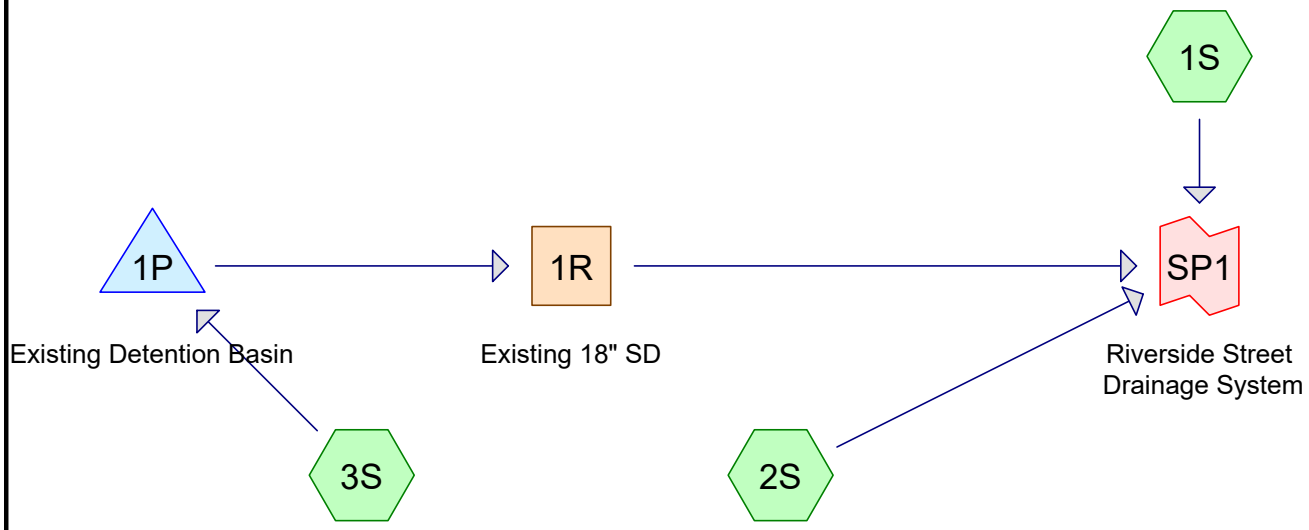
Surface Type		
Eliminate "Medium Use Parking Lot", Replace with Landscaped Area =	0.700	Credits per acre
Eliminate "Other Parking Lot", Replaced with Landscape Area =	0.400	Credits per acre
Eliminate "Roof/Other Impervious", Replace with Landscaped Area =	0.200	Credits per acre
Existing "Medium Use Parking Lot", Now Treated at 100% =	1.200	Credits per acre
Existing "Roof/Other Impervious", Now Treated at 100% =	0.600	Credits per acre
Existing Landscaped Area, Now Treated at 100% Required Volume =	0.300	Credits per acre
Medium Use Parking Lot to Landscaped x 0.7 credits=	0.000	On-Site Credits Earned
Other Parking Lot to Landscape Area x 0.4 credits =	0.464	On-Site Credits Earned
Roof/Other Impervious Area to Landscaped x 0.2 credits=	0.000	On-Site Credits Earned
Existing Medium Use Parking Lot Now Treated x 1.2 =	0.000	On-Site Credits Earned
Existing Roof/Other Impervious Now Treated x 0.6 =	0.101	On-Site Credits Earned
Existing Landscaped Area Now Treated x 0.3 credits=	0.000	On-Site Credits Earned
Total	**0.565**	**On-Site Credits Earned**

0.539 Credits Required
0.565 Credits Earned
0.026 Total Credit Balance

Attachment B

HYDROCAD OUTPUT

PRE-DEVELOPMENT
POST-DEVELOPMENT



Subcat Reach Pond Link

Routing Diagram for 17500_Predevelopment
Prepared by Sebago Technics, Inc, Printed 1/30/2019
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.427	39	>75% Grass cover, Good, HSG A (1S, 2S)
0.259	74	>75% Grass cover, Good, HSG C (2S, 3S)
2.176	98	Parking (1S, 2S, 3S)
0.163	74	Pond (3S)
0.430	98	Roofs (1S, 2S)
0.143	70	Woods, Good, HSG C (2S, 3S)

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.427	HSG A	1S, 2S
0.000	HSG B	
0.402	HSG C	2S, 3S
0.000	HSG D	
2.769	Other	1S, 2S, 3S

Summary for Subcatchment 1S:

Runoff = 0.67 cfs @ 12.09 hrs, Volume= 0.049 af, Depth= 2.83"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	1,945	98	Parking
*	3,131	98	Roofs
	3,881	39	>75% Grass cover, Good, HSG A
	8,957	72	Weighted Average
	3,881		43.33% Pervious Area
	5,076		56.67% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	32	0.0266	1.19		**Sheet Flow, A to B** Smooth surfaces n= 0.011 P2= 3.00"
0.1	20	0.1250	2.47		**Shallow Concentrated Flow, B to C** Short Grass Pasture Kv= 7.0 fps
0.6	38	0.0221	1.04		**Shallow Concentrated Flow, C to D** Short Grass Pasture Kv= 7.0 fps
4.9					**Direct Entry, Direct Entry**
6.0	90	Total			

Summary for Subcatchment 2S:

Runoff = 11.37 cfs @ 12.09 hrs, Volume= 0.858 af, Depth= 4.43"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	15,601	98	Roofs
*	63,124	98	Parking
	14,699	39	>75% Grass cover, Good, HSG A
	6,895	74	>75% Grass cover, Good, HSG C
	840	70	Woods, Good, HSG C
	101,159	88	Weighted Average
	22,434		22.18% Pervious Area
	78,725		77.82% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.6	150	0.0070	0.95		**Sheet Flow, A to B** Smooth surfaces n= 0.011 P2= 3.00"
1.2	143	0.0102	2.05		**Shallow Concentrated Flow, B to C** Paved Kv= 20.3 fps
1.2	171	0.0050	2.45	0.85	**Pipe Channel, C to D** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.013
1.0	195	0.0050	3.21	2.52	**Pipe Channel, D to E** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
0.2					**Direct Entry, Direct Entry**
6.2	659	Total			

Summary for Subcatchment 3S:

Runoff = 2.98 cfs @ 12.44 hrs, Volume= 0.405 af, Depth= 4.54"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	29,729	98	Parking
	4,389	74	>75% Grass cover, Good, HSG C
	5,381	70	Woods, Good, HSG C
*	7,091	74	Pond
	46,590	89	Weighted Average
	16,861		36.19% Pervious Area
	29,729		63.81% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
31.2	150	0.0069	0.08		**Sheet Flow, A to B** Grass: Dense n= 0.240 P2= 3.00"
1.8	120	0.0050	1.14		**Shallow Concentrated Flow, B to C** Unpaved Kv= 16.1 fps
33.0	270	Total			

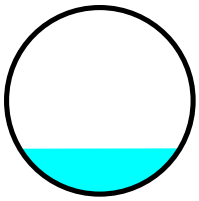
Summary for Reach 1R: Existing 18" SD

Inflow Area = 1.070 ac, 63.81% Impervious, Inflow Depth > 3.72" for 25-YEAR event
Inflow = 0.62 cfs @ 13.35 hrs, Volume= 0.331 af
Outflow = 0.62 cfs @ 13.36 hrs, Volume= 0.331 af, Atten= 0%, Lag= 0.7 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Max. Velocity= 1.84 fps, Min. Travel Time= 0.9 min
Avg. Velocity = 0.89 fps, Avg. Travel Time= 1.9 min

Peak Storage= 34 cf @ 13.36 hrs
Average Depth at Peak Storage= 0.37'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 4.70 cfs

18.0" Round Pipe
n= 0.013
Length= 100.0' Slope= 0.0020 '/'
Inlet Invert= 67.25', Outlet Invert= 67.05'



Summary for Pond 1P: Existing Detention Basin

Inflow Area = 1.070 ac, 63.81% Impervious, Inflow Depth = 4.54" for 25-YEAR event
Inflow = 2.98 cfs @ 12.44 hrs, Volume= 0.405 af
Outflow = 0.62 cfs @ 13.35 hrs, Volume= 0.331 af, Atten= 79%, Lag= 54.3 min
Primary = 0.62 cfs @ 13.35 hrs, Volume= 0.331 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 68.99' @ 13.35 hrs Surf.Area= 19,761 sf Storage= 10,072 cf

Plug-Flow detention time= 360.1 min calculated for 0.331 af (82% of inflow)
Center-of-Mass det. time= 288.8 min (1,103.1 - 814.3)

Volume	Invert	Avail.Storage	Storage Description
#1	68.00'	33,213 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
68.00	511	0.0	0	0
69.00	19,883	100.0	10,197	10,197
70.00	26,149	100.0	23,016	33,213

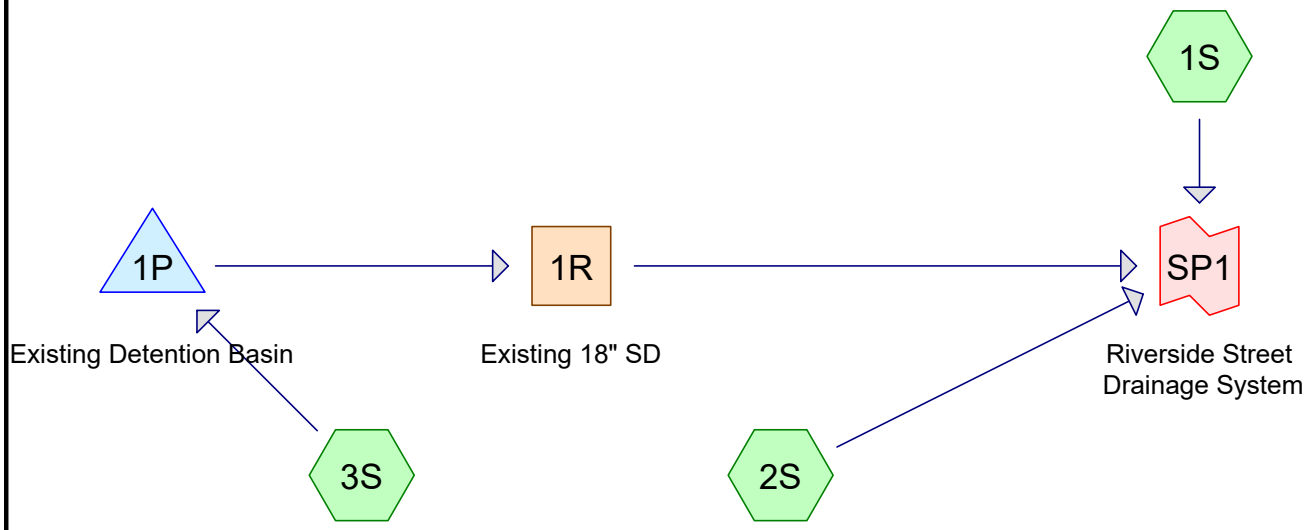
Device	Routing	Invert	Outlet Devices
#1	Primary	68.50'	**18.0" Round Culvert** L= 657.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 68.50' / 67.25' S= 0.0019 '/' Cc= 0.900 n= 0.013, Flow Area= 1.77 sf

Primary OutFlow Max=0.62 cfs @ 13.35 hrs HW=68.99' TW=67.62' (Dynamic Tailwater)
↑**1=Culvert** (Barrel Controls 0.62 cfs @ 1.83 fps)

Summary for Link SP1: Riverside Street Drainage System

Inflow Area = 3.597 ac, 72.45% Impervious, Inflow Depth > 4.13" for 25-YEAR event
Inflow = 12.05 cfs @ 12.09 hrs, Volume= 1.238 af
Primary = 12.05 cfs @ 12.09 hrs, Volume= 1.238 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs



Subcat Reach Pond Link

Routing Diagram for 17500_Predevelopment
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.427	39	>75% Grass cover, Good, HSG A (1S, 2S)
0.259	74	>75% Grass cover, Good, HSG C (2S, 3S)
2.176	98	Parking (1S, 2S, 3S)
0.163	74	Pond (3S)
0.430	98	Roofs (1S, 2S)
0.143	70	Woods, Good, HSG C (2S, 3S)
3.597	**87**	**TOTAL AREA**

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.427	HSG A	1S, 2S
0.000	HSG B	
0.402	HSG C	2S, 3S
0.000	HSG D	
2.769	Other	1S, 2S, 3S
3.597		**TOTAL AREA**

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Runoff Area=8,957 sf 56.67% Impervious Runoff Depth=0.87"
Flow Length=90' Tc=6.0 min CN=72 Runoff=0.19 cfs 0.015 af

Subcatchment2S: Runoff Area=101,159 sf 77.82% Impervious Runoff Depth=1.91"
Flow Length=659' Tc=6.2 min CN=88 Runoff=5.05 cfs 0.369 af

Subcatchment3S: Runoff Area=46,590 sf 63.81% Impervious Runoff Depth=1.99"
Flow Length=270' Tc=33.0 min CN=89 Runoff=1.34 cfs 0.177 af

Reach 1R: Existing 18" SD Avg. Flow Depth=0.16' Max Vel=1.10 fps Inflow=0.11 cfs 0.105 af
18.0" Round Pipe n=0.013 L=100.0' S=0.0020 '/' Capacity=4.70 cfs Outflow=0.11 cfs 0.105 af

Pond 1P: Existing Detention Basin Peak Elev=68.71' Storage=5,270 cf Inflow=1.34 cfs 0.177 af
18.0" Round Culvert n=0.013 L=657.0' S=0.0019 '/' Outflow=0.11 cfs 0.105 af

Link SP1: Riverside Street Drainage System Inflow=5.24 cfs 0.489 af
Primary=5.24 cfs 0.489 af

Total Runoff Area = 3.597 ac Runoff Volume = 0.561 af Average Runoff Depth = 1.87"
27.55% Pervious = 0.991 ac 72.45% Impervious = 2.606 ac

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Runoff Area=8,957 sf 56.67% Impervious Runoff Depth=1.89"
Flow Length=90' Tc=6.0 min CN=72 Runoff=0.44 cfs 0.032 af

Subcatchment2S: Runoff Area=101,159 sf 77.82% Impervious Runoff Depth=3.29"
Flow Length=659' Tc=6.2 min CN=88 Runoff=8.56 cfs 0.637 af

Subcatchment3S: Runoff Area=46,590 sf 63.81% Impervious Runoff Depth=3.39"
Flow Length=270' Tc=33.0 min CN=89 Runoff=2.26 cfs 0.302 af

Reach 1R: Existing 18" SD Avg. Flow Depth=0.28' Max Vel=1.57 fps Inflow=0.36 cfs 0.229 af
18.0" Round Pipe n=0.013 L=100.0' S=0.0020 '/' Capacity=4.70 cfs Outflow=0.36 cfs 0.229 af

Pond 1P: Existing Detention Basin Peak Elev=68.88' Storage=7,865 cf Inflow=2.26 cfs 0.302 af
18.0" Round Culvert n=0.013 L=657.0' S=0.0019 '/' Outflow=0.36 cfs 0.229 af

Link SP1: Riverside Street Drainage System Inflow=9.00 cfs 0.898 af
Primary=9.00 cfs 0.898 af

Total Runoff Area = 3.597 ac Runoff Volume = 0.971 af Average Runoff Depth = 3.24"
27.55% Pervious = 0.991 ac 72.45% Impervious = 2.606 ac

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Runoff Area=8,957 sf 56.67% Impervious Runoff Depth=2.83"
Flow Length=90' Tc=6.0 min CN=72 Runoff=0.67 cfs 0.049 af

Subcatchment2S: Runoff Area=101,159 sf 77.82% Impervious Runoff Depth=4.43"
Flow Length=659' Tc=6.2 min CN=88 Runoff=11.37 cfs 0.858 af

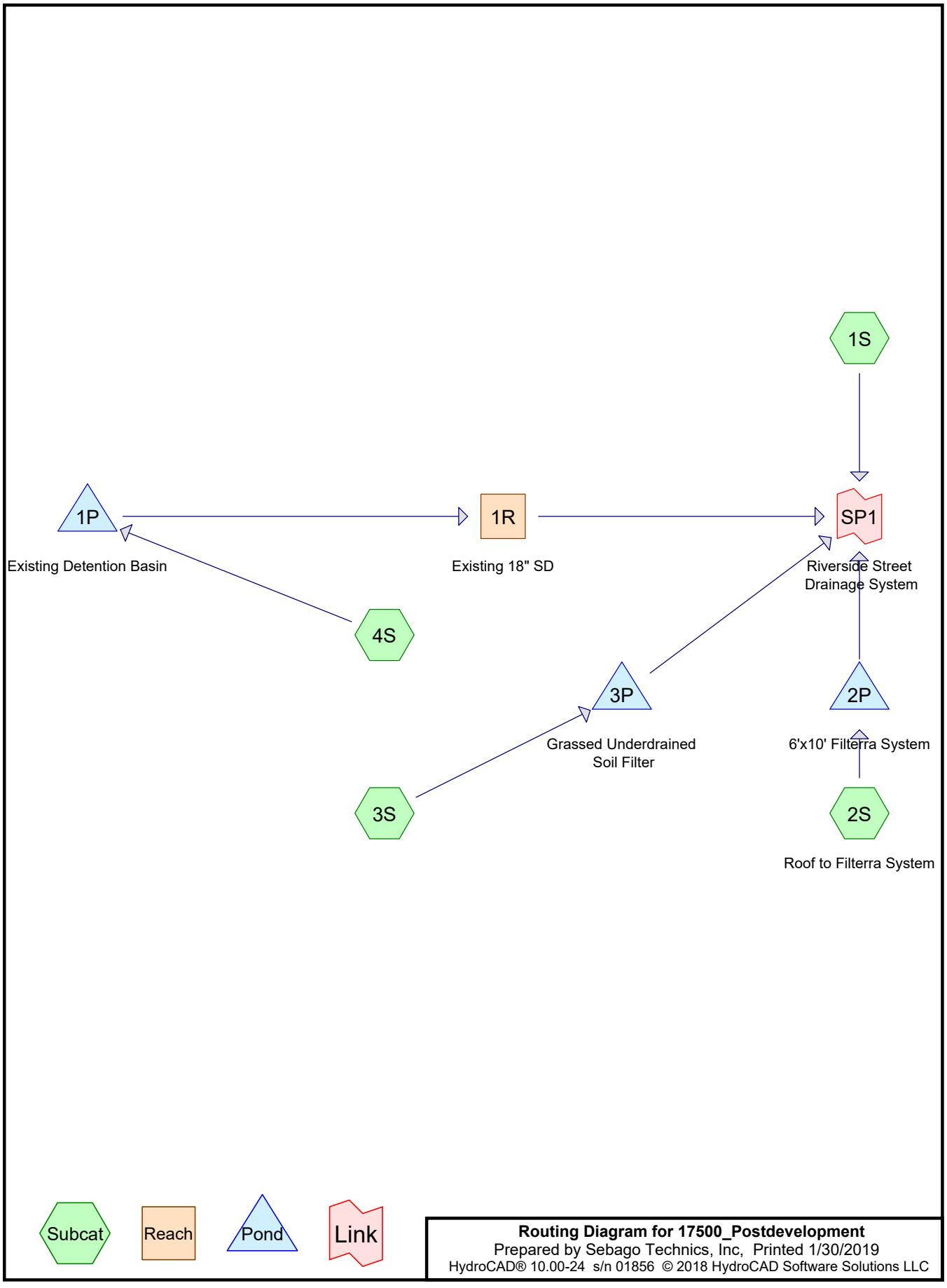
Subcatchment3S: Runoff Area=46,590 sf 63.81% Impervious Runoff Depth=4.54"
Flow Length=270' Tc=33.0 min CN=89 Runoff=2.98 cfs 0.405 af

Reach 1R: Existing 18" SD Avg. Flow Depth=0.37' Max Vel=1.84 fps Inflow=0.62 cfs 0.331 af
18.0" Round Pipe n=0.013 L=100.0' S=0.0020 '/' Capacity=4.70 cfs Outflow=0.62 cfs 0.331 af

Pond 1P: Existing Detention Basin Peak Elev=68.99' Storage=10,072 cf Inflow=2.98 cfs 0.405 af
18.0" Round Culvert n=0.013 L=657.0' S=0.0019 '/' Outflow=0.62 cfs 0.331 af

Link SP1: Riverside Street Drainage System Inflow=12.05 cfs 1.238 af
Primary=12.05 cfs 1.238 af

Total Runoff Area = 3.597 ac Runoff Volume = 1.311 af Average Runoff Depth = 4.37"
27.55% Pervious = 0.991 ac 72.45% Impervious = 2.606 ac



Routing Diagram for 17500_Postdevelopment
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Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.355	39	>75% Grass cover, Good, HSG A (1S, 3S)
0.286	74	>75% Grass cover, Good, HSG C (1S, 3S)
1.238	71	Meadow, non-grazed, HSG C (3S, 4S)
0.368	98	Parking (1S)
0.246	98	Paved parking, HSG A (3S)
0.163	74	Pond (4S)
0.389	98	Roofs (2S)
0.383	98	Roofs, HSG A (3S)
0.028	98	Walkways (1S)
0.155	70	Woods, Good, HSG C (3S, 4S)

Summary for Subcatchment 1S:

Runoff = 2.55 cfs @ 12.09 hrs, Volume= 0.182 af, Depth= 3.21"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	16,024	98	Parking
	10,518	39	>75% Grass cover, Good, HSG A
	1,813	74	>75% Grass cover, Good, HSG C
*	1,234	98	Walkways
	29,589	76	Weighted Average
	12,331		41.67% Pervious Area
	17,258		58.33% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.5	100	0.0133	1.13		**Sheet Flow, A to B** Smooth surfaces n= 0.011 P2= 3.00"
0.5	65	0.0133	2.34		**Shallow Concentrated Flow, B to C** Paved Kv= 20.3 fps
0.9	110	0.0020	2.03	1.59	**Pipe Channel, Closed Drainage** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013 Corrugated PE, smooth interior
3.1					**Direct Entry, TC Min = 6.0 min**
6.0	275	Total			

Summary for Subcatchment 2S: Roof to Filterra System

Runoff = 2.21 cfs @ 12.08 hrs, Volume= 0.180 af, Depth= 5.56"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
*	16,927	98	Roofs
	16,927		100.00% Impervious Area

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

Summary for Subcatchment 3S:

Runoff = 6.05 cfs @ 12.09 hrs, Volume= 0.433 af, Depth= 3.70"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

Area (sf)	CN	Description
840	70	Woods, Good, HSG C
17,345	71	Meadow, non-grazed, HSG C
10,630	74	>75% Grass cover, Good, HSG C
16,666	98	Roofs, HSG A
4,967	39	>75% Grass cover, Good, HSG A
10,702	98	Paved parking, HSG A
61,150	81	Weighted Average
33,782		55.24% Pervious Area
27,368		44.76% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.0	90	0.0270	1.47		**Sheet Flow, A to B**
					Smooth surfaces n= 0.011 P2= 3.00"
5.0					**Direct Entry, TC MIN = 6.0 MIN**
6.0	90	Total			

Summary for Subcatchment 4S:

Runoff = 1.96 cfs @ 12.47 hrs, Volume= 0.260 af, Depth= 2.74"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs
Type III 24-hr 25-YEAR Rainfall=5.80"

	Area (sf)	CN	Description
	5,932	70	Woods, Good, HSG C
	36,567	71	Meadow, non-grazed, HSG C
*	7,091	74	Pond
	49,590	71	Weighted Average
	49,590		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
31.2	150	0.0069	0.08		**Sheet Flow, A to B**
					Grass: Dense n= 0.240 P2= 3.00"
1.8	120	0.0050	1.14		**Shallow Concentrated Flow, B to C**
					Unpaved Kv= 16.1 fps
33.0	270	Total			

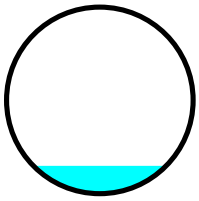
Summary for Reach 1R: Existing 18" SD

Inflow Area = 1.138 ac, 0.00% Impervious, Inflow Depth > 1.98" for 25-YEAR event
Inflow = 0.23 cfs @ 14.80 hrs, Volume= 0.188 af
Outflow = 0.23 cfs @ 14.81 hrs, Volume= 0.188 af, Atten= 0%, Lag= 0.9 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs / 2
Max. Velocity= 1.37 fps, Min. Travel Time= 1.2 min
Avg. Velocity = 0.77 fps, Avg. Travel Time= 2.2 min

Peak Storage= 17 cf @ 14.81 hrs
Average Depth at Peak Storage= 0.22'
Bank-Full Depth= 1.50' Flow Area= 1.8 sf, Capacity= 4.70 cfs

18.0" Round Pipe
n= 0.013
Length= 100.0' Slope= 0.0020 '/'
Inlet Invert= 67.25', Outlet Invert= 67.05'



Summary for Pond 1P: Existing Detention Basin

Inflow Area = 1.138 ac, 0.00% Impervious, Inflow Depth = 2.74" for 25-YEAR event
Inflow = 1.96 cfs @ 12.47 hrs, Volume= 0.260 af
Outflow = 0.23 cfs @ 14.80 hrs, Volume= 0.188 af, Atten= 88%, Lag= 139.8 min
Primary = 0.23 cfs @ 14.80 hrs, Volume= 0.188 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs / 2
Peak Elev= 68.80' @ 14.80 hrs Surf.Area= 16,032 sf Storage= 6,627 cf

Plug-Flow detention time= 466.5 min calculated for 0.188 af (72% of inflow)
Center-of-Mass det. time= 372.1 min (1,234.7 - 862.6)

Volume	Invert	Avail.Storage	Storage Description
#1	68.00'	33,213 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Voids (%)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
68.00	511	0.0	0	0
69.00	19,883	100.0	10,197	10,197
70.00	26,149	100.0	23,016	33,213

Device	Routing	Invert	Outlet Devices
#1	Primary	68.50'	**18.0" Round Culvert**

L= 657.0' CPP, square edge headwall, Ke= 0.500
Inlet / Outlet Invert= 68.50' / 67.25' S= 0.0019 '/' Cc= 0.900
n= 0.013, Flow Area= 1.77 sf

Primary OutFlow Max=0.23 cfs @ 14.80 hrs HW=68.80' TW=67.47' (Dynamic Tailwater)
↑—**1=Culvert** (Barrel Controls 0.23 cfs @ 1.36 fps)

Summary for Pond 2P: 6'x10' Filterra System

Inflow Area = 0.389 ac,100.00% Impervious, Inflow Depth = 5.56" for 25-YEAR event
Inflow = 2.21 cfs @ 12.08 hrs, Volume= 0.180 af
Primary = 2.21 cfs @ 12.08 hrs, Volume= 0.180 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs / 2

Summary for Pond 3P: Grassed Underdrained Soil Filter

Inflow Area = 1.404 ac, 44.76% Impervious, Inflow Depth = 3.70" for 25-YEAR event
Inflow = 6.05 cfs @ 12.09 hrs, Volume= 0.433 af
Outflow = 3.13 cfs @ 12.23 hrs, Volume= 0.429 af, Atten= 48%, Lag= 8.6 min
Primary = 3.13 cfs @ 12.23 hrs, Volume= 0.429 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs / 2
Peak Elev= 70.79' @ 12.23 hrs Surf.Area= 7,057 sf Storage= 5,140 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 287.7 min (1,100.7 - 812.9)

Volume	Invert	Avail.Storage	Storage Description
#1	70.00'	10,363 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
70.00	5,950	0	0
71.00	7,350	6,650	6,650
71.50	7,500	3,713	10,363

Device	Routing	Invert	Outlet Devices
#1	Primary	67.73'	**12.0" Round Culvert** L= 325.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 67.73' / 66.90' S= 0.0026 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	67.83'	**6.0" Round 6" Header** L= 60.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 67.83' / 67.83' S= 0.0000 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.20 sf
#3	Device 1	70.55'	**7.0" x 7.0" Horiz. Orifice/Grate X 7.00 columns** X 7 rows C= 0.600 Limited to weir flow at low heads
#4	Device 2	67.83'	**0.9" Vert. Orifice/Grate** C= 0.600

Primary OutFlow Max=3.13 cfs @ 12.23 hrs HW=70.79' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Barrel Controls 3.13 cfs @ 3.99 fps)
  ├─**2=6" Header** (Passes < 0.99 cfs potential flow)
  │ └─**4=Orifice/Grate** (Passes < 0.04 cfs potential flow)
  └─**3=Orifice/Grate** (Passes < 39.34 cfs potential flow)

Summary for Link SP1: Riverside Street Drainage System

Inflow Area = 3.610 ac, 39.14% Impervious, Inflow Depth > 3.25" for 25-YEAR event
Inflow = 7.83 cfs @ 12.09 hrs, Volume= 0.979 af
Primary = 7.83 cfs @ 12.09 hrs, Volume= 0.979 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs

Time span=0.00-52.00 hrs, dt=0.02 hrs, 2601 points x 2
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Runoff Area=29,589 sf 58.33% Impervious Runoff Depth=1.08"
Flow Length=275' Tc=6.0 min CN=76 Runoff=0.83 cfs 0.061 af

Subcatchment2S: Roof to Filterra System Runoff Area=16,927 sf 100.00% Impervious Runoff Depth=2.87"
Tc=6.0 min CN=98 Runoff=1.17 cfs 0.093 af

Subcatchment3S: Runoff Area=61,150 sf 44.76% Impervious Runoff Depth=1.39"
Flow Length=90' Slope=0.0270 '/' Tc=6.0 min CN=81 Runoff=2.26 cfs 0.163 af

Subcatchment4S: Runoff Area=49,590 sf 0.00% Impervious Runoff Depth=0.82"
Flow Length=270' Tc=33.0 min CN=71 Runoff=0.53 cfs 0.078 af

Reach 1R: Existing 18" SD Avg. Flow Depth=0.04' Max Vel=0.48 fps Inflow=0.01 cfs 0.009 af
18.0" Round Pipe n=0.013 L=100.0' S=0.0020 '/' Capacity=4.70 cfs Outflow=0.01 cfs 0.009 af

Pond 1P: Existing Detention Basin Peak Elev=68.56' Storage=3,298 cf Inflow=0.53 cfs 0.078 af
18.0" Round Culvert n=0.013 L=657.0' S=0.0019 '/' Outflow=0.01 cfs 0.009 af

Pond 2P: 6'x10' Filterra System Inflow=1.17 cfs 0.093 af
Primary=1.17 cfs 0.093 af

Pond 3P: Grassed Underdrained Soil Filter Peak Elev=70.56' Storage=3,535 cf Inflow=2.26 cfs 0.163 af
Outflow=0.28 cfs 0.159 af

Link SP1: Riverside Street Drainage System Inflow=2.02 cfs 0.323 af
Primary=2.02 cfs 0.323 af

Total Runoff Area = 3.610 ac Runoff Volume = 0.395 af Average Runoff Depth = 1.31"
60.86% Pervious = 2.197 ac 39.14% Impervious = 1.413 ac

Time span=0.00-52.00 hrs, dt=0.02 hrs, 2601 points x 2
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Runoff Area=29,589 sf 58.33% Impervious Runoff Depth=2.21"
Flow Length=275' Tc=6.0 min CN=76 Runoff=1.75 cfs 0.125 af

Subcatchment2S: Roof to Filterra System Runoff Area=16,927 sf 100.00% Impervious Runoff Depth=4.36"
Tc=6.0 min CN=98 Runoff=1.74 cfs 0.141 af

Subcatchment3S: Runoff Area=61,150 sf 44.76% Impervious Runoff Depth=2.63"
Flow Length=90' Slope=0.0270 '/' Tc=6.0 min CN=81 Runoff=4.33 cfs 0.308 af

Subcatchment4S: Runoff Area=49,590 sf 0.00% Impervious Runoff Depth=1.82"
Flow Length=270' Tc=33.0 min CN=71 Runoff=1.28 cfs 0.173 af

Reach 1R: Existing 18" SD Avg. Flow Depth=0.15' Max Vel=1.06 fps Inflow=0.10 cfs 0.101 af
18.0" Round Pipe n=0.013 L=100.0' S=0.0020 '/' Capacity=4.70 cfs Outflow=0.10 cfs 0.101 af

Pond 1P: Existing Detention Basin Peak Elev=68.70' Storage=5,084 cf Inflow=1.28 cfs 0.173 af
18.0" Round Culvert n=0.013 L=657.0' S=0.0019 '/' Outflow=0.10 cfs 0.101 af

Pond 2P: 6'x10' Filterra System Inflow=1.74 cfs 0.141 af
Primary=1.74 cfs 0.141 af

Pond 3P: Grassed Underdrained Soil Filter Peak Elev=70.61' Storage=3,914 cf Inflow=4.33 cfs 0.308 af
Outflow=3.03 cfs 0.304 af

Link SP1: Riverside Street Drainage System Inflow=6.26 cfs 0.672 af
Primary=6.26 cfs 0.672 af

Total Runoff Area = 3.610 ac Runoff Volume = 0.747 af Average Runoff Depth = 2.48"
60.86% Pervious = 2.197 ac 39.14% Impervious = 1.413 ac

Time span=0.00-52.00 hrs, dt=0.02 hrs, 2601 points x 2
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Runoff Area=29,589 sf 58.33% Impervious Runoff Depth=3.21"
Flow Length=275' Tc=6.0 min CN=76 Runoff=2.55 cfs 0.182 af

Subcatchment2S: Roof to Filterra System Runoff Area=16,927 sf 100.00% Impervious Runoff Depth=5.56"
Tc=6.0 min CN=98 Runoff=2.21 cfs 0.180 af

Subcatchment3S: Runoff Area=61,150 sf 44.76% Impervious Runoff Depth=3.70"
Flow Length=90' Slope=0.0270 '/' Tc=6.0 min CN=81 Runoff=6.05 cfs 0.433 af

Subcatchment4S: Runoff Area=49,590 sf 0.00% Impervious Runoff Depth=2.74"
Flow Length=270' Tc=33.0 min CN=71 Runoff=1.96 cfs 0.260 af

Reach 1R: Existing 18" SD Avg. Flow Depth=0.22' Max Vel=1.37 fps Inflow=0.23 cfs 0.188 af
18.0" Round Pipe n=0.013 L=100.0' S=0.0020 '/' Capacity=4.70 cfs Outflow=0.23 cfs 0.188 af

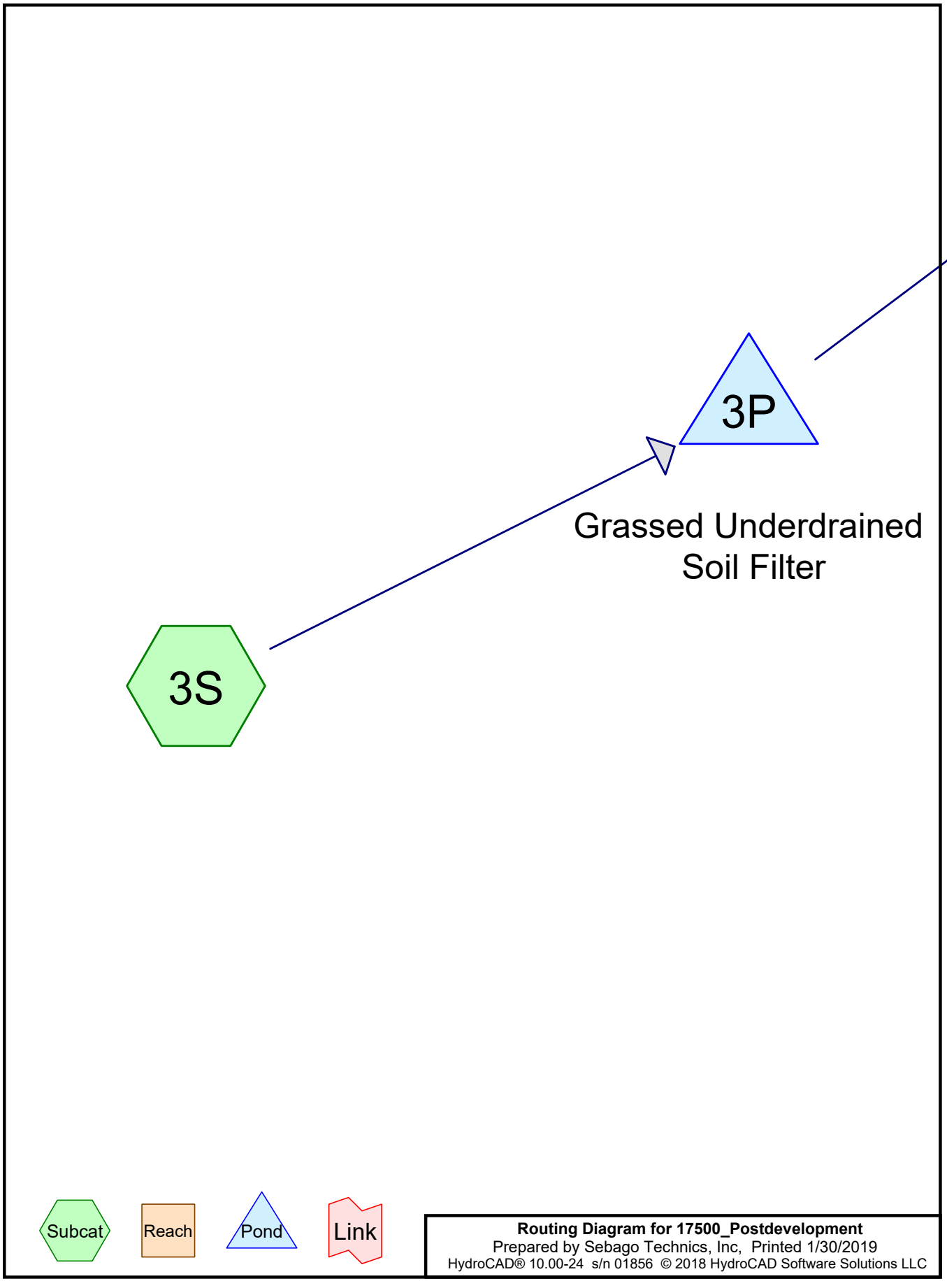
Pond 1P: Existing Detention Basin Peak Elev=68.80' Storage=6,627 cf Inflow=1.96 cfs 0.260 af
18.0" Round Culvert n=0.013 L=657.0' S=0.0019 '/' Outflow=0.23 cfs 0.188 af

Pond 2P: 6'x10' Filterra System Inflow=2.21 cfs 0.180 af
Primary=2.21 cfs 0.180 af

Pond 3P: Grassed Underdrained Soil Filter Peak Elev=70.79' Storage=5,140 cf Inflow=6.05 cfs 0.433 af
Outflow=3.13 cfs 0.429 af

Link SP1: Riverside Street Drainage System Inflow=7.83 cfs 0.979 af
Primary=7.83 cfs 0.979 af

Total Runoff Area = 3.610 ac Runoff Volume = 1.055 af Average Runoff Depth = 3.51"
60.86% Pervious = 2.197 ac 39.14% Impervious = 1.413 ac



Routing Diagram for 17500_Postdevelopment
Prepared by Sebago Technics, Inc, Printed 1/30/2019
HydroCAD® 10.00-24 s/n 01856 © 2018 HydroCAD Software Solutions LLC

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.114	39	>75% Grass cover, Good, HSG A (3S)
0.244	74	>75% Grass cover, Good, HSG C (3S)
0.398	71	Meadow, non-grazed, HSG C (3S)
0.246	98	Paved parking, HSG A (3S)
0.383	98	Roofs, HSG A (3S)
0.019	70	Woods, Good, HSG C (3S)
1.404	**81**	**TOTAL AREA**

Time span=0.00-52.00 hrs, dt=0.02 hrs, 2601 points x 2
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment3S: Runoff Area=61,150 sf 44.76% Impervious Runoff Depth=0.73"
Flow Length=90' Slope=0.0270 '/' Tc=6.0 min CN=81 Runoff=1.15 cfs 0.086 af

Pond 3P: Grassed Underdrained Soil Filter Peak Elev=70.38' Storage=2,377 cf Inflow=1.15 cfs 0.086 af
Outflow=0.03 cfs 0.086 af

Total Runoff Area = 1.404 ac Runoff Volume = 0.086 af Average Runoff Depth = 0.73"
55.24% Pervious = 0.776 ac 44.76% Impervious = 0.628 ac

Summary for Subcatchment 3S:

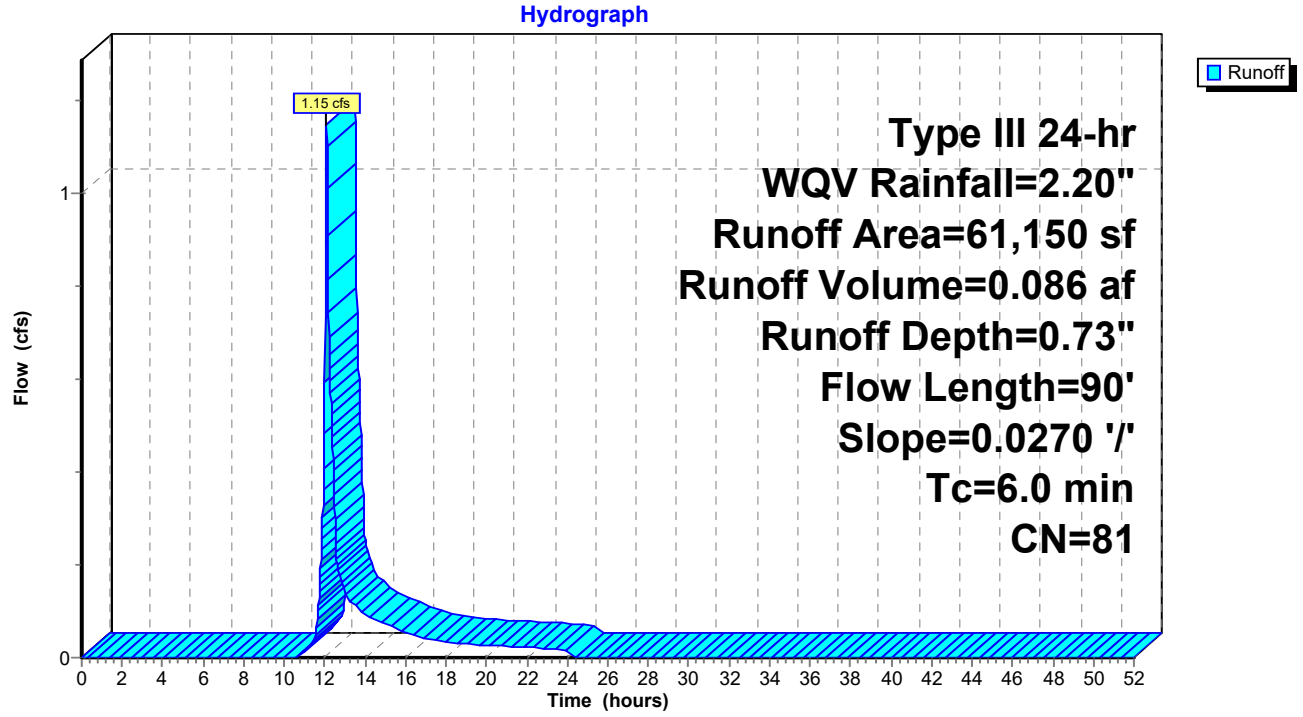
Runoff = 1.15 cfs @ 12.10 hrs, Volume= 0.086 af, Depth= 0.73"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs
Type III 24-hr WQV Rainfall=2.20"

Area (sf)	CN	Description
840	70	Woods, Good, HSG C
17,345	71	Meadow, non-grazed, HSG C
10,630	74	>75% Grass cover, Good, HSG C
16,666	98	Roofs, HSG A
4,967	39	>75% Grass cover, Good, HSG A
10,702	98	Paved parking, HSG A
61,150	81	Weighted Average
33,782		55.24% Pervious Area
27,368		44.76% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.0	90	0.0270	1.47		**Sheet Flow, A to B** Smooth surfaces n= 0.011 P2= 3.00"
5.0					**Direct Entry, TC MIN = 6.0 MIN**
6.0	90	Total			

Subcatchment 3S:



Summary for Pond 3P: Grassed Underdrained Soil Filter

Inflow Area = 1.404 ac, 44.76% Impervious, Inflow Depth = 0.73" for WQV event
Inflow = 1.15 cfs @ 12.10 hrs, Volume= 0.086 af
Outflow = 0.03 cfs @ 17.91 hrs, Volume= 0.086 af, Atten= 97%, Lag= 348.8 min
Primary = 0.03 cfs @ 17.91 hrs, Volume= 0.086 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-52.00 hrs, dt= 0.02 hrs / 2
Peak Elev= 70.38' @ 17.91 hrs Surf.Area= 6,485 sf Storage= 2,377 cf

Plug-Flow detention time= (not calculated: outflow precedes inflow)
Center-of-Mass det. time= 745.7 min (1,605.9 - 860.2)

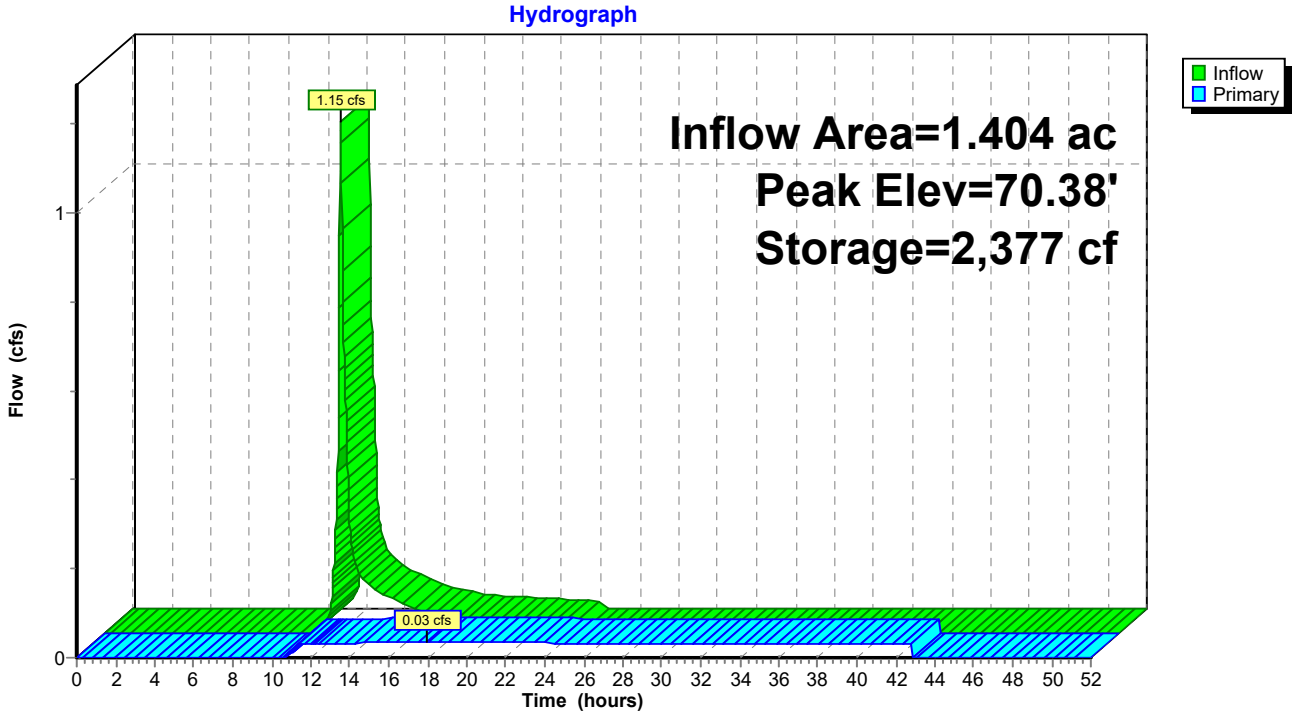
Volume	Invert	Avail.Storage	Storage Description
#1	70.00'	10,363 cf	**Custom Stage Data (Prismatic)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
70.00	5,950	0	0
71.00	7,350	6,650	6,650
71.50	7,500	3,713	10,363

Device	Routing	Invert	Outlet Devices
#1	Primary	67.73'	**12.0" Round Culvert** L= 325.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 67.73' / 66.90' S= 0.0026 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.79 sf
#2	Device 1	67.83'	**6.0" Round 6" Header** L= 60.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 67.83' / 67.83' S= 0.0000 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.20 sf
#3	Device 1	70.55'	**7.0" x 7.0" Horiz. Orifice/Grate X 7.00 columns** X 7 rows C= 0.600 Limited to weir flow at low heads
#4	Device 2	67.83'	**0.9" Vert. Orifice/Grate** C= 0.600

Primary OutFlow Max=0.03 cfs @ 17.91 hrs HW=70.38' TW=0.00' (Dynamic Tailwater)
- **1=Culvert** (Passes 0.03 cfs of 2.90 cfs potential flow)
  - **2=6" Header** (Passes 0.03 cfs of 0.90 cfs potential flow)
    - **4=Orifice/Grate** (Orifice Controls 0.03 cfs @ 7.64 fps)
  - **3=Orifice/Grate** (Controls 0.00 cfs)

Pond 3P: Grassed Underdrained Soil Filter



Attachment C

INSPECTION, MAINTENANCE, AND HOUSEKEEPING

INSPECTION, MAINTENANCE, AND HOUSEKEEPING PLAN

Patagon Storage
Portland, Maine

Introduction

The developer responsible for the proposed project is Patagon Storage, LLC. The developer's address is 1700 Main Street, Suite 70 Washaugal, Washington. After construction, the driveway area will be maintained by the developer. The owner of the proposed project will be responsible for the maintenance of all stormwater management structures, and the keeping of records and maintenance logbook. Records of all inspections and maintenance work accomplished must be kept on file and retained for a minimum 5-year time span. The maintenance logbook will be made available to the Maine Department of Environmental Protection (MDEP) upon request. At a minimum, the appropriate and relevant activities for each of the stormwater management systems will be performed on the prescribed schedule.

The following plan outlines the anticipated inspection, maintenance, and housekeeping procedures for the erosion and sedimentation controls as well as stormwater management devices for the project site. Also, this plan outlines several housekeeping requirements that shall be followed during and after construction. These procedures should be followed in order to ensure the intended function of the designed measures and to prevent unreasonable adverse impacts to the surrounding environment.

The procedures outlined in this Inspection, Maintenance, and Housekeeping Plan are provided as an overview of the anticipated practices to be used on this site. In some instances, additional measures may be required due to unexpected conditions. For additional details on any of the erosion and sedimentation control measures or stormwater management devices to be utilized on this project, refer to the most recently revised edition of the "Maine Erosion and Sedimentation Control BMP" manual and/or the "Stormwater Management for Maine: Best Management Practices" manual as published by the MDEP.

During Construction

1. **Inspection:** During the construction process, it is the Contractor's responsibility to comply with the inspection and maintenance procedures outlined in this section. These responsibilities include inspecting disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site. These areas shall be inspected at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. A person with knowledge of erosion and stormwater control, including the standards and conditions in any applicable permits, shall conduct the inspections.

2. **Maintenance:** All measures shall be maintained in an effective operating condition until areas are permanently stabilized. If Best Management Practices (BMPs) need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation must be completed within seven (7) calendar days and prior to any storm event (rainfall).

3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained on-site. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of erosion and sedimentation controls, material storage areas, and vehicle access points to the site. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken. The log must be made accessible to the appropriate regulatory agency upon request. The permittee shall retain a copy of the log for a period of at least three (3) years from the completion of permanent stabilization.

4. **Specific Inspection and Maintenance Tasks:** The following is a list of erosion control and stormwater management measures and the specific inspection and maintenance tasks to be performed during construction.

   A. <u>Sediment Barriers:</u>

   - Hay bale barriers, silt fences, and filter berms shall be inspected immediately after each rainfall and at least daily during prolonged rainfall.
   - If the fabric on the silt fence or filter barrier should decompose or become ineffective prior to the end of the expected usable life and the barrier is still necessary, it shall be replaced.
   - Sediment deposits should be removed after each storm event. They must be removed before deposits reach approximately one-half the height of the barrier.
   - Filter berms shall be reshaped as needed.
   - Any sediment deposits remaining in place after the silt fence or filter barrier is no longer required should be dressed to conform to the existing grade, prepared, and seeded.

   B. <u>Riprap Materials:</u>

   - Once a riprap installation has been completed, it should require very little maintenance. It shall, however, be inspected periodically to determine if high flows have caused scour beneath the riprap or dislodged any of the stone.

C. Stabilized Construction Entrances/Exits:

- The exit shall be maintained in a condition that will prevent tracking of sediment onto public rights-of-way.

- When the control pad becomes ineffective, the stone shall be removed along with the collected soil material. The entrance should then be reconstructed.

- Areas that have received mud-tracking or sediment deposits shall be swept or washed. Washing shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device (not into storm drains, ditches, or waterways).

D. Temporary Seed and Mulch:

- Mulched areas should be inspected after rain events to check for rill erosion.

- If less than 90% of the soil surface is covered by mulch, additional mulch shall be applied in bare areas.

- In applications where seeding and mulch have been applied in conjunction with erosion control blankets, the blankets must be inspected after rain events for dislocation or undercutting.

- Mulch shall continue to be reapplied until 95% of the soil surface has established temporary vegetative cover.

E. Level Lip Spreaders and Ditch Turnouts:

- The level spreader pool should be inspected after rainfall events for sediment accumulation and debris that may reduce its capacity. Sediment and debris buildup should be removed once the volume of the pool has been reduced by 25%.

- The level lip must be constructed so that runoff flows slowly over the lip to a sheet flow through the receiving buffer. Repair or reconstruction of the level lip is required when flow from the spreader becomes channelized.

- Do not store snow removed from the street and/or parking lot within the area of a level spreader.

F. Stabilized Temporary Drainage Swales:

- Sediment accumulation in the swale shall be removed once the cross section of the swale is reduced by 25%.

- The swales shall be inspected after rainfall events. Any evidence of sloughing of the side slopes or channel erosion shall be repaired and corrective action should be taken to prevent reoccurrence of the problem.

- In addition to the stabilized lining of the channel (i.e. erosion control blankets), stone check dams may be needed to further reduce channel velocity.

5. **Housekeeping:** The following general performance standards apply to the proposed project.

A. Spill Prevention: Controls must be used to prevent pollutants from being discharged from materials on-site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation.

B. Groundwater Protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors, accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.

C. Fugitive Sediment and Dust: Actions must be taken to insure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control.

D. Debris and Other Materials: Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.

E. Trench Dewatering: Trench dewatering is the removal of water from trenches, foundations, cofferdams, ponds, and other areas within the construction area that retain water after excavation. In most cases, the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoid allowing the water to flow over disturbed areas of the site. Equivalent measures may be taken if approved.

After Construction

1. **Inspection:** After construction, it is the responsibility of the owner or assigned heirs to comply with the inspection, maintenance, and housekeeping procedures outlined in this section. All measures must be maintained in effective operating condition. A person with knowledge of erosion and stormwater control, including the standards and conditions in all applicable permits, shall conduct the inspections.

2. **Specific Inspection, Maintenance, and Housekeeping Tasks:** The following is a list of permanent erosion control and stormwater management measures and the inspection, maintenance, and housekeeping tasks to be performed after construction.

   A. Vegetated Areas:

   - Inspect vegetated areas, particularly slopes and embankments, early in the growing season or after heavy rains to identify active or potential erosion problems.

   - Replant bare areas or areas with sparse growth. Where rill erosion is evident, armor the area with an appropriate lining or divert the erosive flows to on-site areas able to withstand the concentrated flows.

   B. Ditches, Swales, and Other Open Channels:

   - Inspect ditches, swales and other open stormwater channels in the spring, in the late fall, and after heavy rains to remove any obstructions to flow. Remove accumulated sediments and debris, remove woody vegetative growth that could obstruct flow, and repair any erosion of the ditch lining.

   - Vegetated ditches must be mowed at least annually or otherwise maintained to control the growth of woody vegetation and maintain flow capacity.

   - Any woody vegetation growing through riprap linings must also be removed. Repair any slumping side slopes as soon as practicable.

   - If the ditch has a riprap lining, replace riprap in areas where any underlying filter fabric or underdrain gravel is showing through the stone or where stones have dislodged.

   C. Culverts:

   - Inspect culverts in the spring, in the late fall, and after heavy rains to remove any obstructions to flow.

- Remove accumulated sediments and debris at the inlet, at the outlet, and within the conduit.

- Inspect and repair any erosion damage at the culvert's inlet and outlet.

D. Catch Basins/Outlet Control Structures:

- Inspect and, if required, clean-out basins at least once a year, preferably in early spring.

- Clean out must include the removal and legal disposal of accumulated sediments and debris at the bottom of the basin, at any inlet grates, at any inflow channels to the basin, and at any pipes between basins.

E. Level Lip Spreaders, Rip-Rap Outfalls and Ditch Turnouts:

- The level spreader pool should be inspected after significant rainfall events for sediment accumulation and debris that may reduce its capacity. Sediment and debris buildup should be removed once the volume of the pool has been reduced by 25%.

- The level lip must be constructed so that runoff flows slowly over the lip to a sheet flow through the receiving buffer. Repair or reconstruction of the level lip is required when flow from the spreader becomes channelized.

- Do not store snow removed from the street and/or parking lot within the area of a level spreader.

F. Winter Sanding

- Clear accumulation of winter sand along roadways at least once a year, preferably in the spring.

- Accumulations on pavement may be removed by pavement sweeping.

- Accumulations of sand along road shoulders may be removed by grading excess sand to the pavement edge and removing it manually or by a front-end loader or other acceptable method.

G. Underdrained Soil Filter:

- The soil filter should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the filter should be inspected at least once every six months to ensure that it is draining within 24 hours.
- The top several inches of the filter shall be replaced with fresh material

when water ponds on the surface of the bed for more than 72 hours.

- Sediment and plant debris should be removed from the pretreatment structure (sediment forebay) at least annually.
- The filter bed vegetations shall be mowed once or twice per year to a grass height no less than six (6) inches.
- Fertilization of the under drained filter area should be avoided unless absolutely necessary to establish vegetation.
- Harvesting and pruning of excessive growth will need to be done occasionally. Weeding to control unwanted or invasive plants may also be necessary.
- Inspect embankment for erosion, settling, and structural failure

3. **Documentation:** A log summarizing the inspections and any corrective action taken must be maintained. The log must include the name(s) and qualifications of the person making the inspections, the date(s) of the inspections, and major observations about the operation and maintenance of controls. Major observations must include BMPs that need maintenance, BMPs that failed to operate as designed or proved inadequate for a particular location, and locations where additional BMPs are needed. For each BMP requiring maintenance, BMP needing replacement, and location needing additional BMPs, note in the log the corrective action taken and when it was taken. The log must be made accessible to the appropriate regulatory agency upon request. A sample "Stormwater Inspection and Maintenance Form" has been included as Attachment 1 of this Inspection, Maintenance, and Housekeeping Plan.

4. **Recertification:** A certification of the following shall be submitted to the Maine Department of Environmental Protection (MDEP) within three months of the expiration of each five year interval from the date of issuance of MDEP permits.

   A. Identification and repair of erosion problems. All areas of the project site have been inspected for areas of erosion, and appropriate steps have been taken to permanently stabilize these areas.

   B. Inspection and repair of stormwater control system. All aspects of the stormwater control system have been inspected for damage, wear, and malfunction, and appropriate steps have been taken to repair or replace the system, or portions of the system.

   C. The Inspection, Maintenance, and Housekeeping Plan for the site is being implemented as written, or modifications to the plan have been submitted to and approved by the MDEP, and the maintenance log is being maintained.

5. **Duration of Maintenance:** Perform maintenance as described and required for any associated permits unless and until the system is formally accepted by a municipality or quasi-municipal district, or is placed under the jurisdiction of a legally created association that will be responsible for the maintenance of the system. If a municipality or quasi-municipal district chooses to accept a stormwater management system, or a

component of a stormwater system, it must provide a letter to the MDEP stating that it assumes responsibility for the system. The letter must specify the components of the system for which the municipality or district will assume responsibility, and that the municipality or district agrees to maintain those components of the system in compliance with MDEP standards. Upon such assumption of responsibility, and approval by the MDEP, the municipality, quasi-municipal district, or association becomes a co-permittee for this purpose only and must comply with all terms and conditions of the permit.

Attachments

Attachment 1 – Sample Stormwater Inspection and Maintenance Form

MAINTENANCE LOG

Patagon Storage
Portland, Maine
Attachment 1

This log is intended to accompany the stormwater Inspection, Maintenance and Housekeeping Plan for Patagon Storage. The following items shall be checked, cleaned and maintained on a regular basis as specified in the Maintenance Plan and as described in the table below. This log shall be kept on file for a minimum of five (5) years and shall be available for review by the MDEP. Qualified personnel familiar with drainage systems and soils shall perform all inspections. Attached is a copy of the construction and post-construction maintenance logs.

Item	Maintenance Required & Frequency	Date Completed	Maintenance Personnel	Comments
Vegetated Areas	Inspect Slopes			
	Replant Bare Areas			
	Check after Major Storms			
Ditches and Swales	Inspect after major rainfall event producing greater than 3" of rain in 2 hours.			
	Repair erosion or damage immediately.			
Culverts	Inspect culverts monthly or after rainfall of >1"			
	Clean culverts when sediment occupies more than 20% of pipe diameter			
	Repair any erosion at inlet and outlet pipes			
	Replace displaced riprap at least once a year			
	Remove vegetation growing through riprap at least once a year			
Catch Basins/ Outlet Control Structures	Inspect and cleanout basins at least annually, (Spring)			
Level Spreader, Rip-Rap Outfalls and Ditch Turnouts	Inspect after significant rainfall events for sediment accumulation			
	If volume of pool is reduced by 25%, must remove sediment and debris			
Level Spreader and Ditch Turnouts	Repair or reconstruct the riprap if flow from the spreader becomes channelized			

Item	Maintenance Required & Frequency	Date Completed	Maintenance Personnel	Comments
	No snow storage is allowed in the level lip spreader			
Winter Sanding	Clean annually (Spring)			
	Remove sand and sediment from roadway shoulders			
Underdrained Detention Basin	Inspect inlet and outlet for blockage and debris			
	Inspect for erosion, destabilization or side slopes and other structural failure			
	Mowed			
	Inspect periodically during wet weather conditions			
	Check for sediment build up			
	Ensure proper function			

Submitted by Swaney Lighting			
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	**Catalog Number:** LNC2-12L-4K-070-3-U-BL Notes:	**Type:** B SLA18-38148

LNC2 SERIES

Cat.#

Job | Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

The small sized LNC2 is designed for perimeter illumination for safety, security and identification. No uplight and prismatic lenses offer neighbor friendly lighting at typical mounting heights of 8-15'. Units have protective polyester finish for long lasting appearance. Ideal for schools, factories, hospitals, warehouses and retail applications. Energy efficient LEDs provide up to 85% energy savings when compared to traditional light sources with little to no maintenance.

Construction:
Rugged die-cast aluminum housing protects components and provides an architectural appearance. Casting thermally conducts LED heat to optimize performance and long life. Powder paint finish provides durability in outdoor environments.

Electrical:
- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V and 480V dimmable driver option in 12L-070 configuration
- Minimum operating temperature is -40°C/-40°F (excludes 12L-035 and P15 configurations)
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion
- Driver RoHS and IP66
- 10kA surge protector

LED(s) CCT:
- 3000K CCT nominal , 4000K CCT nominal, 5000K CCT nominal (70 CRI)
- 9, 12 and 18 LED configurations available see pages 2 and 3 for electrical and photometric details

Optical:
Zero uplight distributions using individual acrylic LED optics provide IES type II, III and IV distributions. Optional (CS) acrylic diffuser available for reduced glare. Prismatic refractor lens provides ~10% uplight for increased vertical FC and forward light projection ideal for security lighting.

Lumen Maintenance:
L96 at 60,000hrs (Projected per IESNA TM-21-11), see table on page 2 for all values

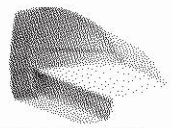
Installation:
Quick-mount adapter provides easy installation to wall or to recessed junction boxes (4" square junction box). Designed for direct j-box mount. Optional 1/2" conduit hubs available (standard for sensor, SiteSync and battery versions).

Options/Controls:
- Universal button photocontrol
- Occupancy sensor options available for complete on/off and dimming control
- SiteSync pre-commissioned wireless controls (with or without sensor)
- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Dual Driver and Dual Power Feed option for 18L-070 versions

Listings:
- Listed to UL1598 and CSAC22.2#250.0-24 for wet locations
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Made-to-order versions are IP-65 rated

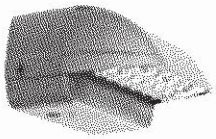
Warranty:
Five year limited warranty (for more information visit: https://www.hubbell.com/hubbelllighting/en/warranty

PRODUCT IMAGE(S)


Standard 9, 12, and 18L Version*

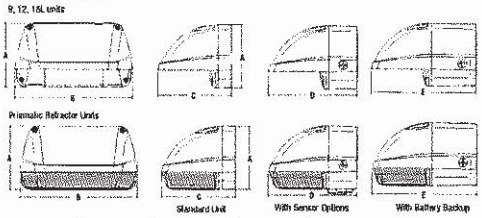
Prismatic Version

Surface Conduit Hubs, Sensor & SiteSync Version


Battery Backup Version

*Shown with CS acrylic diffuser

DIMENSIONS



A	B	C	D	E
5.54"	10.16"	6.33"	7.64"	9.10"
40.7 mm	258 mm	160.7 mm	194 mm	231 mm

BASE MODEL 7.0 lbs / 3.2 kg
PC SENSOR 7.5 lbs / 3.4 kg • **BBU MODELS** 9.5 lbs / 4.3 kg

SHIPPING INFORMATION (Stock)

Catalog Number	G.W.(kg)/ CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC2-12LU	14.3 (6.5)	14.5 (37)	11.4 (29)	8.4 (21.5)	2
LNC2-18LU	14.8 (6.7)	14.9 (38)	11.4 (29)	8.4 (21.5)	2

CERTIFICATIONS/LISTINGS

C US | Turtle Friendly | *3000K and warmer CCTs only

ORDERING INFORMATION – ORDERING EXAMPLE: LNC2-12L-4K-070-3-1-DB-PCU-EH-CS

LNC2 - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

SERIES
- LNC2 Small LitePak LNC2

LED SELECTION
- 9L 9 LEDs
- 12L 12 LEDs
- 18L 18 LEDs
- P15 15w Prismatic Refractor
- P25 25w Prismatic Refractor
- P35 35w Prismatic Refractor

CCT/CRI
- 3K 3000K, 70 CRI
- 4K 4000K, 70 CRI
- 5K 5000K, 70 CRI
- AM Amber (350mA only)

DRIVE CURRENT
- 070 700mA
- 035 350mA (12L & 18L only)

IES DISTRIBUTION
- 2[1] IES Type II
- 3[1] IES Type III
- 4[1] IES Type IV
- FT Forward Throw (Prismatic Refractor only)

VOLTAGE
- U 120V-277V
- 1 120V
- 2 208V
- 3 240V
- 4 277V
- 5[8] 480V
- F[8] 347V

MOUNTING
- Leave Blank for down position
- NV[2] Inverted

FINISH
- DB Dark Bronze Textured
- BL Black Textured
- GYS Gray Smooth
- PS Platinum Silver Smooth
- WH White Textured
- CC Custom Color

CONTROL OPTIONS
- SCP[4,5] Occupancy Sensor Programmable (Dim)
- PCU Universal Button Photocontrol
- SWP[6] SiteSync Pre-Commision
- SWPM SiteSync Pre-Commision w/ OCC Sensor

SPECIFY SCP HEIGHT
- 8F Up to 8ft mount height
- 20F Up to 20ft mount height

OPTIONS
- EH[3] Battery Backup Unit with Heater (-30°C)
- E[3] Battery Backup Unit (0°C)
- F[3] Fuse & Fuse-holder (not available with Battery Backup)
- CS Comfort Shield (N/A with Prismatic Refractor)
- 2DR Dual Driver (18L - 700mA only)
- 2PF Dual Power Feed (18L - 700mA only)
- CH Surface Conduit Hubs

1 IES distributions only available with 9L, 12L, and 18L versions
2 Not available when occupancy sensor, battery backup or prismatic refractor options
3 Must specify voltage (120 or 277 only for E & EH)
4 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
5 PCU option not applicable, included in sensor
6 18L - 700mA versions only. Not available with 2DR or 2PF options. Must specify group and zone information at time of order
7 Specify time delay, dimming level and mounting height
8 12L - 700mA version only

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Due to our continued efforts to improve our products, product specifications are subject to change without notice.
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Submitted by Swaney Lighting			
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	**Catalog Number:** LNC2-12L-4K-070-3-U-BL Notes:	**Type:** **B** SLA18-38148

STOCK ORDERING INFORMATION

Catalog Number	System Watts	Delivered Lumens	Distribution	Voltage	CCT	# Drivers/ Current	Weight lbs. (kg)	Finish	Options
LNC2-12LU-4K-3-1	29w	2,662	3	120-277V	4000K	1@700mA	7.0 (13.3)	Dark Bronze	*
LNC2-12LU-5K-3-1	29w	2,868	3	120-277V	5000K	1@700mA	7.0 (13.3)	Dark Bronze	*
LNC2-12LU-5K-3-1-PC-U	29w	2,868	3	120-277V	5000K	1@700mA	7.0 (13.3)	Dark Bronze	Photocell*
LNC2-18LU-4K-3-1	42w	3,806	3	120-277V	4000K	2@700mA	7.0 (13.3)	Dark Bronze	*
LNC2-18LU-5K-3-1	42w	4,106	3	120-277V	5000K	2@700mA	7.0 (13.3)	Dark Bronze	*
LNC2-18LU-5K-3-1-PC-U	42w	4,106	3	120-277V	5000K	2@700mA	7.0 (13.3)	Dark Bronze	Photocell*
LNC2-P35-4K-PCU	37w	4,025	FT	120-277V	4000K	1@900mA	7.0 (13.3)	Dark Bronze	Photocell
LNC2-P35-PCU	37w	4,108	FT	120-277V	5000K	1@900mA	7.0 (13.3)	Dark Bronze	Photocell

*Frosted acrylic comfort shield/lens included with unit

REPLACEMENT PART/ACCESSORIES

CATALOG NUMBER	DESCRIPTION
LNC2-CS	Frosted acrylic comfort shield/lens, reduces glare and improves uniformity with only 15% lumen reduction
SCP-REMOTE*	Remote control for SCP option. Order at least one per project to program and control fixtures

*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 or 277V only

PERFORMANCE DATA
Standard 9, 12 and 18L Versions

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 80 CRI)				
				LUMENS	LPW¹	B	U	G	LUMENS	LPW¹	B	U	G	LUMENS	LPW¹	B	U	G
9	700mA	21W	2	2,083	97	1	0	1	2,072	97	1	0	1	1,927	90	1	0	1
			3	1,972	92	0	0	1	1,962	92	0	0	1	1,825	85	0	0	1
			4	2,097	98	0	0	1	2,087	98	0	0	1	1,941	91	0	0	1
12	350mA	14W	2	1,513	110	0	0	1	1,506	109	0	0	1	1,440	104	0	0	1
			3	1,433	104	0	0	1	1,426	103	0	0	1	1,364	99	0	0	1
			4	1,524	110	0	0	1	1,543	112	0	0	1	1,476	107	0	0	1
	700mA	29W	2	2,777	97	1	0	1	2,763	97	1	0	1	2,570	90	1	0	1
			3	2,629	92	1	0	1	2,616	91	1	0	1	2,433	85	1	0	1
			4	2,797	98	1	0	1	2,783	97	1	0	1	2,588	90	1	0	1
18	350mA	21W	2	2,270	107	1	0	1	2,259	106	1	0	1	2,074	97	1	0	1
			3	2,149	101	0	0	1	2,138	100	0	0	1	1,963	92	0	0	1
			4	2,286	107	0	0	1	2,275	107	0	0	1	2,125	100	0	0	1
	700mA	43W	2	4,261	99	1	0	1	4,240	98	1	0	1	3,943	91	1	0	1
			3	4,033	93	1	0	1	4,014	93	1	0	1	3,733	86	1	0	1
			4	4,290	99	1	0	1	4,270	99	1	0	1	3,971	92	1	0	1

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application. LNC2-12L battery mode produces 1,546 initial lumens. Meets UL924 90 minute discharge pattern.

PERFORMANCE DATA
Prismatic Refractor

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 80 CRI)				
				LUMENS	LPW¹	B	U	G	LUMENS	LPW¹	B	U	G	LUMENS	LPW¹	B	U	G
1	350mA	13W	FT	1,741	132	0	3	2	1,706	129	0	3	2	1,648	125	0	3	2
	600mA	25W		2,929	117	1	3	2	2,806	112	1	3	2	2,773	111	1	3	2
	900mA	37W		4,108	112	1	3	3	4,025	110	1	3	3	3,889	106	1	3	3

PROJECTED LUMEN MAINTENANCE

Standard 9, 12 and 18L Versions

Ambient Temp.	OPERATING HOURS 0	25,000	50,000	TM-21-11¹ L96 60,000	100,000	L70 (hours)
25°C / 77°F	1.00	0.98	0.97	0.96	0.95	>791,000
40°C / 104°F	0.99	0.98	0.96	0.96	0.95	>635,000

1. Projected per IESNA TM-21-11 * (Nichia 219B, 700mA, 85°C Ts, 10,000hrs)
Data references the extrapolated performance projections for the LNC-12LU-5K base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

Prismatic Refractor

Ambient Temp.	OPERATING HOURS 0	25,000	50,000	TM-21-11¹ L96 60,000	100,000	L70 (hours)
25°C / 77°F	1.00	0.94	0.89	0.87	0.80	>160,000
40°C / 104°F	0.99	0.93	0.88	0.86	0.78	>150,000

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ELECTRICAL DATA

Standard 9, 12 and 18L Versions

# OF LEDS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
9	700mA	120	0.18	21
		277	0.08	21
12	350mA	120	0.12	14
		277	0.05	14
	700mA	120	0.24	29
		277	0.10	29
		347	0.08	29
		480	0.06	29
18	350mA	120	0.18	21
		277	0.08	21
	700mA	120	0.36	43
		277	0.16	43

Prismatic Refractor

# OF LEDS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (w)
1	350mA	120	0.11	13
		277	0.05	13
	600mA	120	0.21	25
		277	0.09	25
	900mA	120	0.31	37
		277	0.13	37

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

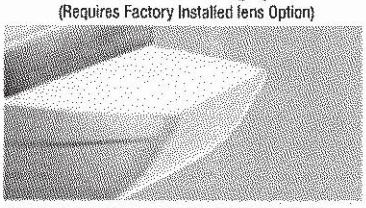
Standard 9, 12, 18L and Prismatic Versions

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99
50°C	122°F	0.98

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

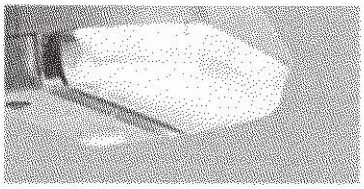
NV - Inverted Mounting Options

(Requires Factory Installed lens Option)



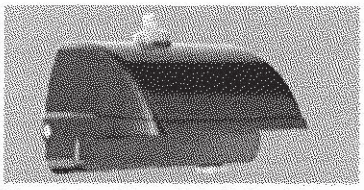
Inverted mounting capabilities for uplighting applications. Specially designed frosted acrylic diffuser option softens output, improves uniformity and protects LED lenses.

SCP - Programmable Occupancy Sensor



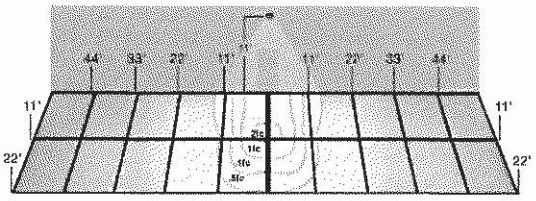
Sensor offers greater control and energy savings with SCP programmable sensor with adjustable delay and dimming levels (Factory default is 10%) Visit: http://www.hubbelllighting.com/solutions/controls/ for control application information

SWP & SWPM - SiteSync™



When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project locations Group information, and Operating schedules. For more detailed information please visit www.HubbellLighting.com/proudcts/sitesync or contact Hubbell Lighting tech support at (800) 345-4928.

LNC2 – BATTERY BACK UP



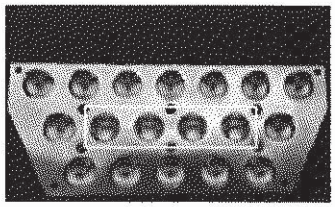
11' Mounting Height

Provides Life Safety Code average illuminance of 1.0 fc. Assumes open space with no obstructions and mounting height of 11'.

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

Battery backup units consume 6 watts when charging a dead battery and 2 watts during maintenance charging. FH (units with a heater) consume up to an additional 8 watts when charging if the battery temp is lower than 10°C

E & EH EMERGENCY BATTERY BACKUP



Standard versions utilize 9, 12 or 18 High Power LEDs to generate 1,600 - 4,200 lumens in Normal Mode and use 4 LEDs for up to 700 lumens in Emergency Mode. Prismatic refractor versions utilize 1 COB LED to generate approximatly 900 lumens in emergency mode.

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Submitted by Swaney Lighting			
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	**Catalog Number:** LNC2-12L-4K-070-3-U-BL Notes:	**Type:** **B** SLA18-38148

Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	CL1-A-60LU-4K-3-BL Notes:	**D SGL** SLA18-38148

CIMARRON LED

Cat.#		HUBBELL Outdoor Lighting
Job	Type	Approvals

SPECIFICATIONS

Construction:
- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops collection of unsightly debris from gathering on top of the housing
- Rugged lower die-cast aluminum heat sink accelerates thermal management and optimizes PCB and optical performance
- Separate optical and electrical compartment for optimum component operation
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, recommended for Type III and Type IV distributions
- Stamped bezel provides mechanical compression to seal the optical assembly
- Complements the Hubbell Southwest series of outdoor fixtures
- Weight - 45.0 pounds, EPA - 1.3 ft²
- Suitable for applications requiring 3G testing prescribed by ANSI C136.31

Optics:
- Choice of 72 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions
- Auto optics designed for front row 1A and interior rows 2A (see distribution under ordering and page 2)
- CCT: 3000K (80 CRI), 4000K (70 CRI), 5000K (70 CRI), and turtle friendly Amber LED options

Electrical:
- Universal input voltage 120-277 VAC, 50/60 Hz
- Integral step-down transformer for 347V & 480V
- Ambient operating temperature -40° C to 40° C
- Automatic thermal self-protection
- Drivers have greater than 90% power factor and less than 10% THD
- Optional continuous dimming to 10% or dual circuitry available
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- 1050 mA driver available with 90L configuration for increased lumen output
- LED electrical assembly, including PR devices, consumes no power in the 'off' state
- Surge protection – 20KA; Turns fixture off at end of life; Includes LED for end of life indication (see surge suppressor page 4)

Controls:
- Drivers are 0-10V dimming standard. Photocell, occupancy sensor and wireless controls available for complete on/off and dimming control

Lumen maintenance:
- L90 at 60,000 hours (Projected per IESNA TM-21-11)

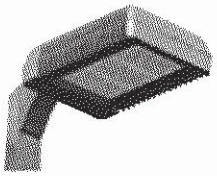
Installation:
- Two die-cast aluminum arm designs: The decorative arm offers a sleek upswept look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, mast arm fitter and pole accessories are also available allowing easy mounting for virtually any application

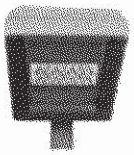
Finish:
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

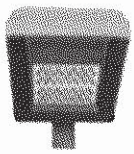
Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

Listings:
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- Models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: http://www.designlights.org/QPL
- IDA approved • IP65

PRODUCT IMAGE(S)

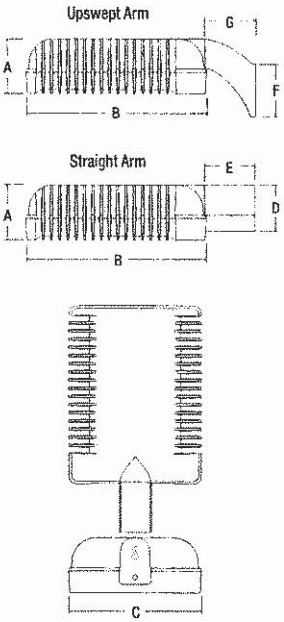

90 LED 3/4 VIEW


30 LED


60 LED

90 LED

DIMENSIONS



A	B	C	D	E	F	G
6 3/4" 171mm	21 3/4" 552mm	16" 406mm	6 5/8" 168mm	6 5/16" 160mm	5 5/8" 143mm	6 1/8" 155mm

CERTIFICATIONS/LISTINGS

c SP us DLC Turtle Friendly idа *3000K and warmer CCTs only

ORDERING INFORMATION SEE NEXT PAGE

HUBBELL Outdoor Lighting
Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.
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ORDERING INFORMATION ORDERING EXAMPLE: CL1-A-90LU-5K-3-DB-RPA3

CL1 - [ ] - [ ] [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

SERIES
- CL1 Cimarron LED

NO. OF LEDS
- 90L 90 High brightness LEDs
- 60L 60 High brightness LEDs
- 30L 30 High brightness LEDs

VOLTAGE
- U[1] Universal 120V-277V, 50/60 Hz
- 1 120V
- 2 208V
- 3 240V
- 4 277V
- 5 480V, 60 Hz
- F 347V, 60 Hz
- E[4] 220V, 50 Hz

CCT
- 3K 3000K
- 4K 4000K
- 5K 5000K
- AM[4] Amber (590 nm available for "Turtle Friendly" applications (consult factory)

DRIVE CURRENT
- Leave blank for 700mA (standard)
- 035 350mA Amber CCT only
- 105 1050 mA (Not for use with 30L)

OPTIONS
- BC[2] Backlight control
- CD Continuous dimming
- WB Wall bracket
- RPA3 3" Round pole adapter
- RPA4 4" Round pole adapter
- RPA5 5" Round pole adapter
- RPA6 6" Round pole adapter
- F(X)[3] Fusing (replace X with voltage: 1-120V, 2-208V, 3-240V, 4-277V, 5-480V, F-347V)
- VG Vandal guard
- 7PR Photocell receptacle (7-pin ANSI C136.41—2013 receptacle for use with standard Twist-Lock® photo controls, shorting caps, and ANSI C136.41 external wireless control devices. Select SCL option to add occupancy sensing capability when using with compatible external wireless devices.

MOUNTING
- A Arm mount construction (6" straight rigid arm included & acceptable for 90° configurations)
- AD Decorative arm mount const. (6" decorative upswept arm incl. & acceptable for 90° configurations)
- MAF Mast arm fitter for mounting to standard 2 3/8" mast arm bracket, includes 6" straight rigid arm

COLOR
- DB Dark Bronze
- BL Black
- WH White
- GR Gray
- PS Platinum Silver
- CC Custom Color

DISTRIBUTION
- 2 Type II
- 3 Type III
- 4 Type IV
- 5M Type V Medium
- 5S Type V Short
- 5W Type V Wide
- 2L Type II Rotated 90° left
- 3L Type III Rotated 90° left
- 4L Type IV Rotated 90° left
- 2R Type II Rotated 90° right
- 3R Type III Rotated 90° right
- 4R Type IV Rotated 90° right
- 1A Auto Front Row Type I
- 1AR Auto Front Row Type I Rotated 90° right
- 1AL Auto Front Row Type I Rotated 90° left
- 2A Auto Front Row Type II
- 2AR Auto Front Row Type II Rotated 90° right
- 2AL Auto Front Row Type II Rotated 90° left

Notes:
1 - Fuse option not available with universal voltage
2 - Select F3 fusing option for 220V
3 - Recommended for Type III and IV distributions only
4 - Available in 350mA drive current only Type IV, 5M
5 - 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, must order minimum of one SCP-REMOTE control to program dimming settings (see accessories)
6 - Not available with AD arm
7 - Not available with WIR or WIRSC
8 - Not available with SCO, SCL, or SCP
9 - Specify mounting height. 8 = 8' or less, 40 = 9' to 40'
10 - Specify group and zone. See SiteSync product page www.hubbelllighting.com/controls/SiteSync for more details
11 - Not available in 90L-700mA or 1050mA versions

PIR MOTION/OCCUPANCY CONTROL OPTIONS
- SCO_F[5,7,8] On/Off control (line voltage device not for use with 7PR receptacle option and external wireless control devices)
- SCL_F[5,7,9] Add-on occupancy sensor for use with ext. wireless control device connected thru 7PR receptacle. Consult control manufacturer for compatibility.
- SCP_F[5,6,7,9] Programmable dimming control (line voltage device not for use with 7PR receptacle option and external wireless control devices). A minimum of one SCP-REMOTE accessory remote control required for configuration; (Standard lens with greater sensitivity; motion detection radius equal to .75 X luminaire mounting height (approx. distance)
- SWP[10,11] SiteSync Pre-Commission
- SWPM[6,10,11] SiteSync Pre-Commission w/ Sensor

WIRELESS CONTROL OPTIONS
- WIR[8] wiSCAPE Fixture Module, in-fixture relay for wireless lighting control
- WIRSC[6,8] wiSCAPE Fixture Module, in-fixture relay for wireless lighting control and motion/occupancy control

Accessories and Services (Ordered Separately)

Catalog Number	Description
SCP-REMOTE	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with pre-loaded software, SiteSync license and USB radio bridge node.
SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
SW7PR+	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXDFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE® Lighting Control

For additional information related to these accessories please visit www.hubbellcontrolsolutions.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

SiteSync 7-Pin Module

SW7PR

- SiteSync Features in a new form
- Available as an accessory for new construction or retrofit applications (with existing 7-Pin receptacle)
- Available on all products that have a 7-Pin receptacl
- Does not interface with occupancy sensors

SiteSync

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HUBBELL Lighting

Submitted by Swaney Lighting			
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	**Catalog Number:** CL1-A-60LU-4K-3-BL Notes:	**Type:** **D SGL** SLA18-38148

ENERGY SAVING DATA

#LEDS	DRIVE CURRENT	SYSTEM WATTS 120-277V	SYSTEM WATTS 347-480V	DIST. TYPE	5K (5000K nominal, 70 CRI) LUMENS	LPW¹	B	U	G	4K (4000K nominal, 70 CRI) LUMENS	LPW¹	B	U	G	3K (3000K nominal, 70 CRI) LUMENS	LPW¹	B	U	G
30	700 mA	70W	80W	1A	8244	118	1	0	1	8162	117	1	0	1	6775	97	1	0	1
				2A	8202	117	1	0	1	8121	116	1	0	1	6740	96	1	0	1
				2	7715	110	2	0	3	7639	109	2	0	2	6340	91	2	0	2
				3	7712	110	2	0	2	7635	109	2	0	2	6371	91	1	0	2
				4	7803	111	1	0	2	7726	110	1	0	2	6412	92	1	0	2
				5S	8374	120	3	0	0	8291	118	3	0	0	6882	98	3	0	0
				5M	7940	113	3	0	1	7862	112	3	0	1	6525	93	3	0	1
				5W	7667	110	3	0	2	7591	108	3	0	2	6301	90	3	0	2
60	700 mA	135W	150W	1A	16171	120	1	0	2	16011	119	1	0	1	13289	98	1	0	1
				2A	16088	119	1	0	2	15929	118	1	0	2	13221	98	1	0	2
				2	15134	112	3	0	3	14984	111	3	0	3	12437	92	3	0	3
				3	15127	112	3	0	3	14977	111	3	0	3	12498	93	2	0	3
				4	15306	113	2	0	3	15154	112	2	0	3	12578	93	2	0	3
				5S	16426	122	4	0	0	16263	120	4	0	0	13498	100	4	0	0
				5M	15575	115	4	0	2	15421	114	4	0	2	12799	95	3	0	2
				5W	15040	111	4	0	3	14891	110	4	0	3	12360	92	4	0	3
60	1050 mA	220W	235W	1A	21139	96	2	0	2	20929	95	2	0	2	17371	79	2	0	2
				2A	21030	96	2	0	2	20822	95	2	0	2	17282	79	2	0	2
				2	19783	90	4	0	5	19587	89	3	0	5	16257	74	3	0	5
				3	19774	90	3	0	4	19578	89	3	0	4	16250	74	3	0	4
				4	20007	91	3	0	5	19809	90	3	0	5	16442	75	3	0	5
				5S	21471	98	5	0	0	21259	97	5	0	0	17645	80	5	0	0
				5M	20359	93	5	0	3	20158	92	5	0	3	16731	76	5	0	3
				5W	19660	89	5	0	4	19465	88	5	0	4	16156	73	5	0	4
90	700 mA	205W	225W	1A	23781	116	2	0	2	23546	115	2	0	2	19543	95	2	0	2
				2A	23659	115	2	0	2	23425	114	2	0	2	19443	95	2	0	2
				2	22255	109	3	0	4	22035	107	3	0	4	18289	89	3	0	4
				3	22248	109	3	0	4	22026	107	3	0	4	18379	90	3	0	3
				4	22509	110	3	0	4	22286	109	3	0	4	18497	90	2	0	4
				5S	24156	118	5	0	0	23916	117	5	0	0	19851	97	4	0	0
				5M	22905	112	4	0	2	22678	111	4	0	2	18823	92	4	0	2
				5W	22117	108	5	0	3	21899	107	5	0	3	18176	89	5	0	3
90	1050 mA	325W	350W	1A	31708	98	2	0	2	31394	97	2	0	2	26057	80	2	0	2
				2A	31545	97	2	0	2	31233	96	2	0	2	25923	80	2	0	2
				2	29674	91	4	0	5	29380	90	3	0	5	24385	75	3	0	4
				3	29661	91	3	0	4	29367	90	3	0	4	24505	75	3	0	4
				4	30011	92	3	0	5	29714	91	3	0	5	24663	76	3	0	4
				5S	32207	99	5	0	0	31888	98	5	0	0	25467	81	5	0	0
				5M	30539	94	5	0	3	30237	93	5	0	3	25097	77	4	0	2
				5W	29490	91	5	0	4	29198	90	5	0	4	24234	75	5	0	4

Amber LUMENS	Amber LPW¹	Amber B	Amber U	Amber G	Drive Current	SYSTEM WATTS 120-277V	#LEDs

Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	CL1-A-60LU-4K-3-BL Notes:	**D SGL** SLA18-38148

MOUNTING ACCESSORIES

Catalog Number	Description
ARM-CL-K-TA-XX[1]	Adjustable mounting arm for single fixture (2-3/8 tenon) – 5 lbs. 2.3 kgs.
ARM-CL-TK-TA-XX[1]	Adjustable mounting arm for two fixtures at 180° (2-3/8 tenon) – 7 lbs. 3.2 kgs.
ARM-CL-K-S-XX[1]	10" adjustable arm – .5 lbs. .05 kgs. – 5.75 lbs. 2.6 kgs.

1 Replace XX with color choice, eg.: DB for Dark Bronze
2 Fixture must include standard 6" straight arm

ARM-CL-K-TA-XX
ARM-CL-TK-TA-XX

ARM-CL-K-S-XX

TENON TOP POLE BRACKET ACCESSORIES

(2 3/8" OD tenon) (RSS version requires 4" round pole adapter)

Catalog Number	Description
SETA2-XX[1]	Square pole tenon adapter (4 at 90 degrees)
RETA2-XX[1]	Round pole tenon adapter (4 at 90 degrees)
TETA-XX[1]	Hexagonal pole tenon adapter (3 at 120 degrees)

1 Replace XX with color choice, eg.: DB for Dark Bronze

PHOTOCONTROL EQUIPMENT

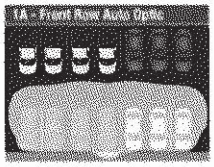
Catalog Number	Description
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

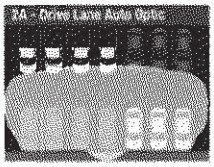
AUTOMOTIVE DEALERSHIP OPTICS

For Automotive Dealership applications Spaulding Lighting has developed two optics designed for enhanced and proper lighting of the auto dealership merchandise and the front row 1A and interior rows 2A (See CL1 distribution information for details)

Optic 1A
- Maximum illumination on front row display
- Maximum pole spacing

Optic 2A
- Excellent front row illumination and drive lane
- Optimal uniformity for drive lane and interior rows

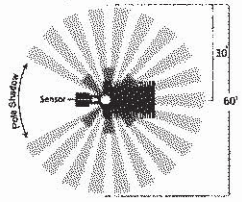


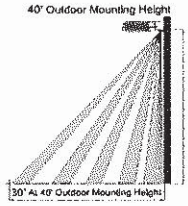


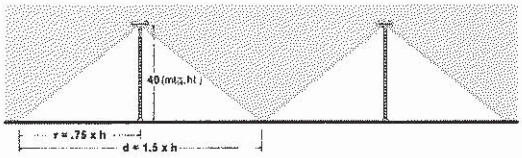
MOTION CONTROLS

- Start up delay from initial motion detection to fixture illumination is approximately 1-2 seconds
- Vehicle detection is possible however less reliable than human detection; Vehicle detection is dependent upon the following: rate of speed, mounting height of luminaire and vehicle temperature

SCP - Designed for intermediate coverage area

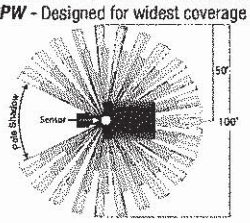


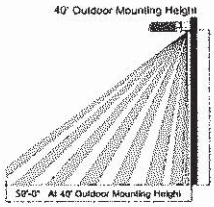


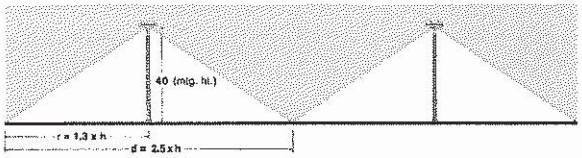


Note: Extreme heat or cold temperatures may limit detection.

SCPW - Designed for widest coverage area







Note: Extreme heat or cold temperatures may limit detection.

SURGE PROTECTION

- Field replaceable surge protection device (SPD) provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3
- The SPD is designed with a clamping voltage of 1600V at 20KA using industry standard 8/20µs waveform
- Max surge current = 20,000 Amps (see table)
- LED Indicator – Green LED is unlit at end of life

Pulse Rating (8 x 20 µSec)	
Strikes	Surge
1	20,000 A
2	15,000 A
15	10,000 A
120	3,000 A

	cRUus	CE
I_n	10KA	5KA

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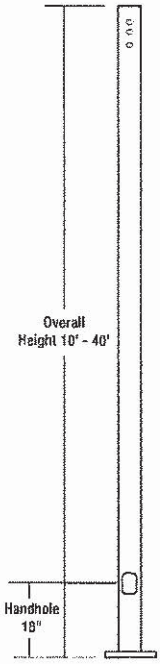
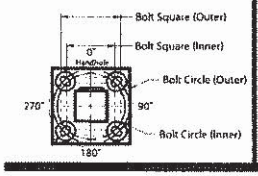
Submitted by Swaney Lighting	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	Catalog Number: SSSH20-40A-1-S2-BL Notes:	Type: D SGL SLA18-38148

SSS-H SERIES POLES
SQUARE STRAIGHT STEEL

Cat.#		HUBBELL Outdoor Lighting
Job	Type	Approvals





APPLICATIONS

- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

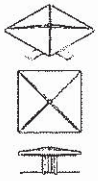
CONSTRUCTION

- SHAFT: One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- BASE COVER: Two-piece square aluminum base cover included standard
- POLE CAP: Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE: Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

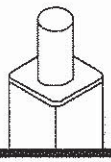
FINISH

- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in seven standard colors; Custom colors available; RAL number preferable; Internal protective coating available

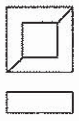
POLE CAP



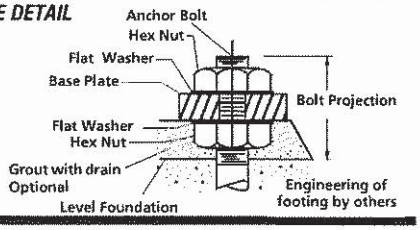
TENON



BASE COVER



BASE DETAIL



ORDERING INFORMATION

Reference page 2 for available configurations

ORDERING EXAMPLE:

SSS-H - 25 - 40 - A/B/C - 2L - S2 - DB - UL

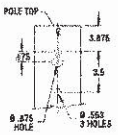
SERIES	HEIGHT	SHAFT	THICKNESS
SSS-H Square Straight Steel Pole Hubbell Outdoor	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix
	20'	40	A

MOUNTING

- 1 Single arm mount
- 2 Two fixtures at 180°
- 2L Two fixtures at 90°
- 3T Three fixtures at 90°
- 4 Four fixtures at 90°
- TA Tenon (2.38" OD x 4" Tall)
- TB Tenon (2.88" OD x 4" Tall)
- TC Tenon (3.5" OD x 6" Tall)
- TR[1] Removable Tenon (2.375 x 4.25)
- OT Open Top (includes pole cap)

DRILL PATTERN

- S2 #2 2 bolt 3.5" pattern



#2 DRILL PATTERN

FINISH

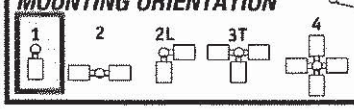
- DB Dark Bronze Textured
- BL Black Textured
- WH White Textured
- GR Gray Textured
- PS Platinum Silver Smooth
- CC Custom Color

OPTIONS

- HSC Internal Coating (Hubbell Seal)
- GFI[2] 20 Amp GFCI Receptacle and Cover
- EHH[2] Extra Handhole
- C05[2] .5" Coupling
- C07[2] .75" Coupling
- C20[2] 2" Coupling
- MPB[2] Mid-pole Luminaire Bracket
- VM2 2nd mode vibration damper
- LAB Less Anchor Bolts
- UL UL Certified

MOUNTING ORIENTATION

Denotes handhole location



***ACCESSORIES*- Order Separately**

Catalog Number	Description
VM1[3]	1st mode vibration damper
VM2SXX	2nd mode vibration damper

1 Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the "TR" notation. Example: **SSS-H-25-40-A-1-S2-TR-DB**
2 Specify option location using logic found on page 2 **(Option Orientation)**
3 VM1 recommended on poles 20' and taller with EPA of less than 1.

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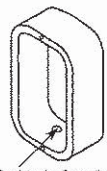
ORDERING INFORMATION Cont.

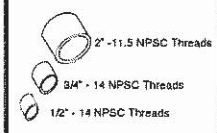
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-H-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	77
SSS-H-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	90
SSS-H-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	103
SSS-H-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	116
SSS-H-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	129
SSS-H-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	142
SSS-H-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	175
SSS-H-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	152
SSS-H-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	171
SSS-H-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	190
SSS-H-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	209
SSS-H-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	257
SSS-H-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	304
SSS-H-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	219
SSS-H-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	243
SSS-H-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	267
SSS-H-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	327
SSS-H-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	387
SSS-H-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	427
SSS-H-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	507
SSS-H-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	329
SSS-H-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	404
SSS-H-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	479
SSS-H-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	554
SSS-H-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	629
SSS-H-30-60-C-XX-XX	30	9.1	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	614
SSS-H-35-60-C-XX-XX	35	10.7	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	712
SSS-H-40-60-C-XX-XX	40	12.2	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	809

NOTE Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

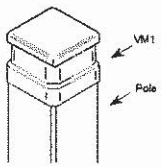
EHH - EXTRA HANDHOLE



C05 - C07 - C20 - COUPLING



VM1 - VIBRATION DAMPER 1ST MODE



Field installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 25' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE

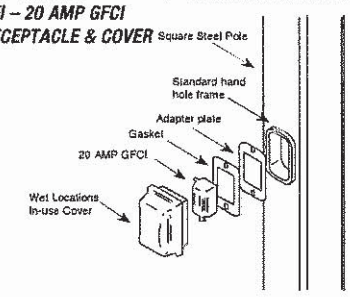
Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2SXX - VIBRATION DAMPER 2ND MODE

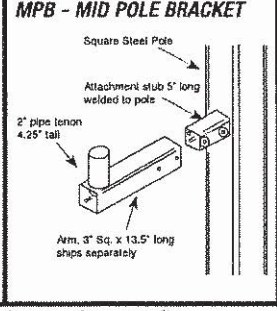
VM2S08 – 8'
VM2S12 – 12'
VM2S16 – 16'
VM2S20 – 20'
VM2S24 – 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

GFI – 20 AMP GFCI RECEPTACLE & COVER

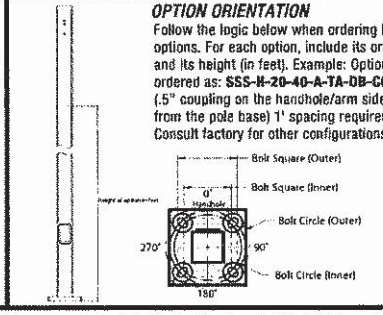


MPB - MID POLE BRACKET



OPTION ORIENTATION

Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **SSS-H-20-40-A-TA-DB-C07-0-15** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.



For more information about pole vibration and vibration dampers, please consult http://cdn.hubbelloutdoor.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HLO0022.pdf
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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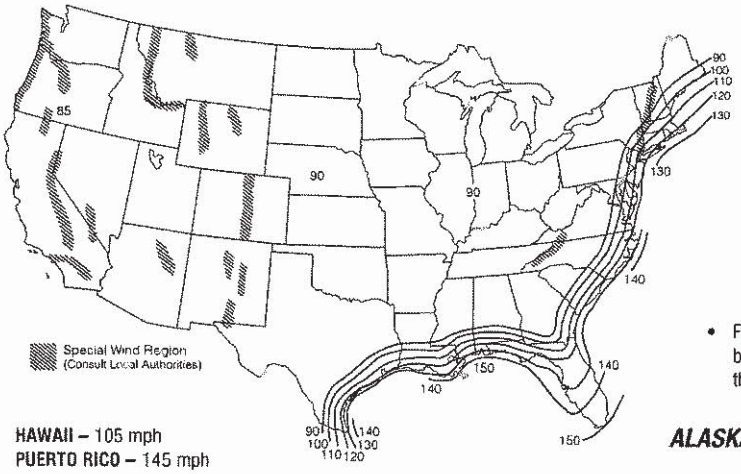
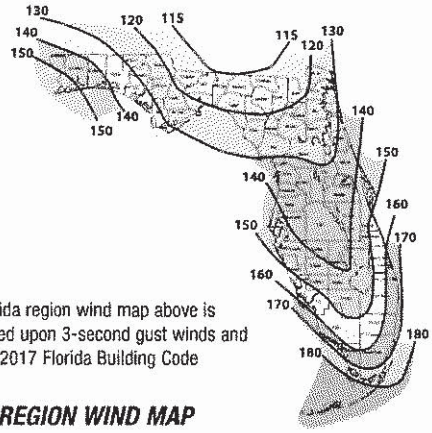
Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	SSSH20-40A-1-S2-BL Notes:	**D SGL** SLA18-38148

ASCE7-05 WIND MAP



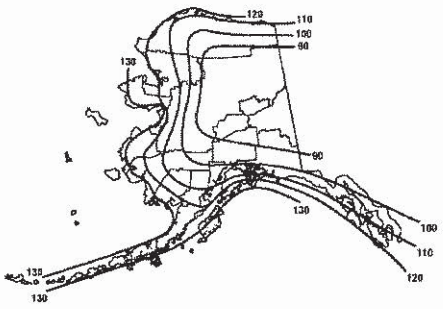
HAWAII – 105 mph
PUERTO RICO – 145 mph

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code

ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)										
Catalog Number	85	90	100	105	110	120	130	140	145	150
SSS-H-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-H-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-H-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-H-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-H-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-H-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-H-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-H-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-H-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-H-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-H-20-40-B	20.2	17.5	13.2	11.6	10.1	7.7	5.9	4.4	3.8	3.2
SSS-H-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-H-30-40-B	8.0	6.6	4.1	3.1	2.2	0.6	NR	NR	NR	NR
SSS-H-16-50-B	25.0	25.0	25.0	25.0	24.8	20.1	16.5	13.6	12.3	11.2
SSS-H-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-H-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-H-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-H-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-H-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-H-30-50-C	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4
SSS-H-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-H-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-H-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-H-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-H-40-60-B	8.1	5.8	2.2	nr	NR	NR	NR	NR	NR	NR
SSS-H-30-60-C	24.3	20.5	14.6	12.2	10.2	6.8	4.2	2.2	1.3	0.5
SSS-H-35-60-C	16.6	13.5	8.6	6.6	4.9	2.1	NR	NR	NR	NR
SSS-H-40-60-C	10.6	7.9	3.7	2.1	0.6	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)								
Catalog Number	115	120	130	140	150	160	170	180
SSS-H-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-H-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-H-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	99.1	7.6
SSS-H-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-H-18-40-A	16.6	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-H-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-H-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-H-14-40-B	25.0	23.6	19.4	16.1	13.4	11.2	9.4	7.8
SSS-H-16-40-B	21.4	19.2	15.5	12.7	10.4	8.5	6.9	5.6
SSS-H-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-H-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-H-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-H-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-H-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-H-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-H-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-H-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-H-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-H-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-H-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-H-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-H-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-H-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-H-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-H-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR
SSS-H-30-60-C	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-H-35-60-C	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-H-40-60-C	1.8	NR	NR	NR	NR	NR	NR	NR

HUBBELL Outdoor Lighting
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NOTES

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings. Consult Hubbell Lighting's Pole Vibration Application Guide for environmental risk factors and design considerations. http://cm.hubbelllighting.com/content/dam/hubbell/en/documents/literature_library/Pole_Wind_Induced_Fiber_HLO0022.pdf
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

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Submitted by Swaney Lighting			
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	**Catalog Number:** CL1-A-60LU-4K-3-BL Notes:	**Type:** **D DBL** SLA18-38148

CIMARRON LED

Cat.#

Job

Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Construction:
- Stylish vertically finned die-cast solid top housing for maximum heat dissipation; Stops collection of unsightly debris from gathering on top of the housing
- Rugged lower die-cast aluminum heat sink accelerates thermal management and optimizes PCB and optical performance
- Separate optical and electrical compartment for optimum component operation
- One piece die cut silicone gasket ensures weather proof seal around each individual LED for IP65 rating
- Backlight Control (BC) option available for 85% spill light reduction, doesn't change fixture appearance or EPA, recommended for Type III and Type IV distributions
- Stamped bezel provides mechanical compression to seal the optical assembly
- Complements the Hubbell Southwest series of outdoor fixtures
- Weight - 45.0 pounds, EPA - 1.3 ft²
- Suitable for applications requiring 3G testing prescribed by ANSI C136.31

Optics:
- Choice of 72 high brightness LED configurations with individual acrylic lenses specially designed for IES Type II, III, IV and V distributions
- Auto optics designed for front row 1A and interior rows 2A (see distribution under ordering and page 2)
- CCT: 3000K (80 CRI), 4000K (70 CRI), 5000K (70 CRI), and turtle friendly Amber LED options

Electrical:
- Universal input voltage 120-277 VAC, 50/60 Hz
- Integral step-down transformer for 347V & 480V
- Ambient operating temperature -40° C to 40° C
- Automatic thermal self-protection
- Drivers have greater than 90% power factor and less than 10% THD
- Optional continuous dimming to 10% or dual circuitry available
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- 1050 mA driver available with 90L configuration for increased lumen output
- LED electrical assembly, including PR devices, consumes no power in the 'off' state
- Surge protection – 20KA; Turns fixture off at end of life; Includes LED for end of life indication (see surge suppressor page 4)

Controls:
- Drivers are 0-10V dimming standard. Photocell, occupancy sensor and wireless controls available for complete on/off and dimming control

Lumen maintenance:
- L90 at 60,000 hours (Projected per IESNA TM-21-11)

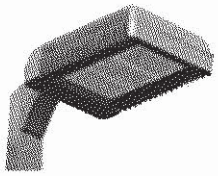
Installation:
- Two die-cast aluminum arm designs: The decorative arm offers a sleek upswept look while the straight arm follows the housing's contoured lines for continuity of style
- Fixture ships with arm installed for ease of installation and mounts to #2 drill pattern
- Wall bracket, mast arm fitter and pole accessories are also available allowing easy mounting for virtually any application

Finish:
- TGIC thermoset polyester powder paint finish applied at nominal 2.5 mil thickness

Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

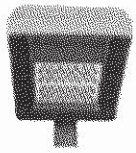
Listings:
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations
- Models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: http://www.designlights.org/QPL
- IDA approved • IP65

PRODUCT IMAGE(S)

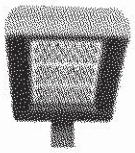


90 LED 3/4 VIEW

30 LED

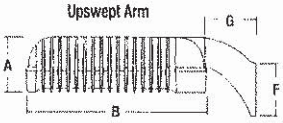


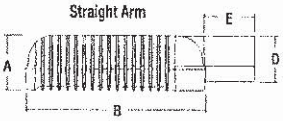
60 LED

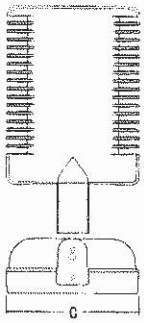


90 LED

DIMENSIONS







A	B	C	D	E	F	G
6 3/4" 171mm	21 3/4" 552mm	16" 406mm	6 5/8" 168mm	6 5/16" 160mm	5 5/8" 143mm	6 1/8" 155mm

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

ORDERING INFORMATION SEE NEXT PAGE

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ORDERING INFORMATION

ORDERING EXAMPLE: CL1-A-90LU-5K-3-DB-RPA3

CL1 - ____ - ____ ____ - ____ - ____ - ____ - ____ - ____

SERIES
- CL1 Cimarron LED

NO. OF LEDS
- 90L 90 High brightness LEDs
- 60L 60 High brightness LEDs
- 30L 30 High brightness LEDs

MOUNTING
- A Arm mount construction (6" straight rigid arm included & acceptable for 90° configurations)
- AD Decorative arm mount const. (6" decorative upswept arm incl. & acceptable for 90° configurations)
- MAF Mast arm fitter for mounting to standard 2 3/8" mast arm bracket, includes 6" straight rigid arm

VOLTAGE
- U[1] Universal 120V-277V, 50/60 Hz
- 1 120V
- 2 208V
- 3 240V
- 4 277V
- 5 480V, 60 Hz
- F 347V, 60 Hz
- E[4] 220V, 50 Hz

CCT
- 3K 3000K
- 4K 4000K
- 5K 5000K
- AM[4] Amber (590 nm available for "Turtle Friendly" applications (consult factory)

DRIVE CURRENT
- Leave blank for 700mA (standard)
- 035 350mA Amber CCT only
- 105 1050 mA (Not for use with 30L)

COLOR
- DB Dark Bronze
- BL Black
- WH White
- GR Gray
- PS Platinum Silver
- CC Custom Color

DISTRIBUTION
- 2 Type II
- 3 Type III
- 4 Type IV
- 5M Type V Medium
- 5S Type V Short
- 5W Type V Wide
- 2L Type II Rotated 90° left
- 3L Type III Rotated 90° left
- 4L Type IV Rotated 90° left
- 2R Type II Rotated 90° right
- 3R Type III Rotated 90° right
- 4R Type IV Rotated 90° right
- 1A Auto Front Row Type I
- 1AR Auto Front Row Type I Rotated 90° right
- 1AL Auto Front Row Type I Rotated 90° left
- 2A Auto Front Row Type II
- 2AR Auto Front Row Type II Rotated 90° right
- 2AL Auto Front Row Type II Rotated 90° left

OPTIONS
- BC[3] Backlight control
- CD Continuous dimming
- WB Wall bracket
- RPA3 3" Round pole adapter
- RPA4 4" Round pole adapter
- RPA5 5" Round pole adapter
- RPA6 6" Round pole adapter
- F(X)[2] Fusing (replace X with voltage: 1-120V, 2-208V, 3-240V, 4-277V, 5-480V, F-347V)
- VG Vandal guard
- 7PR Photocell receptacle (7-pin ANSI C136.41—2013 receptacle for use with standard Twist-Lock® photo controls, shorting caps, and ANSI C136.41 external wireless control devices. Select SCL option to add occupancy sensing capability when using with compatible external wireless devices.

PIR MOTION/OCCUPANCY CONTROL OPTIONS
- SCO_F[5,7,9] On/Off control (line voltage device not for use with 7PR receptacle option and external wireless control devices)
- SCL_F[5,7,9] Add-on occupancy sensor for use with ext. wireless control device connected thru 7PR receptacle. Consult control manufacturer for compatibility.
- SCP_F[5,6,7,9] Programmable dimming control (line voltage device not for use with 7PR receptacle option and external wireless control devices). A minimum of one SCP-REMOTE accessory remote control required for configuration; (Standard lens with greater sensitivity; motion detection radius equal to .75 X luminaire mounting height (approx. distance)
- SWP[10,11] SiteSync Pre-Commission
- SWPM[9,10,11] SiteSync Pre-Commission w/ Sensor

WIRELESS CONTROL OPTIONS
- WIR[8] wiSCAPE Fixture Module, in-fixture relay for wireless lighting control
- WIRSC[8,9] wiSCAPE Fixture Module, in-fixture relay for wireless lighting control and motion/occupancy control

Notes:
1 - Fuse option not available with universal voltage
2 - Select F3 fusing option for 220V
3 - Recommended for Type III and IV distributions only
4 - Available in 350mA drive current only Type IV, 5M
5 - 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, must order minimum of one SCP-REMOTE control to program dimming settings (see accessories)
6 - Not available with AD arm
7 - Not available with WIR or WIRSC
8 - Not available with SCO, SCL, or SCP
9 - Specify mounting height, 8 = 8' or less, 40 = 9' to 40'
10 - Specify group and zone. See SiteSync product page www.hubbelllighting.com/controls/SiteSync for more details
11 - Not available in 90L-700mA or 1050mA versions

Accessories and Services (Ordered Separately)

Catalog Number	Description
SCP-REMOTE	Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with pre-loaded software, SiteSync license and USB radio bridge node.
SWBRG	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
SW7PR+	SiteSync 7 Pin on fixture module On/Off/Dim, Daylight Sensor 120-480VAC

* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ Available as a SiteSync retrofit solution for fixtures with an existing 7pin receptacle.

Hubbell Control Solutions - Accessories (sold separately)

Catalog Number	Description	HCS System
NXOFM-1R1D-UNV	On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with HubbNET Radio and Bluetooth® Radio, 120-480VAC	NX Distributed Intelligence™
WIR-RME-L	On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110-480VAC	wiSCAPE® Lighting Control

For additional information related to these accessories please visit www.hubbellcontrols.com. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

SiteSync 7-Pin Module

SW7PR

- SiteSync Features in a new form
- Available as an accessory for new construction or retrofit applications (with existing 7-Pin receptacle)
- Available on all products that have a 7-Pin receptacl
- Does not interface with occupancy sensors

SiteSync

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HUBBELL Lighting

Submitted by Swaney Lighting			
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	**Catalog Number:** CL1-A-60LU-4K-3-BL Notes:	**Type:** **D DBL** SLA18-38148

ENERGY SAVING DATA

#LEDS	DRIVE CURRENT	SYSTEM WATTS 120-277V	SYSTEM WATTS 347-480V	DIST. TYPE	5K (5000K nominal, 70 CRI) LUMENS	5K LPW¹	5K B	5K U	5K G	4K (4000K nominal, 70 CRI) LUMENS	4K LPW¹	4K B	4K U	4K G	3K (3000K nominal, 70 CRI) LUMENS	3K LPW¹	3K B	3K U	3K G
30	700 mA	70W	80W	1A	8244	118	1	0	1	8162	117	1	0	1	6775	97	1	0	1
				2A	8202	117	1	0	1	8121	116	1	0	1	6740	96	1	0	1
				2	7715	110	2	0	3	7639	109	2	0	2	6340	91	2	0	2
				3	7712	110	2	0	2	7635	109	2	0	2	6371	91	1	0	2
				4	7803	111	1	0	2	7726	110	1	0	2	6412	92	1	0	2
				5S	8374	120	3	0	0	8291	118	3	0	0	6882	98	3	0	0
				5M	7940	113	3	0	1	7862	112	3	0	1	6525	93	3	0	1
				5W	7667	110	3	0	2	7591	108	3	0	2	6301	90	3	0	2
60	700 mA	135W	150W	1A	16171	120	1	0	2	16011	119	1	0	1	13289	98	1	0	1
				2A	16068	119	1	0	2	15829	118	1	0	2	13221	98	1	0	2
				2	15134	112	3	0	3	14984	111	3	0	3	12437	92	3	0	3
				3	15127	112	3	0	3	14977	111	3	0	3	12498	93	2	0	3
				4	15306	113	2	0	3	15154	112	2	0	3	12578	93	2	0	3
				5S	16426	122	4	0	0	16263	120	4	0	0	13498	100	4	0	0
				5M	15575	115	4	0	2	15421	114	4	0	2	12799	95	3	0	2
				5W	15040	111	4	0	3	14891	110	4	0	3	12360	92	4	0	3
60	1050 mA	220W	235W	1A	21139	96	2	0	2	20929	95	2	0	2	17371	79	2	0	2
				2A	21030	96	2	0	2	20822	95	2	0	2	17282	79	2	0	2
				2	19783	90	4	0	5	19587	89	3	0	5	16257	74	3	0	5
				3	19774	90	3	0	4	19578	89	3	0	4	16250	74	3	0	4
				4	20007	91	3	0	5	19809	90	3	0	5	16442	75	3	0	5
				5S	21471	98	5	0	0	21259	97	5	0	0	17645	80	5	0	0
				5M	20359	93	5	0	3	20158	92	5	0	3	16731	76	5	0	3
				5W	19660	89	5	0	4	19465	88	5	0	4	16156	73	5	0	4
90	700 mA	205W	225W	1A	23781	116	2	0	2	23546	115	2	0	2	19543	95	2	0	2
				2A	23659	115	2	0	2	23425	114	2	0	2	19443	95	2	0	2
				2	22255	109	3	0	4	22035	107	3	0	4	18289	89	3	0	4
				3	22246	109	3	0	4	22026	107	3	0	4	18379	90	3	0	3
				4	22509	110	3	0	4	22286	109	3	0	4	18497	90	2	0	4
				5S	24156	118	5	0	0	23916	117	5	0	0	19851	97	4	0	0
				5M	22905	112	4	0	2	22678	111	4	0	2	18823	92	4	0	2
				5W	22117	108	5	0	3	21899	107	5	0	3	18176	89	5	0	3
90	1050 mA	325W	350W	1A	31708	98	2	0	2	31394	97	2	0	2	26057	80	2	0	2
				2A	31545	97	2	0	2	31233	96	2	0	2	25923	80	2	0	2
				2	29674	91	4	0	5	29380	90	3	0	5	24385	75	3	0	4
				3	29661	91	3	0	4	29367	90	3	0	4	24505	75	3	0	4
				4	30011	92	3	0	5	29714	91	3	0	5	24663	76	3	0	4
				5S	32207	99	5	0	0	31888	98	5	0	0	26467	81	5	0	0
				5M	30539	94	5	0	3	30237	93	5	0	3	25097	77	4	0	2
				5W	29490	91	5	0	4	29198	90	5	0	4	24234	75	5	0	4

Amber LUMENS	Amber LPW¹	Amber B	Amber U	Amber G	Drive Current	SYSTEM WATTS 120-277V	#LEDs
					350 mA	135W	60
2488		0	0	1			
2533		2	0	1			
					350 mA	205W	90
3558		1	0	1			
3596		2	0	1			

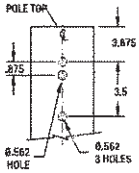
ACCESSORIES/REPLACEMENT PARTS - Order Separately

Catalog Number	Description
CR-RPA3-XX¹	Round pole adapter for straight arm (3¼ - 3¾")
CR-RPA4-XX¹	Round pole adapter for straight arm (3⅞ - 4½")
CR-RPA5-XX¹	Round pole adapter for straight arm (5")
CR-RPA6-XX¹	Round pole adapter for straight arm (6")
CRD-RPA2-XX¹	Round pole adapter for upswept arm (2¾ - 3⅛")
CRD-RPA3-XX¹	Round pole adapter for upswept arm (3¼ - 3¾")
CRD-RPA4-XX¹	Round pole adapter for upswept arm (3⅞ - 4½")
CRD-RPA5-XX¹	Round pole adapter for upswept arm (5")
CRD-RPA6-XX¹	Round pole adapter for upswept arm (6")
WB-AREA-XX¹	Wall bracket
TPLB-XX¹	Twin parallel luminaire bracket
MAF-CL-XX³	Horizontal mast arm fitter for 2 3/8" OD arm. Mounts to standard 6" arm (ordered with fixture)

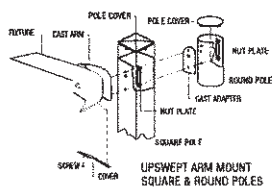
Catalog Number	Description
SCP-REMOTE*	Remote control for SCP option. Order at least one per project to program and control.
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node.
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG+	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.
93052458	20KA surge protection with an end of life LED indicator

1 - Replace XX with color choice, eg.: DB for Dark Bronze
2 - When ordering poles, specify Pole Drill Pattern #2
3 - Fixture must include standard 6" arm

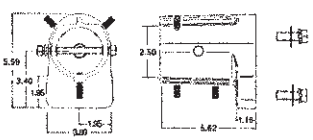
* When ordering SiteSync at least one of these two interface options must be ordered per project.
+ If needed, an additional Bridge Node can be ordered.



#2 DRILL PATTERN FOR POLES



UPSWEPT ARM MOUNT
SQUARE & ROUND POLES



MAF – HORIZONTAL MAST ARM FITTER

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MOUNTING ACCESSORIES

Catalog Number	Description
ARM-CL-K-TA-XX[1]	Adjustable mounting arm for single fixture (2-3/8 tenon) – 5 lbs. 2.3 kgs.
ARM-CL-TK-TA-XX[1]	Adjustable mounting arm for two fixtures at 180˚ (2-3/8 tenon) – 7 lbs. 3.2 kgs.
ARM-CL-K-S-XX[1]	10" adjustable arm – .5 lbs. .05 kgs. – 5.75 lbs. 2.6 kgs.

1 Replace XX with color choice, eg.: DB for Dark Bronze
2 Fixture must include standard 6" straight arm

ARM-CL-K-TA-XX
ARM-CL-TK-TA-XX

ARM-CL-K-S-XX

TENON TOP POLE BRACKET ACCESSORIES

(2 3/8" OD tenon) (RSS version requires 4" round pole adapter)

Catalog Number	Description
SETA2-XX[1]	Square pole tenon adapter (4 at 90 degrees)
RETA2-XX[1]	Round pole tenon adapter (4 at 90 degrees)
TETA-XX[1]	Hexagonal pole tenon adapter (3 at 120 degrees)

1 Replace XX with color choice, eg.: DB for Dark Bronze

PHOTOCONTROL EQUIPMENT

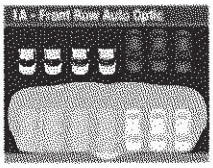
Catalog Number	Description
PTL-1	Photocontrol - twist-lock cell (120V)
PTL-8	Photocontrol - twist-lock cell (120-277V)
PTL-5	Photocontrol - twist-lock cell (480V)
PTL-6	Photocontrol - twist-lock cell (347V)
PSC	Shorting cap - twist-lock

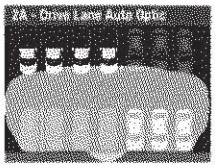
AUTOMOTIVE DEALERSHIP OPTICS

For Automotive Dealership applications Spaulding Lighting has developed two optics designed for enhanced and proper lighting of the auto dealership merchandise and the front row 1A and interior rows 2A (See CL1 distribution information for details)

Optic 1A
- Maximum illumination on front row display
- Maximum pole spacing

Optic 2A
- Excellent front row illumination and drive lane
- Optimal uniformity for drive lane and interior rows

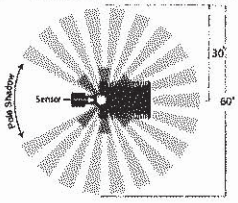


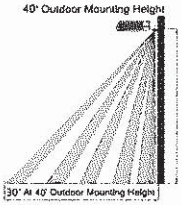


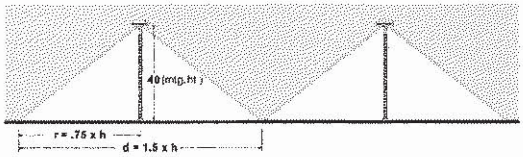
MOTION CONTROLS

- Start up delay from initial motion detection to fixture illumination is approximately 1-2 seconds
- Vehicle detection is possible however less reliable than human detection; Vehicle detection is dependent upon the following: rate of speed, mounting height of luminaire and vehicle temperature

SCP - Designed for intermediate coverage area

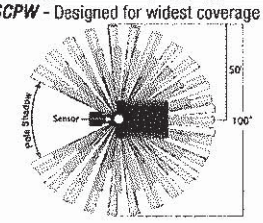


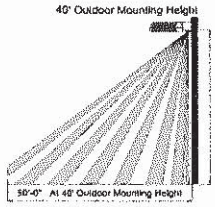


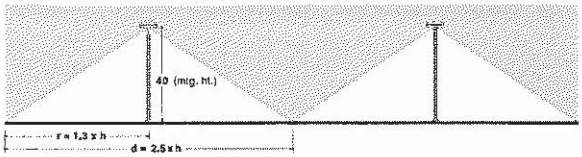


Note: Extreme heat or cold temperatures may limit detection.

SCPW - Designed for widest coverage area







Note: Extreme heat or cold temperatures may limit detection.

SURGE PROTECTION

- Field replaceable surge protection device (SPD) provides 20KA and 10KV protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3
- The SPD is designed with a clamping voltage of 1600V at 20KA using industry standard 8/20µs waveform
- Max surge current = 20,000 Amps (see table)
- LED Indicator – Green LED is unlit at end of life

Pulse Rating (8 x 20 µSec)	
Strikes	Surge
1	20,000 A
2	15,000 A
15	10,000 A
120	3,000 A

	cRUus	CE
I_n	10KA	5KA

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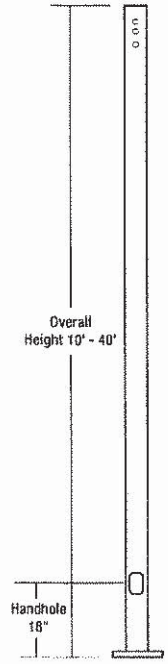
HUBBELL Lighting

Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	SSSH20-40A-2-S2-BL Notes:	**D DBL** SLA16-38148

SSS-H SERIES POLES
SQUARE STRAIGHT STEEL

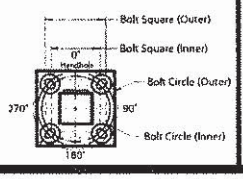
Cat.#		HUBBELL Outdoor Lighting
Job	Type	Approvals



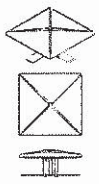
APPLICATIONS
- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION
- SHAFT: One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- BASE COVER: Two-piece square aluminum base cover included standard
- POLE CAP: Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE: Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

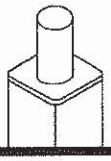
FINISH
- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in seven standard colors; Custom colors available; RAL number preferable; Internal protective coating available



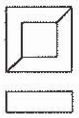
POLE CAP



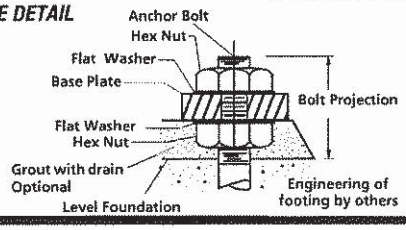
TENON



BASE COVER



BASE DETAIL



ORDERING INFORMATION

Reference page 2 for available configurations

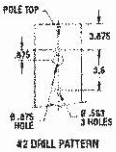
ORDERING EXAMPLE:

SSS-H - 25 - 40 - A/B/C - 2L - S2 - DB - UL

SERIES	HEIGHT	SHAFT	THICKNESS
SSS-H Square Straight Steel Pole Hubbell Outdoor	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix
	20'	40	A

MOUNTING
- 1 Single arm mount
- 2 Two fixtures at 180°
- 2L Two fixtures at 90°
- 3T Three fixtures at 90°
- 4 Four fixtures at 90°
- TA Tenon (2.38" OD x 4" Tall)
- TB Tenon (2.88" OD x 4" Tall)
- TC Tenon (3.5" OD x 6" Tall)
- TR[1] Removable Tenon (2.375 x 4.25)
- OT Open Top (includes pole cap)

DRILL PATTERN
- S2 #2 2 bolt 3.5" pattern



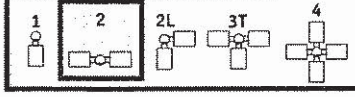
#2 DRILL PATTERN

FINISH
- DB Dark Bronze Textured
- BL Black Textured
- WH White Textured
- GR Gray Textured
- PS Platinum Silver Smooth
- CC Custom Color

OPTIONS
- HSC Internal Coating (Hubbell Seal)
- GFI[2] 20 Amp GFCI Receptacle and Cover
- EHH[2] Extra Handhole
- C05[2] .5" Coupling
- C07[2] .75" Coupling
- C20[2] 2" Coupling
- MPB[3] Mid-pole Luminaire Bracket
- VM2 2nd mode vibration damper
- LAB Less Anchor Bolts
- UL UL Certified

MOUNTING ORIENTATION

Denotes handhole location



***ACCESSORIES*- Order Separately**

Catalog Number	Description
VM1[3]	1st mode vibration damper
VM2SXX	2nd mode vibration damper

1 Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the "TR" notation. Example: **SSS-H-25-40-A-1-S2-TR-DB**
2 Specify option location using logic found on page 2 **(Option Orientation)**
3 VM1 recommended on poles 20' and taller with EPA of less than 1.

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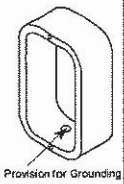
HUBBELL Lighting

ORDERING INFORMATION Cont.

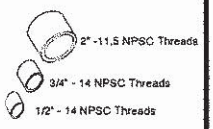
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-H-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	77
SSS-H-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	90
SSS-H-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	103
SSS-H-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	116
SSS-H-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	129
SSS-H-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	142
SSS-H-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	175
SSS-H-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	152
SSS-H-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	171
SSS-H-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	190
SSS-H-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	209
SSS-H-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	257
SSS-H-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	304
SSS-H-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	219
SSS-H-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	243
SSS-H-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	267
SSS-H-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	327
SSS-H-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	387
SSS-H-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	427
SSS-H-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	507
SSS-H-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	329
SSS-H-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	404
SSS-H-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	479
SSS-H-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	554
SSS-H-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	629
SSS-H-30-60-C-XX-XX	30	9.1	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	614
SSS-H-35-60-C-XX-XX	35	10.7	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	712
SSS-H-40-60-C-XX-XX	40	12.2	6" square	.25"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1-1/4" x 42" x 6"	5.0	809

NOTE Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

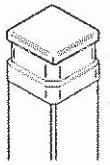
EHH - EXTRA HANDHOLE



C05 - C07 - C20 - COUPLING



VM1 - VIBRATION DAMPER 1ST MODE



Field installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 25' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE

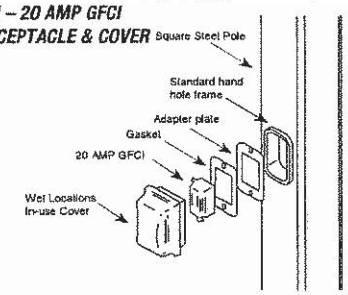
Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2SXX - VIBRATION DAMPER 2ND MODE

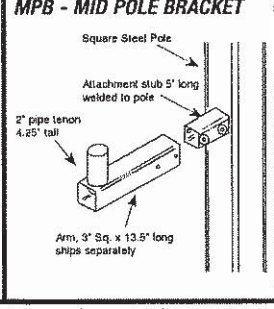
VM2S08 – 8'
VM2S12 – 12'
VM2S16 – 16'
VM2S20 – 20'
VM2S24 – 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

GFI – 20 AMP GFCI RECEPTACLE & COVER

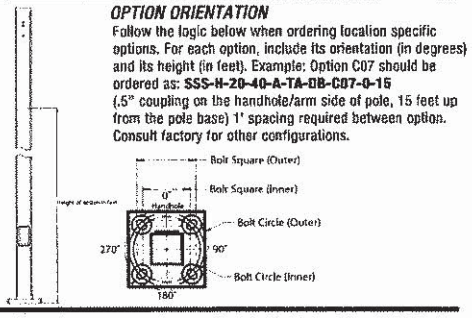


MPB - MID POLE BRACKET



OPTION ORIENTATION

Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **SSS-H-20-40-A-TA-DB-C07-0-15** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.



For more information about pole vibration and vibration dampers, please consult http://cdn.hubbelloutdoor.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HLOB022.pdf
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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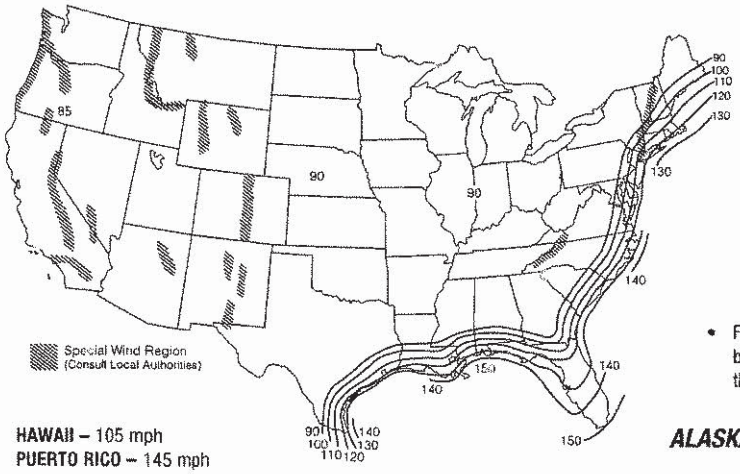
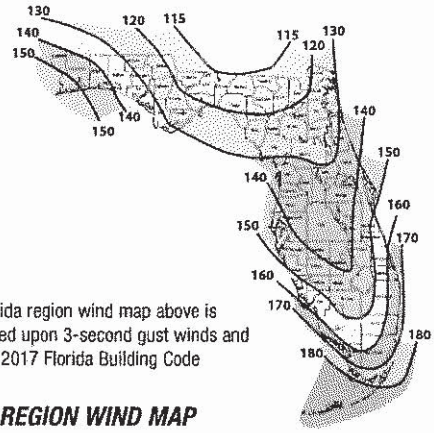
Submitted by Swaney Lighting		Catalog Number:	Type:
	Job Name: Messalonskee Track and Turf Field Distributor: NEEDHAM BR51 (BANGOR)	SSSH20-40A-2-S2-BL Notes:	**D DBL** SLA18-38148

ASCE7-05 WIND MAP



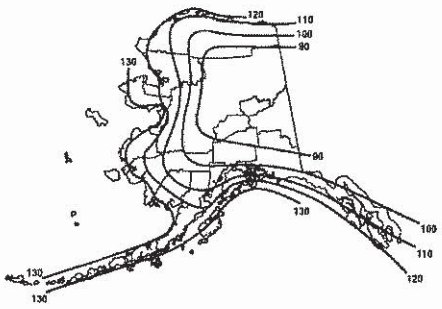
HAWAII – 105 mph
PUERTO RICO – 145 mph

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code

ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)										
Catalog Number	85	90	100	105	110	120	130	140	145	150
SSS-H-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-H-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-H-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-H-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-H-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-H-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-H-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-H-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-H-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-H-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-H-20-40-B	20.2	17.5	13.2	11.8	10.1	7.7	5.9	4.4	3.8	3.2
SSS-H-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-H-30-40-B	8.0	6.6	4.1	3.1	2.2	0.8	NR	NR	NR	NR
SSS-H-16-50-B	25.0	25.0	25.0	25.0	24.6	20.1	16.5	13.6	12.3	11.2
SSS-H-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-H-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-H-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-H-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-H-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-H-30-50-C	20.1	17.3	12.7	10.9	9.3	6.5	4.5	2.8	2.1	1.4
SSS-H-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-H-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-H-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-H-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-H-40-60-B	8.1	5.8	2.2	nr	NR	NR	NR	NR	NR	NR
SSS-H-30-60-C	24.3	20.5	14.6	12.2	10.2	6.8	4.2	2.2	1.3	0.5
SSS-H-35-60-C	16.6	13.5	8.6	6.6	4.9	2.1	NR	NR	NR	NR
SSS-H-40-60-C	10.6	7.9	3.7	2.1	0.6	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)								
Catalog Number	115	120	130	140	150	160	170	180
SSS-H-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-H-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-H-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	99.1	7.6
SSS-H-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-H-18-40-A	16.8	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-H-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-H-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-H-14-40-B	25.0	23.6	18.4	16.1	13.4	11.2	9.4	7.8
SSS-H-16-40-B	21.4	19.2	15.6	12.7	10.4	8.5	6.9	5.6
SSS-H-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-H-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-H-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-H-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-H-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-H-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-H-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-H-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-H-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-H-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-H-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-H-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-H-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-H-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-H-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-H-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR
SSS-H-30-60-C	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-H-35-60-C	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-H-40-60-C	1.8	NR	NR	NR	NR	NR	NR	NR

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NOTES

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings. Consult Hubbell Lighting's Pole Vibration Application Guide for environmental risk factors and design considerations. http://cdn.hubbelloutdoor.com/content/products/literature/literature_files/Pole_Wind_Induced_Flyer_HLOW522.pdf
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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

Provisions have been made at the site to allow for the safe circulation of vehicles and pedestrians within the site. Please see the site plan for additional information.

A trip generation analysis of the existing and proposed use was competed for the site. Please see the traffic memo by Sebago Technics dated August 15, 2018.

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

(i) The development provides safe and reasonable access and internal circulation for the entire site for all users of the site and complies with the standards set forth in Section 1 of the Technical Manual. Please see the site plan.

(ii) The points of access and egress have been located to avoid conflicts with the existing turning movements and traffic flows. Please see the site plan.

(iii) Not applicable. There are no drive-up features associated with this project.

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

(i) It is not anticipated that the site will be serviced by delivery or other service vehicles, however the development has been designed for vehicles typically associated with the use of self-storage facilities.

Sidewalks (14-526 (a) 2 c)

(i) The development has been designed with the appropriate sidewalk and curb layout. Please see the site plan.

(ii) Not applicable. There is no existing sidewalk to be utilized for this project.

(iii) Not applicable. The internal sidewalk is not directly connected to the existing public sidewalk. The proposed project involves the construction of a self-storage facility and it is anticipated that the site will be access by motor vehicle or bicycle, not pedestrians.

Public Transit (14-526 (a) 3)

There is no public transportation that services the subject site. The closest bus routes run on Brighton Avenue and to Shaw's Supermarket, south of the subject site.

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

a. The proposed project exceeds the parking requirements for the zone and development size. The parking spaces have been designed in accordance with City Regulations and the parking surface will be a paved surface. Please see the site plan.
c. The proposed parking lot has been designed to accommodate motorcycle and scooter parking. Please see the site plan.

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

The proposed design provides for adequate bicycle parking for the site. Please see the site plan.

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

(i) Snow storage areas are delineated on the site plan.

(ii) The proposed snow storage areas will not encroach on areas designated to meet minimum parking requirements or pedestrian walkways. They are not located in areas that will interfere with the storm water management plan of the site.

Traffic Demand Management (TDM) (14-526 (a) 5)

Not applicable.

Environmental and Landscape Features

Preservation of significant Natural Features (14-526 (b) 1)

Not Applicable. The proposed project site is a previously developed lot in a highly developed area. The site does not contain any significant natural features, there is minimal tree cover, and no wetlands.

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

(i) There is limited tree cove on the proposed project site. Existing trees have been incorporated into the landscape plan when possible. Please see the Landscape plan.

(ii) No trees with a 10-inch DBH or greater within the setback are to be impacted. Please see the Landscape plan.

(iii) Vegetation will be protected during construction in accordance with tree preservation standards listed in Section 4 of the Technical Manual.

(iv) No waivers for vegetation are sought.

(v) Not Applicable. The proposed project site is not located in the Shoreland Zone.

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

The proposed project has been designed in accordance to the requirements of the City Ordinance. Please see the Landscape Plan for specific information on the planting plan.

Parking Lot Landscaping (14-526 (b) 2 b ii)

Landscaped islands in the parking lots have been provided. Please see the Landscape Plan for more detailed information.

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

The proposed planting plan was designed in accordance to the specifications of Section 4 of the City's Technical Manual. Please see the Landscape Plan for more detailed information.

Environmental and Stormwater

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

The proposed site has been designed in accordance to City and Chapter 500 requirements to minimize the amount of stormwater leaving the site. Please see the Stormwater Management report and plan included in this submittal.

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

The proposed development is consistent with the City Master Plan. The proposed development is located on a previously developed parcel in an area with existing services. The development will not result in any additional burdens to the City's resources, nor the unnecessary decrease of undeveloped parcels. The proposed use is consistent with the surrounding area.

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

a. Crime Prevention - The proposed facility has been designed with planting that will complement the site but will not provide concealment for illegal activities. The parking area is well lit and the access drive is gated. Please see the plan set.

b. There is adequate access to the site for emergency vehicles. Please see the plan set.

c. The site has been designed to be consistent with the standards of the City of Portland Technical Manual. Please see the plan set.

Please see the attached Fire Checklist.

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

a. The development will no overburden sanitary sewers and storm drains, water lines, or other public infrastructure and utilities. Please see the attached capacity letters.

b. Electrical service has been designed to be underground.

c. All proposed sanitary sewers, storm drains, water lines or other utilities meet the provisions of the City Technical manual.

d. The proposed development will connect to an existing sewer line.

e. All proposed sanitary sewer and stormwater utilities are designed to City standards.

f. Given the nature of the facility no on-site dumpsters or solid waste removal is provided. Any required waste removal will be the responsibility of those persons renting storage units and will be part of their lease agreement. There is a small office proposed, any waste generated will be minimal and will be hauled off site by a private service.

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

a. The bulk and height of the proposed building will not result in health or safety problems from a reduction in ventilation to abutting structures. Please see the site plan.
b. The bulk, location, and height of the proposed building will not minimize the value or utility of the neighboring buildings. The proposed develop is in keeping with the neighborhood. Please see the plan set.
c. The HVAC venting mechanisms have not been sited on the plan as the appropriately sized system has not yet been determined. The building will be constructed with the all venting systems directed away from public spaces and residential properties.

Shadows (14-526 (d) 2)

Not applicable. There are no open public spaces surrounding the property.

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

The building will be designed to prevent significant amounts of accumulated snow and ice from loading or falling onto adjacent properties or public ways.

View Corridors (14-526 (d) 4)

Not applicable. The proposed development is not in a view corridor.

Historic Resources (14-526 (d) 5)

The proposed development will not impact nor is it in close proximity of any historic resources.

Exterior Lighting (14-526 (d) 6)

Included with this section please find the lighting product cutsheets. Please see the plan set for the lighting plan.

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

Not Applicable. There is no equipment associated with the proposed use that would result in the generation of noise or vibrations.

Signage and Wayfinding (14-526 (d) 8)

Please see the plan set for signage information.

Zone Related Design Standards (14-526 (d) 5)

Not Applicable. There are no specific design standards associated with the zone of the subject site.

SEBAGO TECHNICS
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January 22, 2019
17500

Christian Roadman – Planner
City of Portland
389 Congress Street
4th Floor
Portland, ME 04101

Patagon Self Storage – Portland, Maine
Response to Lauren Swett – Third Party Review Comments

Dear Christian:

This letter and the enclosed revised plans are provided in response to the latest review comments regarding the review of the Patagon Self Storage facility proposed at 150 Riverside Street in Portland, Maine. We received a several questions and comments from Thomas Errico PE regarding traffic concerns, as well as from Lauren Swett, PE from Woodard & Curran regarding stormwater management and third party review concerns. Please find responses to these comments below.

From Tom Errico:

1. The Applicant has conducted a trip generation estimate and the project is not expected to generate a significant number of new vehicle trips. I concur that the project will not have a significant impact on area vehicle traffic operations. A traffic impact study is not required.

   Response: *We concur as well.*

2. Given traffic conditions on Riverside Street, the Applicant is proposing to restrict site movements to right in/out only. I am concerned about the geometric layout of the driveway and making illegal movements difficult. It is recommended that the driveway configuration be modified to achieve the objective of restricted movements.

   Response: *We modified he entrance now that we have an understand to realign curbing there and at the existing entrance on the Burger King side of the frontage. We have turned the right curbing and island to allow for larger vehicle radius and mimicked what was done in frnt of Burger King to cross the sidewalk at grade and curb the island to restric any possible left turn out.*

3. A sidewalk connection to the building from the Riverside Street sidewalk should be provided.

   Response: *We have added a connection from the building sidewalk to the street sidewalk.*

4. An esplanade separating the sidewalk from the roadway (similar condition exist to the north), should be considered.

   Response: *We met with both Tom Errico and Keith Gray from Public Works and agreed to relocate the sidewalk to provide and esplanade and we will be allowed to close the curb at the southernmost entrance and rework our primary entrance and island. We have shown the pavement cut 1 foot into the roadway, but is actually still outside the painted travel way. As a result we will not impact the travel road conditions with new curb installs, and provide the city the esplanade it desires but was not completed in the recent work associated with the state intersection improvements. Additionally we will complete the sidewalk connection that was also left unconnected with the previous state project. That sidewalk piece will extend about 35 feet to the north of our entrance and offsite. As a result the City is offering to waive the moratorium conditions of complete street overlay and excessive fees.*

5. The Applicant has noted pavement moratorium restrictions and this issue will need to be coordinated with DPW.

   Response: *Please see discussion above.*

6. The Applicant has provided a Construction Management Plan. Greater detail is required as it related to lane closures on Riverside Street and sidewalk closure.

   Response: *We have included the street cut line along the frontage to indicate the limits of construction along the sections where curb is to be set or reset.*

7. It is my understanding that the parking lot design will be revised. I would note that parking stall size and aisle width under the current layout requires formal waiver requests.

   Response: *We have eliminated a large expanse of parking in the rear, and have tightened up aisles to be 24 ft in width. Additionally we have indicated an enclosed dumpster with turnaround, and realigned the parking in the rear. We do not feel any waivers would be required.*

From Lauren Swett:

1. The “decorative stone spreader” detail refers to a “focal point inlet structure”; the Applicant should clarify where this “decorative stone spreader” detail applies and what is meant by the “focal point inlet structure”.

   Response: *The above reference has been removed from the plan set. We are no longer utilizing focal points for stormwater treatment.*

2. A stormwater maintenance agreement with the City of Portland will be required.

Response: *We agree with the statement and would prefer that this be included as a potential condition to be executed prior to the issuance of building permits.*

3. Several storm drains are proposed with less than 1.5-feet of cover; precast drainage structures typically require at least 1.5-feet of cover in order to drill the holes for the storm drain inlets/outlets. The Applicant should verify that the precast drainage structures can be constructed as designed. Additionally, the Applicant should clarify what provisions have been made for frost conditions for storm drain pipes with less than three feet of cover. We are prepared to insulate those pipes with less than 2 feet of cover to reduce freezing impact concerns.

   Response: *The existing drainage infrastructure in and around the project area have very minimal slopes and cover due adjacent elevations and soil restrictions. We have made changes to the design to best improve the drainage within our limit of work.*

4. The plans should specify proposed locations and details for catch basin inlet protection measures.

   Response: *The plans will specify the use of inlet protection within paved areas, as depicted on the erosion control notes and details sheet of this plan set.*

5. The plans indicate that several existing drainage structures will be abandoned or reused as part of the project, but it is unclear where existing drainage structures flow to or from and what purpose they serve or whether they will conflict with the proposed infrastructure. The Applicant should clarify and field verify components of the system as necessary. We note the following specific structures: (1) Existing DMH 1241 is shown with only one pipe inlet/outlet, and it is unclear whether the existing drainage system associated with the structure will conflict with the proposed drainage system; (2) There is an existing catch basin that has not been field verified and does not show any inlets or outlets; it is unclear whether this catch basin will be abandoned or demolished or whether the existing drainage system associated with the structure will conflict with the proposed drainage system; (3) CB 1086 will be modified by plugging the existing inlet and installing new inlets and outlets, with the new outlet connecting to an existing storm drain that is also not shown on the plans; (4) The Grading and Utility Plan indicates that existing CB 1435 should be abandoned; however, the catch basin is located within the proposed parking lot area, which will be re-graded. The Applicant should clarify how this structure will be abandoned.

Response: *Additional information has been provided on the plans from plan research as well as additional survey information used to identify drainage conveyance along Riverside street.*

6. The Inspection, Maintenance, and Housekeeping Plan should include provisions for the requirements of Chapter 32 of the City of Portland Code of Ordinances and maintenance requirements associated with the Cultech chamber system.

Response: *The Cul-tech system is not longer proposed. However, and inspection, maintenance and housekeeping plan shall be provided for all other stormwater best management practices.*

7. The Applicant is proposing a buffer to provide stormwater treatment; per Chapter 5 of Volume III of the MaineDEP Stormwater BMP Manual. Based on NRCS web soil survey data, the proposed buffer is located within Hydrologic Soil Group C/D; soils that in their natural condition are in group D are assigned to dual classes. Meadow buffers are not allowed on Hydrologic Soil Group D soils. A forested buffer is allowed if the D soils in a buffer are not wetland soils. In addition, the buffer sizing calculations indicate that insufficient berm length will be provided. The proposed meadow buffer is not suitable for use unless the Applicant has a soil investigation completed to provide verification that soil conditions are adequate to meet DEP requirements, or provides documentation that the DEP finds the location to be suitable. If a buffer is to be used, it must be protected from disturbance by deed restrictions and covenants, and the Inspection, Maintenance, and Housekeeping Plan should include provisions for the maintenance criteria specified in the BMP manual.

Response: *This buffer is no longer proposed. The rear parking lot has been removed from the scope of work and this buffer is no longer necessary. Other stormwater treatment is proposed.*

8. The Applicant submitted a Wastewater Capacity Application in March of 2018; the response confirming ability to serve the proposed development should be submitted upon receipt.

Response: *The capacity to serve letter will be submitted upon receipt.*

9. The HydroCAD model indicates that the roof runoff from the new building will discharge directly to the Riverside Street drainage system, but the plans do not appear to specify a roof drain system; the Applicant should clarify how roof runoff from the new building will be collected and discharged from the site.

Response: *The roof drainage will be discharged through a number of interior downspouts, and ultimately connecting to the existing closed drainage system along Riverside street. The northern half of the proposed building will be collected and conveyed to a 6' x 10' filterra system for treatment. The southern building will connect to a proposed drain manhole. This work is detailed on the grading and utility sheet 5 of the plan set. Further detailing of the filterra system can be found on our plan details.*

10. The Applicant is proposing several FocalPoint systems to provide stormwater treatment; per the MaineDEP Approval Letter for FocalPoint systems dated February 2, 2017, the following comments should be addressed:
    1. A HydroCAD model must demonstrate that the entire volume of a 0.95 inch Type III 24-hr storm is treated prior to activation of the bypass/overflow; a HydroCAD report demonstrating this should be provided. A HydroCAD report should also be provided demonstrating that the Cultech chamber system has been appropriately sized for the 1-year storm event.
    2. The ratio of the surface area of the filter media bed in square feet to the ponding volume in cubic feet must be no less than 1 to 5.
    3. The FocalPoint system must be placed in-line with a subsurface chamber-based treatment row approved by the Department such that both the treated discharge and the bypass discharge from the FocalPoint system drain to the treatment row; FocalPoint-1 drains to FocalPoint-2 rather than its own treatment row.
    4. It does not appear that sufficient storage will be provided for the required water quality volume downstream of the FocalPoint and treatment row.

Response: *Focal points are no longer proposed as stormwater treatment. In lieu of the focal points, a grassed underdrained soil filter and a 6'x10' filterra system will be utilized. A spreadsheet summary sheet has been attached with the report for review showing how we have met the Urban Stream standards for the redeveloped site treatment and necessary storage and estimated compensation fees.*

11. The project is located within the Capisic Brook Watershed, which is identified as an Urban Impaired Stream by the Maine DEP. Section 5 of the City of Portland Technical Manual requires that all development within the Capisic Brook watershed, except single and two family homes, comply with the Urban Impaired Stream Standard pursuant to MaineDEP Chapter 500 Rules. To meet the Urban Impaired Stream standard, the Applicant must either pay a compensation fee or mitigate project impacts by treating, reducing, or eliminating an off-site or on-site pre-development impervious stormwater source.

Response: *The proposed project is redevelopment. We are required to treat 50% of developed area to meet the standard. The MDEP Stormwater BMP manual states that "Any portion of a project in which impervious area pre-dates the Stormwater Management Law is replaced is not required to meet the urban impaired stream standard for that area." A urban impaired calculation plan sheet is included with these responses to depict theses areas and will also included all other associated urban calculations to determine any fee requirements.*

12. The Applicant should note that the new sidewalk proposed along Riverside Street should comply with the City's Standard Bituminous Sidewalk detail (Figure I-12 of the City's Technical Manual). The details should be revised accordingly for work within the Right-of-Way.

Response: *A note will be added to the plans to indicate conformance with the City's Technical Design Manual, as well as sidewalk details have been updated to comply with City requirements.*

13. The HydroCAD model should be revised as necessary to address the following comments to confirm that the Flooding Standard will be met: (1) The Pre-Development Watershed Map shows the Time of Concentration Path for Subcatchment 2S going through the existing building; the Time of Concentration should be adjusted to go around the building; (2) The dimensions and elevations utilized to model the storage, the elevations of the outlets, and the size of the overflow drains associated with the FocalPoint systems do not appear to agree with the dimensional data provided on the plan detail sheet; the Applicant should revise as necessary to ensure that the model and the plans are consistent; (3) It appears that the HydroCAD model is accounting for storage within the FocalPoint filter media; this is not typical and should be removed.

Response: *The pre-development and post- development stormwater models have been updated to reflect project changes, as part of this we believe all of these concerns have been met.*

14. The Applicant has indicated on the submission checklist that evidence of state or federal approvals do not apply to the project; however, the project will disturb over an acre and as such will require a Construction General Permit from the MaineDEP. A copy of the authorization to proceed under the Construction General Permit should be provided to the City upon receipt.

Response: *Ok, agreed. The authorization to proceed will be provided upon receipt.*

15. The existing conditions plan shows a sewer line along the northern portion of the parcel; however, this sewer line is not shown on the proposed grading and utility plan and it is not specified for removal or abandonment. The Applicant should clarify the intent for the existing sewer line and verify whether it will conflict with proposed storm drain infrastructure.

Response: *Additional information has been provided on the plans. The existing sewer line (not used) was installed for a previous approved project of more than 25 years prior that was never built. The sewer infrastructure will be removed within the limit of work.*

16. The Applicant is proposing to connect to existing CB 1433, which appears to be located within the City Right-of-Way. Storm drain pipes are not permitted to be connected into City of Portland catch basins per the City of Portland Technical Manual, Section 2.7.8. The Applicant should propose an alternate means of storm drain connection or work with DPS to determine if the proposed approach is acceptable.

Response: *All existing storm drainage infrastructure is located within the right of way to Riverside Street. We will need to coordinate these connections, but will not disturbed beyond the curb line. This was agreed to be acceptable to close the existing curb cut, and does not further impact the moratorium.*

Finally, we did revise landscaping slightly to accommodate any changes to utilities and or drainage alterations. The applicant has also requested that a 6 foot black vinyl coated chain link fence be installed around the developments perimeter to provide better security. We added some low wattage lights on the buildings south side for security with low level wall pack lighting

to discourage vagrancy and allow security at night along the unlit side yard. As part of the rear parking configuration some pole lighting was removed.

We are hopeful that this information sufficiently addresses the proposed questions Please feel free to contact our office at 207-200-2100 if you have further questions or require additional information.

SEBAGO TECHNICS, Inc.

James R. Seymour
Sr. Project Manager

Cc: Daniel Lyman-Patagon Storage.

SAH/llg
Enc.

November 9, 2018

Proposed Self-Storage Facility – Patagon Storage, LLC, 150 Riverside Street, Portland

Dear Neighbors and Interested Parties:

Please join us for a neighborhood meeting to discuss plans for a proposed new self-storage facility for Patagon Storage, LLC, to be located at 150 Riverside Street.

Meeting Location:	**Ramada Plaza Portland, The Loft Room (third floor)** **155 Riverside Street, Portland**
Meeting Date:	**November 20, 2018**
Meeting Time:	**5 P.M.**

The City requires that property owners within proximity to the proposed development and residents of an "interested parties list" provided by the City, 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.

We look forward to meeting with you to discuss the proposed project in person. If you have any questions, please call the site design Project Manager, James Seymour, P.E. at Sebago Technics, Inc., (207) 200-2083.

Patagon Storage, LLC
Proposed Indoor Self Storage Building
150 Riverside Street, Portland, Maine

List in Attendance

Neighborhood Meeting
November 20, 2018

Ownership/Representatives Present:	Company/ Phone #
JAMES SEYMOUR, P.E.	SEBAGO TECHNICS INC. 200-2083

Abutter(s) Name	Address / E-MAIL OR PHONE*

* OPTIONAL

SEBAGO TECHNICS

PROJECT NOTES

PROJECT NUMBER: 17500 **DATE:** Nov. 20, 2018

PROJECT: PATAGON SELF STORAGE

CLIENT: PATAGON SELF STORAGE LLC

BETWEEN: J. SEYMOUR

AND:

SUBJECT: NEIGHBORHOOD MEETING
150 RIVERSIDE ST. PORTLAND

DISCUSSION: PROPOSED SITE PLAN FOR SELF STORAGE BLD.

HELD @ THE LOFT ROOM @ RAMADA PLAZA
155 RIVERSIDE ST. PORTLAND

ARRIVED @ 4:50 PM

LEFT @ 5:50

NO ATTENDEES SHOWED!

11/20/18

SEBAGO TECHNICS
75 John Roberts Road, Suite 1A
South Portland, ME 04106
(207) 200-2100

PATAGON STORAGE

150 RIVERSIDE STREET
PORTLAND, MAINE

APPLICANT:

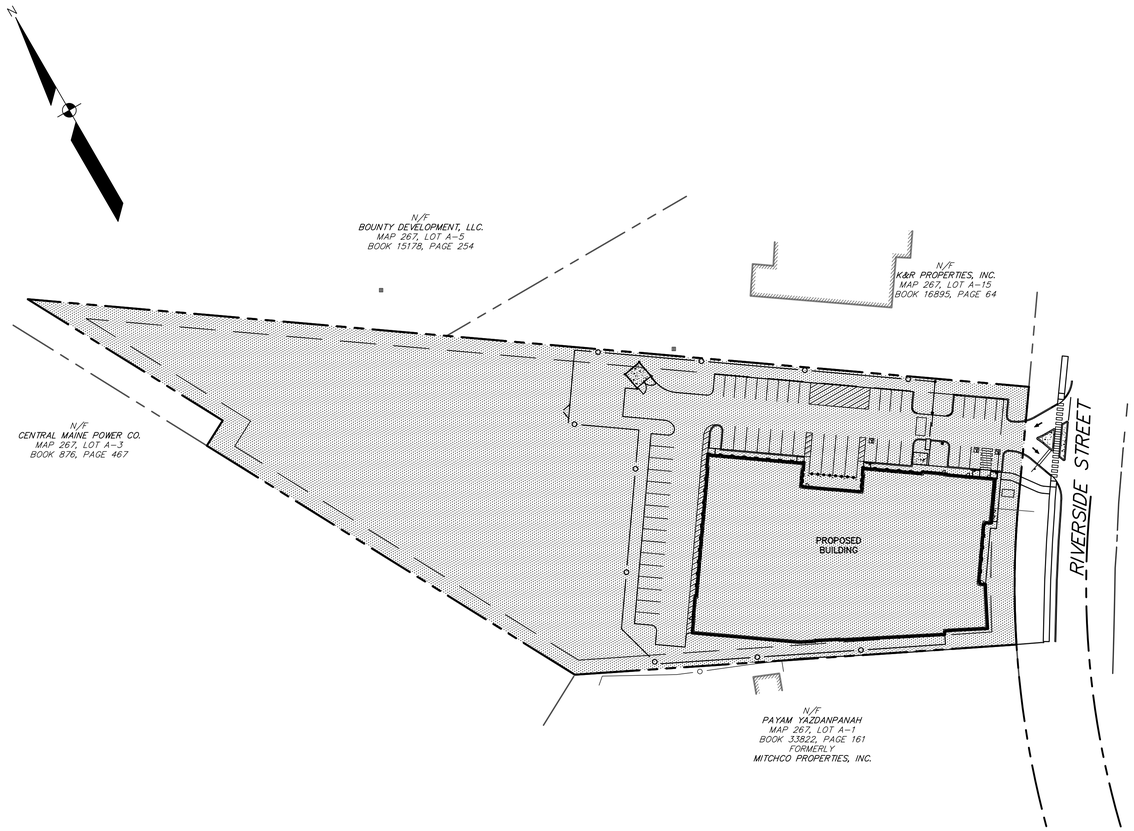
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 208
WASHAUGAL, WASHINGTON

ENGINEER/SURVEYOR/
LANDSCAPE ARCHITECT:

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

ARCHITECT:

di'velapt
454 N 600 W, SLC, UT 84116
e: howdy@divelept.com
p: 801-680-4485
w: www.divelept.com



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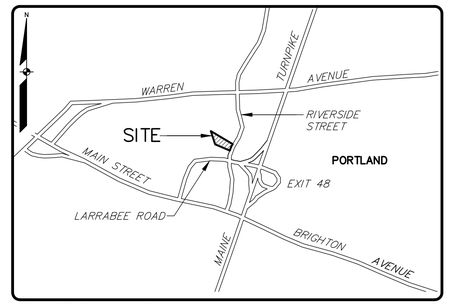

LOCATION MAP NTS

SHEET LIST TABLE

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS SURVEY
3	DEMOLITION PLAN
4	SITE PLAN
5	GRADING AND UTILITY PLAN
6	LANDSCAPE PLAN
7	EROSION CONTROL NOTES
8	DETAILS
9	DETAILS

REVISED THROUGH 01-30-19

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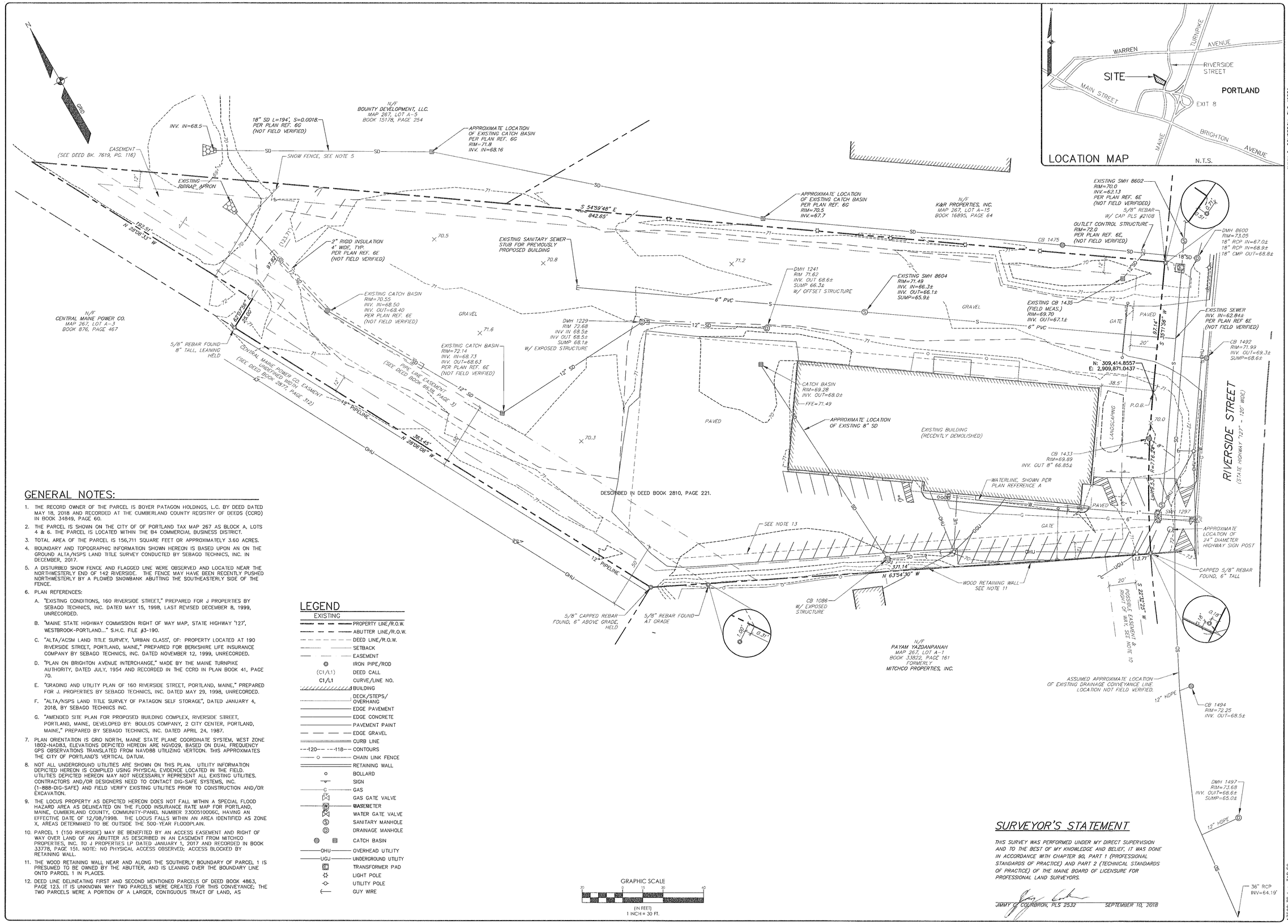

GENERAL NOTES:

1. THE RECORD OWNER OF THE PARCEL IS BOYER PATAGON HOLDINGS, L.C. BY DEED DATED MAY 18, 2018 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 34849, PAGE 60.
2. THE PARCEL IS SHOWN ON THE CITY OF OF PORTLAND TAX MAP 267 AS BLOCK A, LOTS 4 & 6. THE PARCEL IS LOCATED WITHIN THE B4 COMMERCIAL BUSINESS DISTRICT.
3. TOTAL AREA OF THE PARCEL IS 156,711 SQUARE FEET OR APPROXIMATELY 3.60 ACRES.
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5. A DISTURBED SNOW FENCE AND FLAGGED LINE WERE OBSERVED AND LOCATED NEAR THE NORTHWESTERLY END OF 142 RIVERSIDE. THE FENCE MAY HAVE BEEN RECENTLY PUSHED NORTHWESTERLY BY A PLOWED SNOWBANK ABUTTING THE SOUTHEASTERLY SIDE OF THE FENCE.
6. PLAN REFERENCES:
   - A. "EXISTING CONDITIONS, 160 RIVERSIDE STREET," PREPARED FOR J PROPERTIES BY SEBAGO TECHNICS, INC. DATED MAY 15, 1998, LAST REVISED DECEMBER 8, 1999, UNRECORDED.
   - B. "MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY '127', WESTBROOK-PORTLAND..." S.H.C. FILE #3-190.
   - C. "ALTA/ACSM LAND TITLE SURVEY, 'URBAN CLASS', OF: PROPERTY LOCATED AT 190 RIVERSIDE STREET, PORTLAND, MAINE," PREPARED FOR BERKSHIRE LIFE INSURANCE COMPANY BY SEBAGO TECHNICS, INC. DATED NOVEMBER 12, 1999, UNRECORDED.
   - D. "PLAN ON BRIGHTON AVENUE INTERCHANGE," MADE BY THE MAINE TURNPIKE AUTHORITY, DATED JULY, 1954 AND RECORDED IN THE CCRD IN PLAN BOOK 41, PAGE 70.
   - E. "GRADING AND UTILITY PLAN OF 160 RIVERSIDE STREET, PORTLAND, MAINE," PREPARED FOR J. PROPERTIES BY SEBAGO TECHNICS, INC. DATED MAY 29, 1998, UNRECORDED.
   - F. "ALTA/NSPS LAND TITLE SURVEY OF PATAGON SELF STORAGE", DATED JANUARY 4, 2018, BY SEBAGO TECHNICS INC.
   - G. "AMENDED SITE PLAN FOR PROPOSED BUILDING COMPLEX, RIVERSIDE STREET, PORTLAND, MAINE, DEVELOPED BY: BOULOS COMPANY, 2 CITY CENTER, PORTLAND, MAINE," PREPARED BY SEBAGO TECHNICS, INC. DATED APRIL 24, 1987.
7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NGVD29, BASED ON DUAL FREQUENCY GPS OBSERVATIONS TRANSLATED FROM NAVD88 UTILIZING VERTCON. THIS APPROXIMATES THE CITY OF PORTLAND'S VERTICAL DATUM.
8. NOT ALL UNDERGROUND UTILITIES ARE SHOWN ON THIS PLAN. UTILITY INFORMATION DEPICTED HEREON IS COMPILED USING PHYSICAL EVIDENCE LOCATED IN THE FIELD. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
9. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR PORTLAND, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 2300510006C, HAVING AN EFFECTIVE DATE OF 12/08/1998. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN.
10. PARCEL 1 (150 RIVERSIDE) MAY BE BENEFITED BY AN ACCESS EASEMENT AND RIGHT OF WAY OVER LAND OF AN ABUTTER AS DESCRIBED IN AN EASEMENT FROM MITCHCO PROPERTIES, INC. TO J PROPERTIES LP DATED JANUARY 1, 2017 AND RECORDED IN BOOK 33778, PAGE 151. NOTE: NO PHYSICAL ACCESS OBSERVED; ACCESS BLOCKED BY RETAINING WALL.
11. THE WOOD RETAINING WALL NEAR AND ALONG THE SOUTHERLY BOUNDARY OF PARCEL 1 IS PRESUMED TO BE OWNED BY THE ABUTTER, AND IS LEANING OVER THE BOUNDARY LINE ONTO PARCEL 1 IN PLACES.
12. DEED LINE DELINEATING FIRST AND SECOND MENTIONED PARCELS OF DEED BOOK 4863, PAGE 123, IT IS UNKNOWN WHY TWO PARCELS WERE CREATED FOR THIS CONVEYANCE; THE TWO PARCELS WERE A PORTION OF A LARGER, CONTIGUOUS TRACT OF LAND, AS

LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- ABUTTER LINE/R.O.W.
- DEED LINE/R.O.W.
- SETBACK
- EASEMENT
- IRON PIPE/ROD
- (C1/L1) DEED CALL
- C1/L1 CURVE/LINE NO.
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- PAVEMENT PAINT
- EDGE GRAVEL
- CURB LINE
- --120-- --118-- CONTOURS
- CHAIN LINK FENCE
- RETAINING WALL
- BOLLARD
- SIGN
- GAS
- GAS GATE VALVE
- WATER METER
- WATER GATE VALVE
- SANITARY MANHOLE
- DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UGU UNDERGROUND UTILITY
- TRANSFORMER PAD
- LIGHT POLE
- UTILITY POLE
- GUY WIRE

GRAPHIC SCALE

20 0 15 30 40

(IN FEET)
1 INCH = 30 FT.

SURVEYOR'S STATEMENT

THIS SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, IT WAS DONE IN ACCORDANCE WITH CHAPTER 90, PART 1 (PROFESSIONAL STANDARDS OF PRACTICE) AND PART 2 (TECHNICAL STANDARDS OF PRACTICE) OF THE MAINE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS.

JIMMY C. COURBRON, PLS 2532 SEPTEMBER 10, 2018

JIMMY C. COURBRON, PLS #2532

STATE OF MAINE JIMMY C. COURBRON 2532 PROFESSIONAL LAND SURVEYOR

DRAWN	CHECKED
JCC	MWE

REV:	BY:	DATE:	STATUS:
B	JCC	1/22/19	REVISED TO ADD STRUCTURE DATA/ REVISED VERTICAL DATUM
A	JCC	9/10/18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

EXISTING CONDITIONS SURVEY
OF:
PATAGON STORAGE
150 RIVERSIDE ST
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 70
WASHAUGAL, WASHINGTON

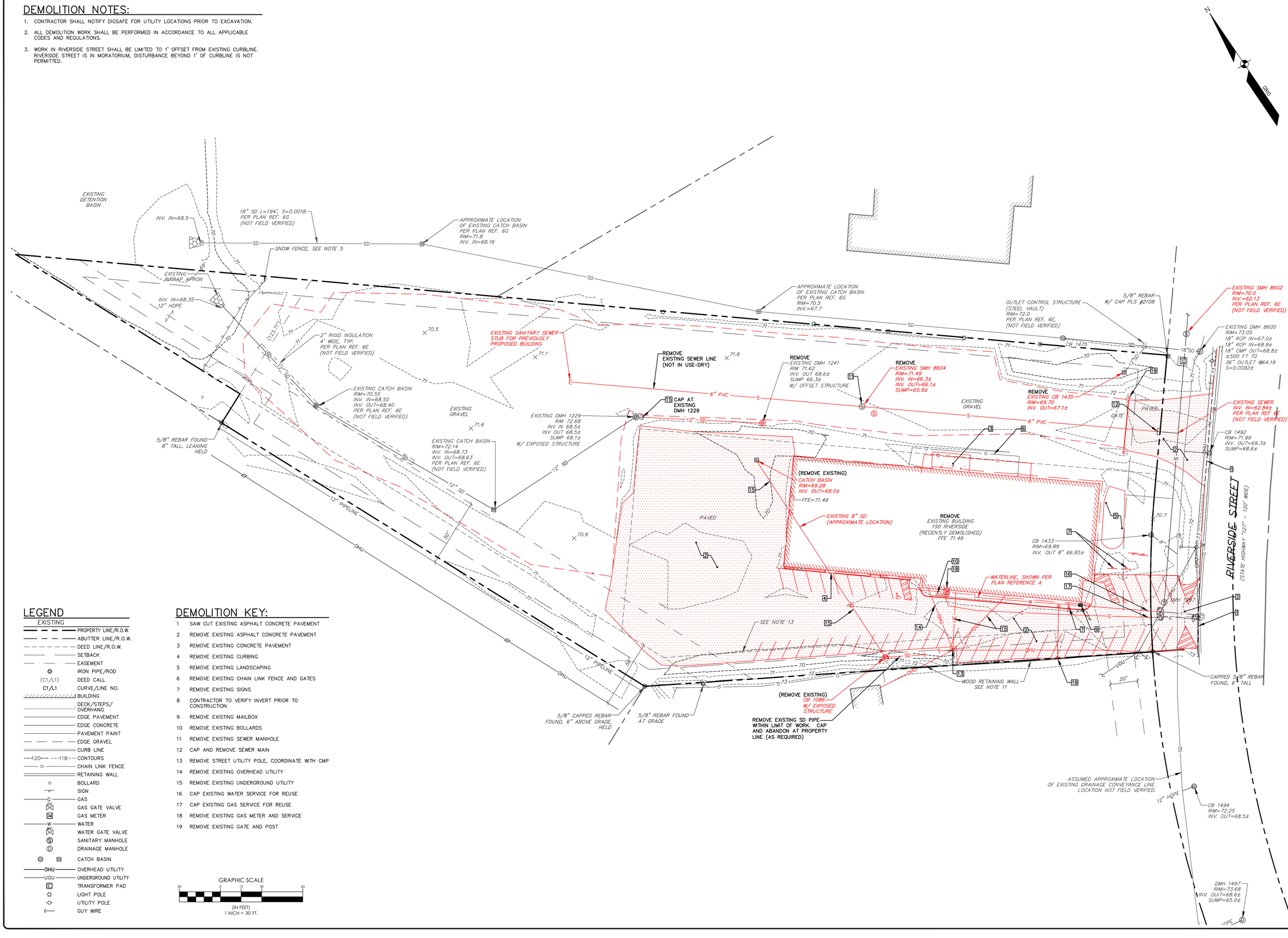
PROJECT NO.	SCALE
17500	1" = 30'

SHEET 2 OF 9

17500_TS.dwg, TAB:EC

DEMOLITION NOTES:

1. CONTRACTOR SHALL NOTIFY DIGSAFE FOR UTILITY LOCATIONS PRIOR TO EXCAVATION.
2. ALL DEMOLITION WORK SHALL BE PERFORMED IN ACCORDANCE TO ALL APPLICABLE CODES AND REGULATIONS.
3. WORK IN RIVERSIDE STREET SHALL BE LIMITED TO 1' OFFSET FROM EXISTING CURBLINE. RIVERSIDE STREET IS IN MORATORIUM, DISTURBANCE BEYOND 1' OF CURBLINE IS NOT PERMITTED.



LEGEND

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- SIGN
- G GAS
- GAS GATE VALVE
- GM GAS METER
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- S SANITARY MANHOLE
- D DRAINAGE MANHOLE
- CATCH BASIN
- OHU OVERHEAD UTILITY
- UGU UNDERGROUND UTILITY
- TRANSFORMER PAD
- LIGHT POLE
- UTILITY POLE
- GUY WIRE

DEMOLITION KEY:

1. SAW CUT EXISTING ASPHALT CONCRETE PAVEMENT
2. REMOVE EXISTING ASPHALT CONCRETE PAVEMENT
3. REMOVE EXISTING CONCRETE PAVEMENT
4. REMOVE EXISTING CURBING
5. REMOVE EXISTING LANDSCAPING
6. REMOVE EXISTING CHAIN LINK FENCE AND GATES
7. REMOVE EXISTING SIGNS
8. CONTRACTOR TO VERIFY INVERT PRIOR TO CONSTRUCTION
9. REMOVE EXISTING MAILBOX
10. REMOVE EXISTING BOLLARDS
11. REMOVE EXISTING SEWER MANHOLE
12. CAP AND REMOVE SEWER MAIN
13. REMOVE STREET UTILITY POLE, COORDINATE WITH CMP
14. REMOVE EXISTING OVERHEAD UTILITY
15. REMOVE EXISTING UNDERGROUND UTILITY
16. CAP EXISTING WATER SERVICE FOR REUSE
17. CAP EXISTING GAS SERVICE FOR REUSE
18. REMOVE EXISTING GAS METER AND SERVICE
19. REMOVE EXISTING GATE AND POST

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 INCH = 30 FT.

JAMES R. SEYMOUR PE 9984

STATE OF MAINE — JAMES R. SEYMOUR No. 9984 — REGISTERED PROFESSIONAL ENGINEER — 1-23-19

DESIGNED	CHECKED
JRS	JRS

REV.	BY:	DATE:	STATUS:
B	JRS	01-30-19	CLIENT REVIEW/CITY SUBMITTAL
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

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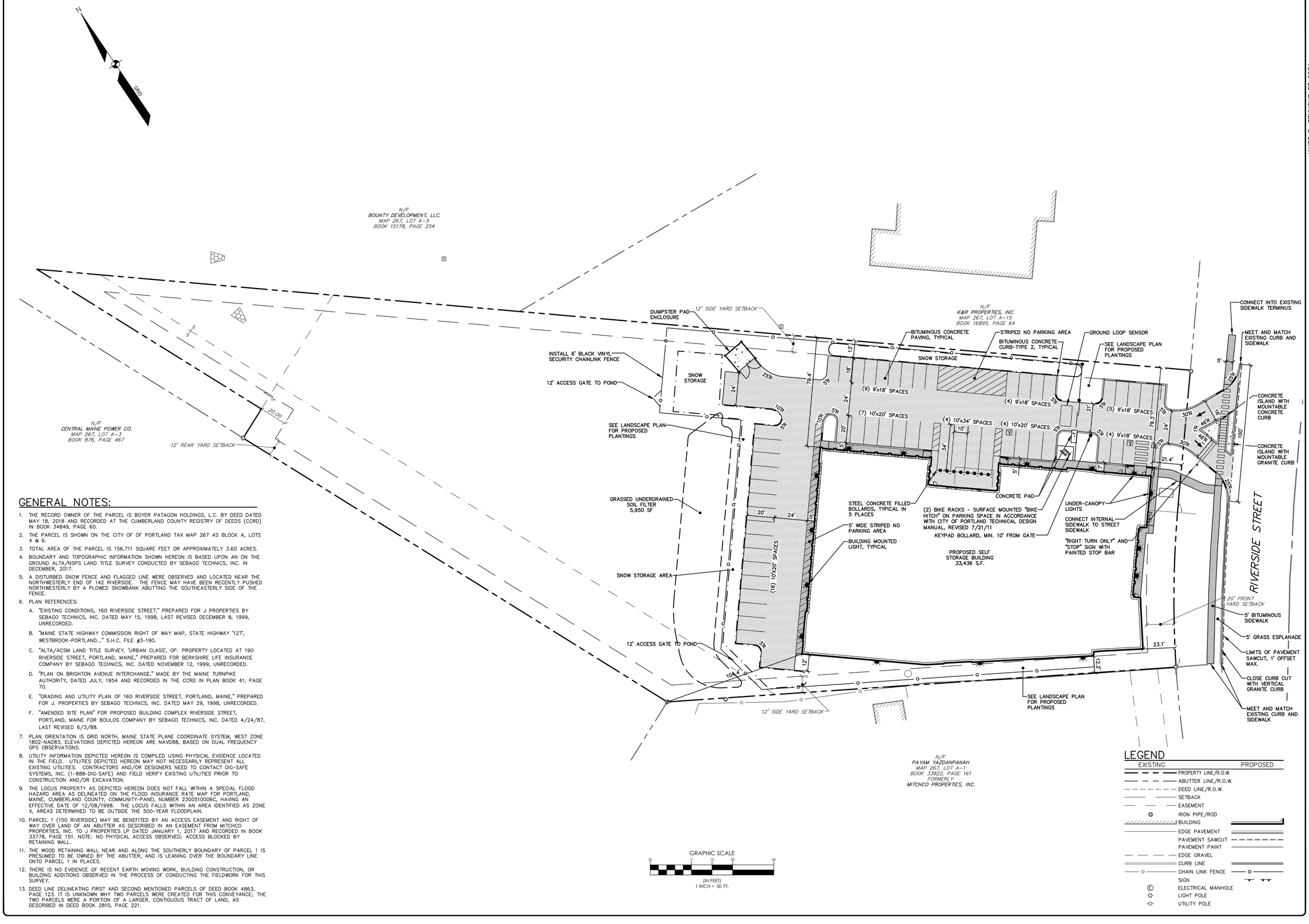
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

DEMOLITION PLAN
OF:
PATAGON STORAGE
150 RIVERSIDE STREET
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 208
WASHAUGAL, WASHINGTON

PROJECT NO.	SCALE
17500	1" = 30'

SHEET 3 OF 9

17500DEMO.dwg, TAB:DEMO



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   F. "AMENDED SITE PLAN" FOR PROPOSED BUILDING COMPLEX RIVERSIDE STREET, PORTLAND, MAINE FOR BOULOS COMPANY BY SEBAGO TECHNICS, INC. DATED 4/24/87, LAST REVISED 6/3/88.
7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, ELEVATIONS DEPICTED HEREON ARE NAVD88, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
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12. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK FOR THIS SURVEY.
13. DEED LINE DELINEATING FIRST AND SECOND MENTIONED PARCELS OF DEED BOOK 4863, PAGE 123, IT IS UNKNOWN WHY TWO PARCELS WERE CREATED FOR THIS CONVEYANCE; THE TWO PARCELS WERE A PORTION OF A LARGER, CONTIGUOUS TRACT OF LAND, AS DESCRIBED IN DEED BOOK 2810, PAGE 221.

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 INCH = 30 FT.

LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
	DEED LINE/R.O.W.	
	SETBACK	
	EASEMENT	
⊙	IRON PIPE/ROD	
	BUILDING	
	EDGE PAVEMENT	
	PAVEMENT SAWCUT	
	PAVEMENT PAINT	
	EDGE GRAVEL	
	CURB LINE	
	CHAIN LINK FENCE	
	SIGN	
Ⓔ	ELECTRICAL MANHOLE	
☼	LIGHT POLE	
⊰⊱	UTILITY POLE	

JAMES R. SEYMOUR PE 9984

STATE OF MAINE — JAMES R. SEYMOUR — No. 9984 — REGISTERED PROFESSIONAL ENGINEER — 1-23-19

DESIGNED	CHECKED
JRS	JRS

REV.	BY:	DATE:	STATUS
B	JRS	01-30-19	CLIENT REVIEW/CITY SUBMITTAL
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

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SITE PLAN
OF:
PATAGON STORAGE
150 RIVERSIDE STREET
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 208
WASHAUGAL, WASHINGTON

PROJECT NO.	SCALE
17500	1" = 30'

SHEET 4 OF 9

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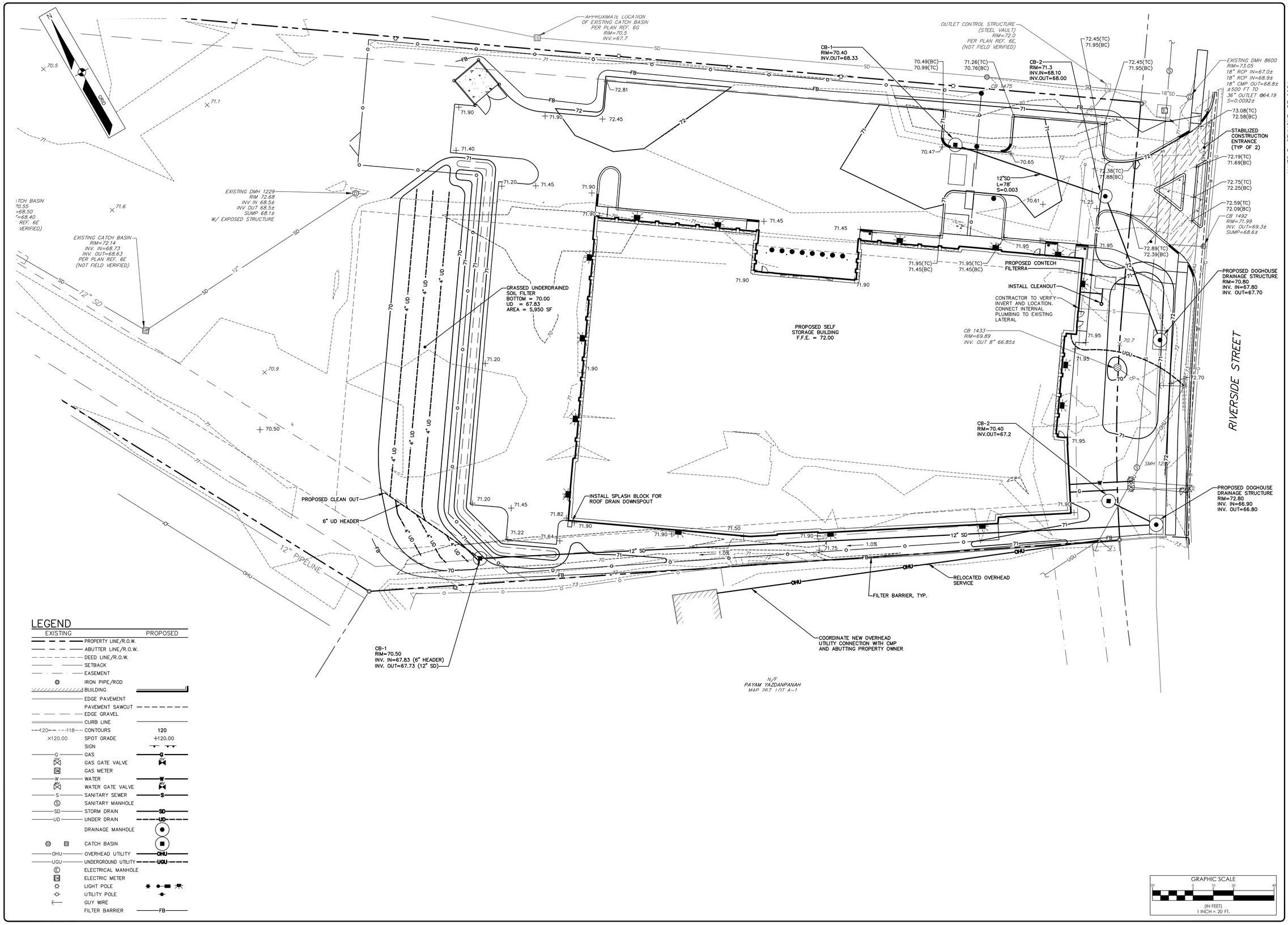

LEGEND

EXISTING		PROPOSED
	PROPERTY LINE/R.O.W.	
	ABUTTER LINE/R.O.W.	
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	SETBACK	
	EASEMENT	
	IRON PIPE/ROD	
	BUILDING	
	EDGE PAVEMENT	
	PAVEMENT SAWCUT	
	EDGE GRAVEL	
	CURB LINE	
120 118	CONTOURS	120
×120.00	SPOT GRADE	+120.00
	SIGN	
G	GAS	G
	GAS GATE VALVE	
GM	GAS METER	
W	WATER	W
	WATER GATE VALVE	
S	SANITARY SEWER	S
S	SANITARY MANHOLE	
SD	STORM DRAIN	SD
UD	UNDER DRAIN	UD
	DRAINAGE MANHOLE	
	CATCH BASIN	
OHU	OVERHEAD UTILITY	OHU
UGU	UNDERGROUND UTILITY	UGU
E	ELECTRICAL MANHOLE	
EM	ELECTRIC METER	
	LIGHT POLE	
	UTILITY POLE	
	GUY WIRE	
	FILTER BARRIER	FB

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

JAMES R. SEYMOUR, PE 9984

STATE OF MAINE JAMES R. SEYMOUR No. 9984 REGISTERED PROFESSIONAL ENGINEER 1-23-19

DESIGNED	CHECKED
JRS	JRS

REV.:	BY:	DATE:	STATUS:
B	JRS	01-30-19	CLIENT REVIEW/CITY SUBMITTAL
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

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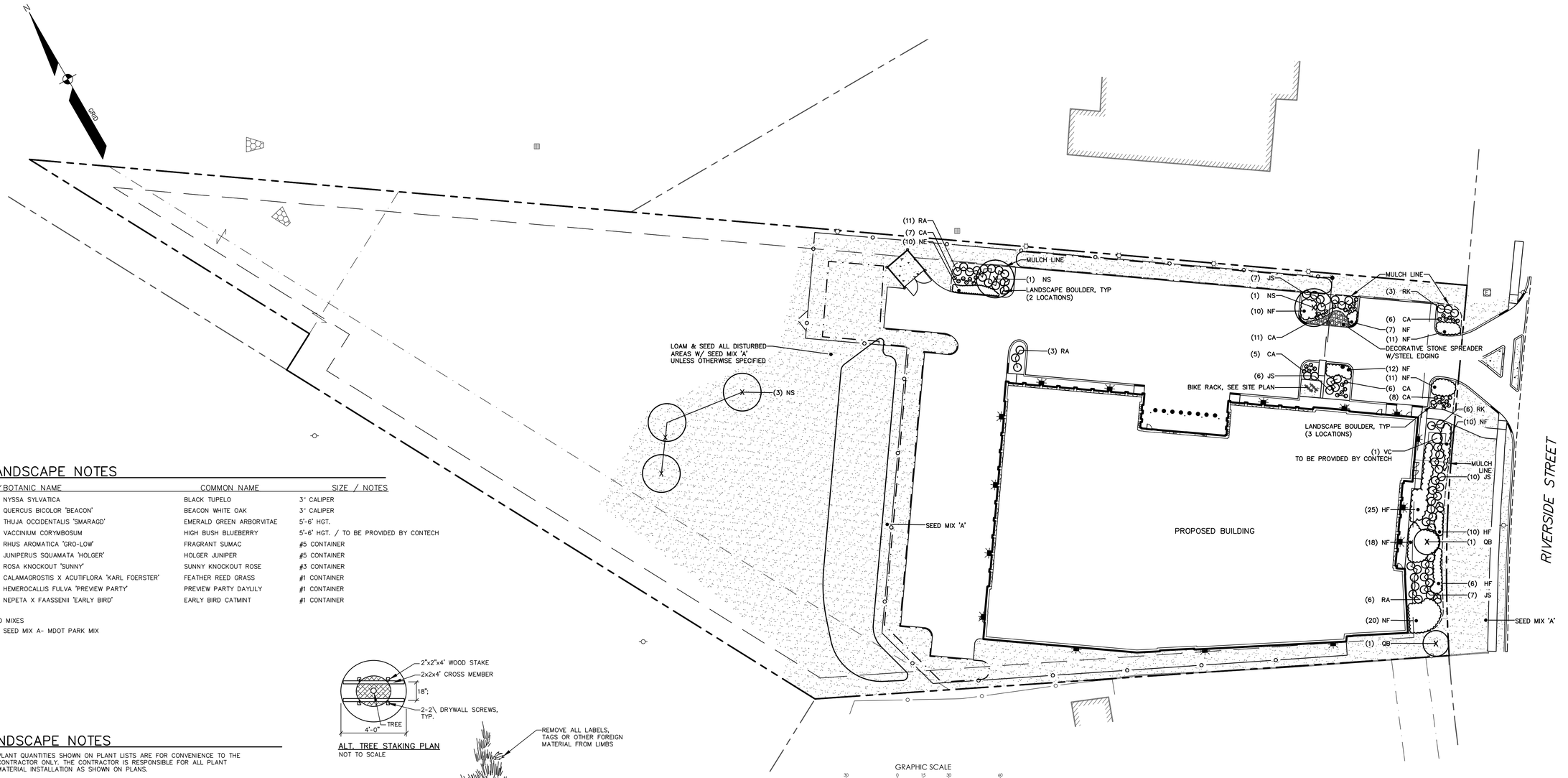
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

GRADING AND UTILITY PLAN
OF:
PATAGON STORAGE
150 RIVERSIDE STREET
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 208
WASHAUGAL, WASHINGTON

PROJECT NO.	SCALE
17500	1" = 20'

SHEET 5 OF 9

17500GU.dwg, TAB:GU



GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 INCH = 30 FT.

LANDSCAPE NOTES

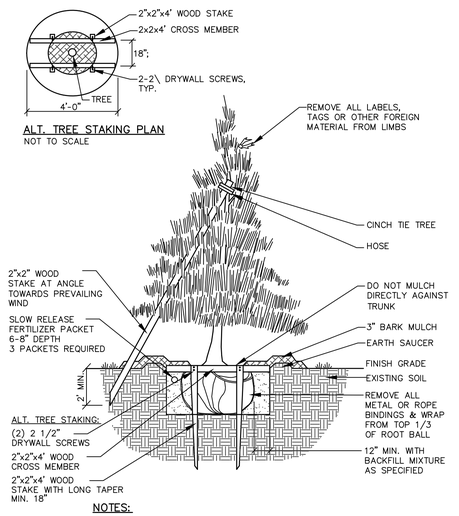
KEY	BOTANIC NAME	COMMON NAME	SIZE / NOTES
NS	NYSSA SYLVATICA	BLACK TUPELO	3" CALIPER
QB	QUERCUS BICOLOR 'BEACON'	BEACON WHITE OAK	3" CALIPER
TO	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	5'-6' HGT.
VC	VACCINIUM CORYMBOSUM	HIGH BUSH BLUEBERRY	5'-6' HGT. / TO BE PROVIDED BY CONTECH
RA	RHUS AROMATICA 'GRO-LOW'	FRAGRANT SUMAC	#5 CONTAINER
JS	JUNIPERUS SQUAMATA 'HOLGER'	HOLGER JUNIPER	#5 CONTAINER
RK	ROSA KNOCKOUT 'SUNNY'	SUNNY KNOCKOUT ROSE	#3 CONTAINER
CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 CONTAINER
HF	HEMEROCALLIS FULVA 'PREVIEW PARTY'	PREVIEW PARTY DAYLILY	#1 CONTAINER
NF	NEPETA X FAASSENII 'EARLY BIRD'	EARLY BIRD CATMINT	#1 CONTAINER

SEED MIXES

SEED MIX A- MDOT PARK MIX

LANDSCAPE NOTES

1. PLANT QUANTITIES SHOWN ON PLANT LISTS ARE FOR CONVENIENCE TO THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL INSTALLATION AS SHOWN ON PLANS.
2. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF "U.S.A. STANDARD FOR NURSERY STOCK," BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC.
3. ALL PLANT MATERIAL SHALL BE FREE FROM INSECTS AND DISEASE.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH ACCEPTABLE HORTICULTURAL PRACTICES. THIS IS TO INCLUDE PROPER PLANTING MIX, PLANT BED AND TREE PIT PREPARATION, PRUNING, STAKING OR GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE UNTIL ACCEPTANCE BY THE OWNER.
5. PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BY THE CONTRACTOR AND A PERIOD OF TWO YEARS THEREAFTER BY THE OWNER FROM DATE OF INSTALLATION. DURING THE ONE YEAR GUARANTEE PERIOD, DEAD PLANT MATERIAL SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE ONE YEAR PERIOD, THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
6. ALL GRASS, OTHER VEGETATION AND DEBRIS SHALL BE REMOVED FROM ALL PLANTING AREAS PRIOR TO PLANTING.
7. EXISTING TREES TO BE PRESERVED WILL BE PROTECTED DURING CONSTRUCTION AND SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
8. THE LANDSCAPE CONTRACTOR IS ADVISED OF THE PRESENCE OF THE UNDERGROUND UTILITIES AND SHALL VERIFY THE EXISTENCE AND LOCATION OF SAME BEFORE COMMENCING AND DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR SHALL REPLACE OR REPAIR UTILITIES, PAVING, WALKS, CURBING, ETC. DAMAGED IN PERFORMANCE OF THIS JOB AT NO ADDITIONAL COST TO THE OWNER.
9. ALL SHRUB BEDS SHALL BE MULCHED WITH 3" CLEAN SHREDDED DARK BROWN BARK MULCH.
10. THE CONTRACTOR SHALL PROVIDE 4" LOAM FOR ALL AREAS TO BE SODDED OR SEEDED. PLANTING AREAS SHALL RECEIVE 12" ROLLED THICKNESS OF LOAM. THE LANDSCAPE CONTRACTOR SHALL COORDINATE SUBGRADE PREPARATION WITH THE GENERAL CONTRACTOR PRIOR TO PLACING LOAM.
11. ANY DEVIATION FROM THE LANDSCAPE PLAN, INCLUDING PLANT LOCATION, SELECTION, SIZE, QUANTITY OR CONDITION SHALL BE REVIEWED AND APPROVED BY THE OWNER AND LANDSCAPE ARCHITECT (AND MUNICIPAL AUTHORITY, IF APPLICABLE) PRIOR TO INSTALLATION ON SITE.
12. WHERE INDICATED ON PLAN, PLANTING SOIL MIXTURE FOR PERENNIAL AND ANNUAL FLOWER BED AREAS SHALL CONSIST OF FOUR PARTS TOPSOIL, TWO PARTS SPHAGNUM PEAT MOSS, AND ONE PART HORTICULTURAL PERLITE BY VOLUME. PEAT MOSS MAY BE SUBSTITUTED WITH WELL-ROTTED OR DEHYDRATED MANURE OR COMPOST. ROTOTILL BEDS TO A DEPTH OF 8 INCHES.



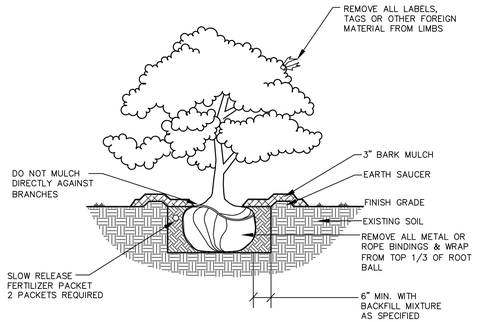
ALT. TREE STAKING PLAN
NOT TO SCALE

NOTES:

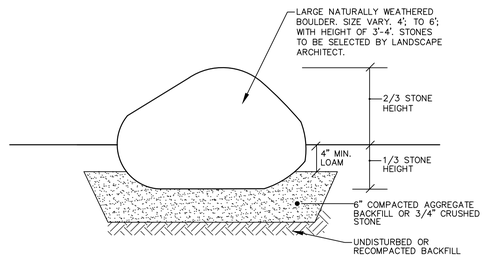
INSTALL STAKES AND GUYS TO TREES IF THE FOLLOWING APPLY:

1. THE TREE IS OF SUBSTANTIAL SIZE.
2. THE PLANTING LOCATION IS EXTREMELY WINDY, AS ON OPEN UNDEVELOPED SITES.
3. THE PLANTING LOCATION IS COMPRISED OF SAND OR OTHER LOOSE TEXTURED SOILS.
4. IF STAKES AND GUYS ARE REQUIRED, REMOVE AFTER ONE YEAR TIME.

DECIDUOUS TREES
EVERGREEN TREES
NOT TO SCALE



DECIDUOUS & EVERGREEN SHRUB
NOT TO SCALE



BOULDER INSTALLATION
NOT TO SCALE

LEGEND

EXISTING	PROPOSED
	PROPERTY LINE/R.O.W.
	ABUTTER LINE/R.O.W.
	DEED LINE/R.O.W.
	SETBACK
	EASEMENT
	BUILDING
	EDGE PAVEMENT
	PAVEMENT SAWCUT
	PAVEMENT PAINT
	EDGE GRAVEL
	CURB LINE
	CHAIN LINK FENCE
	DECIDUOUS TREE
	CONIFEROUS TREE
	MULCH LINE
	SIGN
E	ELECTRICAL MANHOLE
	UTILITY POLE

STEPHEN G. DOE, RLA 131

REGISTERED LANDSCAPE ARCHITECT STEPHEN G. DOE No. 131 STATE OF MAINE 1-23-19

DESIGNED	CHECKED
DMD	SGD

REV.	BY	DATE:	STATUS:
C	JRS	01-30-19	CLIENT REVIEW/CITY SUBMITTAL
B	DMD	11-30-18	RESUBMIT TO CITY PER REVIEW COMMENTS
A	DMD	09-18-18	LEVEL III SITE PLAN SUBMISSION OT THE CITY

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LANDSCAPE PLAN
OF:
PATAGON STORAGE
150 RIVERSIDE STREET
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FOR:
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1700 MAIN STREET, SUITE 208
WASHAUGAL, WASHINGTON

PROJECT NO.	SCALE
17500	1" = 30'

SHEET 6 OF 9

17500L.dwg, TAB:1

EROSION CONTROL MEASURES

PRE-CONSTRUCTION PHASE

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS (SILT FENCE) WILL BE STAKED/INSTALLED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. THE PLACEMENT OF SEDIMENT BARRIERS SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THIS EROSION CONTROL PLAN AND DETAILS IN THIS PLAN SET. THIS NETWORK IS TO BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER PERMANENT STABILIZATION IS ATTAINED.

PRIOR TO ANY CLEARING OR GRUBBING, A CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED AT THE INTERSECTION OF THE PROPOSED ENTRANCES AND EXISTING ROADWAY TO AVOID TRACKING OF MUD, DUST AND DEBRIS FROM THE SITE.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE A DETAILED SCHEDULE AND MARKED UP PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK. THE CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE MUNICIPAL STAFF. THREE COPIES OF THE SCHEDULE AND MARKED UP PLAN SHALL BE PROVIDED TO THE MUNICIPALITY THREE DAYS PRIOR TO THE SCHEDULED PRE-CONSTRUCTION MEETING. SPECIAL ATTENTION SHALL BE GIVEN TO THE 14 DAY LIMIT OF DISTURBANCE IN THE SCHEDULE ADDRESSING TEMPORARY AND PERMANENT VEGETATION MEASURES.

CONSTRUCTION AND POST-CONSTRUCTION PHASE

AREAS UNDERGOING ACTUAL CONSTRUCTION SHALL ONLY EXPOSE THAT AMOUNT OF MINERAL SOIL NECESSARY FOR PROGRESSIVE AND EFFICIENT CONSTRUCTION. AN AREA CONSIDERED OPEN IS ANY AREA NOT STABILIZED WITH PAVEMENT, VEGETATION, MULCHING, EROSION CONTROL MATS, RIPRAP OR GRAVEL BASE ON A ROAD. OPEN AREAS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL AS SHOWN ON THE DESIGN PLANS AND AS DESCRIBED WITHIN THIS EROSION CONTROL PLAN WITHIN 7 DAYS OF DISTURBANCE. AREAS LOCATED WITHIN 100' OF STREAMS SHALL BE ANCHORED WITH TEMPORARY EROSION CONTROL WITHIN SEVEN (7) DAYS. REFER TO WINTER EROSION CONTROL NOTES FOR THE TREATMENT OF OPEN AREAS AFTER OCTOBER 1ST OF THE CONSTRUCTION YEAR. NO MORE THAN ONE (1) ACRE SHOULD BE ACTIVELY WORKED ON AT ONE TIME, AND NO LARGER AREA SHOULD BE DISTURBED THAN CAN BE MULCHED IN ONE (1) DAY.

THE CONTRACTOR MUST INSTALL ANY ADDED MEASURES WHICH MAY BE NECESSARY TO CONTROL EROSION/SEDIMENTATION FROM THE SITE DEPENDENT UPON THE ACTUAL SITE AND WEATHER CONDITIONS. CONTINUATION OF EARTHWORK OPERATIONS ON ADDITIONAL AREAS SHALL NOT BEGIN UNTIL THE EXPOSED SOIL SURFACE ON THE AREA BEING WORKED HAS BEEN STABILIZED, IN ORDER TO MINIMIZE AREAS WITHOUT EROSION CONTROL PROTECTION.

EROSION CONTROL APPLICATIONS & MEASURES

THE PLACEMENT OF EROSION CONTROL MEASURES SHALL BE COMPLETED IN ACCORDANCE WITH GUIDELINES ESTABLISHED IN BEST MANAGEMENT PRACTICES AND IN ACCORDANCE WITH THE EROSION CONTROL PLAN AND DETAILS IN THE PLAN SET.

1. TEMPORARY MULCHING:

ALL DISTURBED AREAS SHALL BE MULCHED WITH MATERIALS SPECIFIED BELOW PRIOR TO ANY STORM EVENT. ALL DISTURBED AREAS NOT FINAL GRADED WITHIN 14 DAYS SHALL BE MULCHED. DISTURBED AREAS ADJACENT TO NATURAL RESOURCES THAT ARE NOT GRADED WITHIN SEVEN (7) DAYS SHALL BE MULCHED. ALSO, AREAS, WHICH HAVE BEEN TEMPORARILY OR PERMANENTLY SEEDED, SHALL BE MULCHED IMMEDIATELY FOLLOWING SEEDING. EROSION CONTROL BLANKETS ARE RECOMMENDED TO BE USED AT THE BASE OF GRASSED WATERWAYS AND ON SLOPES GREATER THAN 33%. MULCH ANCHORING SHOULD BE USED ON SLOPES GREATER THAN 5% AFTER SEPTEMBER 15TH OF THE CONSTRUCTION YEAR (SEE WINTER EROSION CONTROL NOTES).
TYPES OF MULCH:

HAY OR STRAW: SHALL BE APPLIED AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE).

EROSION CONTROL MIX: SHALL BE PLACED EVENLY AND MUST PROVIDE 100% SOIL COVERAGE. EROSION CONTROL MIX SHALL BE APPLIED SUCH THAT THE THICKNESS ON SLOPES 3:1 OR LESS IS 2 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THE THICKNESS ON SLOPES BETWEEN 3:1 AND 2:1 SHALL BE 4 INCHES PLUS 1/2 INCH PER 20 FEET OF SLOPE UP TO 100 FEET. THIS SHALL NOT BE USED ON SLOPES GREATER THAN 2:1.

EROSION CONTROL BLANKET: SHALL BE INSTALLED SUCH THAT CONTINUOUS CONTACT BETWEEN THE MAT AND THE SOIL IS OBTAINED. INSTALL BLANKETS AND STAPLE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

2. SOIL STOCKPILES:

STOCKPILES OF SOIL OR SUBSOIL SHALL BE MULCHED WITH HAY OR STRAW AT A RATE OF 75 LBS/1,000 S.F. (1.5 TONS PER ACRE) OR WITH A SOIL FOUR-INCH LAYER OF WOOD WASTE EROSION CONTROL MIX. THIS WILL BE DONE WITHIN 24 HOURS OF STOCKING AND RE-ESTABLISHED PRIOR TO ANY RAINFALL. ANY SOIL STOCKPILE WILL NOT BE PLACED (EVEN COVERED WITH HAY OR STRAW) WITHIN 100 FEET FROM ANY NATURAL RESOURCES. SEDIMENT BARRIERS SHALL BE INSTALLED DOWNGRADIENT OF STOCKPILES, AND STORMWATER SHALL BE PREVENTED FROM RUNNING ONTO THE STOCKPILE.

3. NATURAL RESOURCES PROTECTION:

ANY AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCES, IF NOT STABILIZED WITH A MINIMUM OF 90% MATURE VEGETATION CATCH, SHALL BE MULCHED USING TEMPORARY MULCHING (AS DESCRIBED IN PART 1. OF THIS SECTION) WITHIN 7 DAYS OF EXPOSURE OR PRIOR TO ANY STORM EVENT. SEDIMENT BARRIERS (AS DESCRIBED IN PART 4. OF THIS SECTION) SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. PROJECTS CROSSING THE NATURAL RESOURCE SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.

4. SEDIMENT BARRIERS:

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION, SEDIMENT BARRIERS SHALL BE STAKED ACROSS THE SLOPE(S), ON THE CONTOUR AT OR JUST BELOW THE LIMITS OF CLEARING OR GRUBBING, AND/OR JUST ABOVE ANY ADJACENT PROPERTY LINE OR WATERCOURSE TO PROTECT AGAINST CONSTRUCTION RELATED EROSION. SEDIMENT BARRIERS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL ALL EXPOSED SLOPES HAVE AT LEAST 90% VIGOROUS PERENNIAL VEGETATIVE COVER TO PREVENT EROSION.

SILT FENCE: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE EFFECTIVE HEIGHT OF THE FENCE SHALL NOT EXCEED 36 INCHES. IT IS RECOMMENDED THAT SILT FENCE BE REMOVED BY CUTTING THE FENCE MATERIALS AT GROUND LEVEL SO AS TO AVOID ADDITIONAL SOIL DISTURBANCE.

HAY BALES: SHALL NOT BE INSTALLED ADJACENT TO WETLAND. INSTALL PER THE DETAIL ON THE PLANS. BALES SHALL BE WIRE-BOUND OR STRING-TIED AND THESE BINDINGS MUST REMAIN PARALLEL WITH THE GROUND SURFACE DURING INSTALLATION TO PREVENT DETERIORATION OF THE BINDINGS. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER.

EROSION CONTROL MIX: SHALL NOT BE USED ADJACENT TO WETLANDS. INSTALL PER THE DETAIL ON THE PLANS. THE MIX SHALL CONSIST PRIMARILY OF ORGANIC MATERIAL AND CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4 INCHES IN DIAMETER. THE MIX COMPOSITION SHALL MEET THE STANDARDS DESCRIBED WITHIN THE MDEP BEST MANAGEMENT PRACTICES. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER. EROSION CONTROL MIX BERMS SHALL NOT BE USED AT THE TOP OF STEEP SLOPES (>8%) OR SLOPES WITH FLOWING WATER.

CONTINUOUS CONTAINED BERM: SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THIS SEDIMENT BARRIER IS EROSION CONTROL MIX PLACED WITHIN A SYNTHETIC TUBULAR NETTING AND PERFORMS AS A STURDY SEDIMENT BARRIER THAT WORKS WELL ON HARD GROUND SUCH AS FROZEN CONDITIONS, TRAVELED AREAS OR PAVEMENT. NO TRENCHING IS REQUIRED FOR INSTALLATION OF THIS BARRIER.

5. TEMPORARY CHECK DAMS:

SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. CHECK DAMS ARE TO BE PLACED WITHIN DITCHES/ SWALES AS SPECIFIED ON THE DESIGN PLANS IMMEDIATELY AFTER FINAL GRADING. CHECK DAMS SHALL BE 2 FEET HIGH. TEMPORARY CHECK DAMS MAY BE REMOVED ONLY AFTER THE ROADWAYS ARE PAVED AND THE VEGETATED SWALE ARE ESTABLISHED WITH AT LEAST 90% OF VIGOROUS PERENNIAL GROWTH. THE AREA BENEATH THE CHECK DAM MUST BE SEEDED AND MULCHED IMMEDIATELY AFTER REMOVAL OF THE CHECK DAM.

STONE CHECK DAMS: STONE DAMS SHOULD BE CONSTRUCTED OF 2 TO 3 INCH STONE AND PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAT THE OUTER EDGES.

HAY BALE CHECK DAMS: BALES SHALL BE WIRE-BOUND OR STRING-TIED. BALES SHALL BE INSTALLED WITHIN A MINIMUM 4 INCH DEEP TRENCH LINE WITH ENDS OF ADJACENT BALES TIGHTLY ABUTTING ONE ANOTHER. HAY BALES SHALL BE PLACED SUCH THAT COMPLETE COVERAGE OF THE SWALE IS OBTAINED AND THAT THE CENTER OF THE DAM IS 6 INCHES LOWER THAT THE OUTER EDGES.

MANUFACTURED CHECK DAMS: MANUFACTURED CHECK DAMS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF AUTHORIZED BY THE PROPER LOCAL, STATE OR FEDERAL REGULATING AGENCIES. THESE UNITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDATIONS.

6. STORMDRAIN INLET PROTECTION:

INLET PROTECTION SHALL BE PLACED AROUND A STORMDRAIN DROP INLET OR CURB INLET PRIOR TO PERMANENT STABILIZATION OF THE IMMEDIATE AND UPSTREAM DISTURBED AREAS. THEY SHALL BE CONSTRUCTED IN A MANNER THAT WILL FACILITATE CLEAN-OUT AND DISPOSAL OF TRAPPED SEDIMENTS AND MINIMIZE INTERFERENCE WITH CONSTRUCTION ACTIVITIES. ANY RESULTANT PONDING OF WATER FROM THE PROTECTION METHOD MUST NOT CAUSE EXCESSIVE INCONVENIENCE OR DAMAGE TO ADJACENT AREAS OR STRUCTURES.

HAY BALE DROP INLET PROTECTION: WE DO NOT RECOMMEND THE USE OF HAY BALES AS INLET PROTECTION.

CONCRETE BLOCK AND STONE INLET SEDIMENT FILTER (DROP OR CURB INLET): SHALL BE INSTALLED PER THE DETAIL ON THE PLANS. THE HEIGHT OF THE CONCRETE BLOCK BARRIER CAN VARY BUT MUST BE BETWEEN 12 AND 24 INCHES TALL. A MINIMUM OF 1 INCH CRUSHED STONE SHALL BE USED.

MANUFACTURED SEDIMENT BARRIERS AND FILTER (DROP OR CURB INLET): MANUFACTURED FILTERS, AS SPECIFIED IN THE DETAIL ON THE PLANS, MAY BE USED IF INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

7. STABILIZED CONSTRUCTION ENTRANCE/EXIT:

PRIOR TO CLEARING AND/OR GRUBBING THE SITE A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE CONSTRUCTED WHEREVER TRAFFIC WILL EXIT THE CONSTRUCTION SITE ONTO A PAVED ROADWAY IN ORDER TO MINIMIZE THE TRACKING OF SEDIMENT AND DEBRIS FROM THE CONSTRUCTION SITE ONTO PUBLIC ROADWAYS. THE ENTRANCES AND ADJACENT ROADWAY AREAS SHALL BE PERIODICALLY SWEPT OR WASHED TO FURTHER MINIMIZE THE TRACKING OF MUD, DUST OR DEBRIS FROM THE CONSTRUCTION AREA. STABILIZED CONSTRUCTION EXITS SHALL BE CONSTRUCTED IN AREAS SPECIFIED ON THE PLANS AND AS DETAILED ON THE PLANS. THE CONTRACTOR SHALL MAINTAIN THE STABILIZED CONSTRUCTION ENTRANCE UNTIL ALL DISTURBED AREAS ARE STABILIZED.

8. DUST CONTROL:

DUST CONTROL DURING CONSTRUCTION SHALL BE ACHIEVED BY THE USE OF A WATERING TRUCK TO PERIODICALLY SPRINKLE THE EXPOSED ROADWAY AREAS AS NECESSARY TO REDUCE DUST DURING THE DRY MONTHS. APPLYING OTHER DUST CONTROL PRODUCTS SUCH AS CALCIUM CHLORIDE OR OTHER MANUFACTURED PRODUCTS ARE ALLOWED IF AUTHORIZED BY THE PROPER LOCAL, STATE AND/OR FEDERAL REGULATING AGENCIES. HOWEVER, IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO MITIGATE DUST AND SOIL LOSS FROM THE SITE. IF OFFSITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEPT IMMEDIATELY AND NOT LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS.

9. TEMPORARY VEGETATION:

TEMPORARY VEGETATION SHALL BE APPLIED TO DISTURBED AREAS THAT WILL NOT RECEIVE FINAL GRADING FOR PERIODS UP TO 12 MONTHS. THIS PROCEDURE SHOULD BE USED EXTENSIVELY IN AREAS ADJACENT TO NATURAL RESOURCES. SEEDBED PREPARATION AND APPLICATION OF SEED SHALL BE CONDUCTED AS INDICATED IN THE PERMANENT VEGETATION SECTION OF THIS NARRATIVE. SPECIFIC SEEDS (FAST GROWING AND SHORT LIVING) SHALL BE SELECTED FROM THE MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER. ALTERNATIVE EROSION CONTROL MEASURES SHOULD BE USED IF SEEDING CAN NOT BE DONE BEFORE SEPTEMBER 15TH OF THE CONSTRUCTION YEAR.

10. PERMANENT VEGETATION:

REVEGETATION MEASURES SHALL COMMENCE IMMEDIATELY UPON COMPLETION OF FINAL GRADING OF AREAS TO BE LOAMED AND SEEDED. THE APPLICATION OF SEED SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR, PLEASE REFER TO THE WINTER EROSION CONTROL NOTES FOR MORE DETAIL. REVEGETATION MEASURES SHALL CONSIST OF THE FOLLOWING:

SEEDBED PREPARATION:

A. FOUR (4) INCHES OF LOAM SHALL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE. LOAM SHALL BE FREE OF SUBSOIL, CLAY LUMPS, STONES AND OTHER OBJECTS OVER 2 INCHES OR LARGER IN ANY DIMENSION, AND WITHOUT WEEDS, ROOTS OR OTHER OBJECTIONABLE MATERIAL.

B. SOILS TESTS SHALL BE TAKEN AT THE TIME OF SOIL STRIPPING TO DETERMINE FERTILIZATION REQUIREMENTS. SOILS TESTS SHALL BE TAKEN PROMPTLY AS TO NOT INTERFERE WITH THE 14-DAY LIMIT ON SOIL EXPOSURE. BASED UPON TEST RESULTS, SOIL AMENDMENTS SHALL BE INCORPORATED INTO THE SOIL PRIOR TO FINAL SEEDING. IN LIEU OF SOIL TESTS, SOIL AMENDMENTS MAY BE APPLIED AS FOLLOWS:

ITEM	APPLICATION RATE
10-20-20 FERTILIZER (N-P205-K20 OR EQUAL)	18.4 LBS./1,000 S.F.
GROUND LIMESTONE (50% CALCIUM & MAGNESIUM OXIDE)	138 LBS./1,000 S.F.

C. WORK LIME AND FERTILIZER INTO THE SOIL AS NEARLY AS PRACTICAL TO A DEPTH OF 4 INCHES WITH PROPER EQUIPMENT. ROLL THE AREA TO FIRM THE SEEDBED EXCEPT ON CLAY OR SILTY SOILS OR COARSE SAND.

APPLICATION OF SEED:

A. SEEDING: SHALL BE CONDUCTED BETWEEN APRIL 1ST AND OCTOBER 1ST OF THE CONSTRUCTION YEAR. GENERALLY A SEED MIXTURE MAY BE APPLIED AS FOLLOWS: (MDEP SEED MIX 2 IS DISPLAYED)

SEED TYPE	APPLICATION RATE
CREEPING RED FESCUE	0.46 LBS/1,000 S.F. (20 LBS/ACRE)
REDTOP	0.05 LBS/1,000 S.F. (2 LBS/ACRE)
TALL FESCUE	0.46 LBS/1,000 S.F. (20 LBS/ACRE)
TOTAL:	0.97 LBS/1,000 S.F. (42 LBS/ACRE)

NOTE: A SPECIFIC SEED MIXTURE SHOULD BE CHOSEN TO MATCH THE SOILS CONDITION OF THE SITE. VARIOUS AGENCIES CAN RECOMMEND SEED MIXTURES. MDEP RECOMMENDED SEED MIXTURES ARE IN THE EROSION AND SEDIMENT CONTROL BMP MANUAL DATED 3/2003 OR LATER.

B. HYDROSEEDING: SHALL BE CONDUCTED ON PREPARED AREAS WITH SLOPES LESS THAN 2:1. LIME AND FERTILIZER MAY BE APPLIED SIMULTANEOUSLY WITH THE SEED. RECOMMENDED SEEDING RATES MUST BE INCREASED BY 10% WHEN HYDROSEEDING.

C. MULCHING: SHALL COMMENCE IMMEDIATELY AFTER SEED IS APPLIED. REFER TO THE TEMPORARY MULCHING SECTION OF THIS NARRATIVE FOR DETAILS.

SODDING:
FOLLOWING SEEDBED PREPARATION, SOD CAN BE APPLIED IN LIEU OF SEEDING IN AREAS WHERE IMMEDIATE VEGETATION IS MOST BENEFICIAL SUCH AS DITCHES, AROUND STORMWATER DROP INLETS AND AREAS OF AESTHETIC VALUE. SOD SHOULD BE LAID AT RIGHT ANGLES TO THE DIRECTION OF FLOW, STARTING AT THE LOWEST ELEVATION. SOD SHOULD BE ROLLED OR TAMPED DOWN TO EVEN OUT THE JOINTS ONCE LAID DOWN. WHERE FLOW IS PREVALENT THE SOD MUST BE PROPERLY ANCHORED DOWN. IRRIGATE THE SOD IMMEDIATELY AFTER INSTALLATION. IN MOST CASES, SOD CAN BE ESTABLISHED BETWEEN APRIL 1ST AND NOVEMBER 15TH OF THE CONSTRUCTION YEAR, HOWEVER, REFER TO THE WINTER EROSION CONTROL NOTES FOR ANY ACTIVITIES AFTER OCTOBER 1ST.

STANDARDS FOR TIMELY STABILIZATION:

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SLOPES -- THE CONTRACTOR WILL CONSTRUCT AND STABILIZE STONE-COVERED SLOPES BY NOVEMBER 15. THE CONTRACTOR WILL SEED AND MULCH ALL SLOPES TO BE VEGETATED BY SEPTEMBER 15. THE MDEP WILL CONSIDER ANY AREA HAVING A GRADE GREATER THAN 15% (10H:1V) TO BE A SLOPE. IF THE CONTRACTOR FAILS TO STABILIZE ANY SLOPE TO BE VEGETATED BY SEPTEMBER 15, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SLOPE FOR LATE FALL AND WINTER.

A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION AND EROSION CONTROL MATS -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SLOPE WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1,000 SQUARE FEET AND APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE CONTRACTOR WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL APPLY EROSION CONTROL MATS OVER THE MULCHED SLOPE. THE APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
B. STABILIZE THE SLOPE WITH SOD -- THE CONTRACTOR WILL STABILIZE THE DISTURBED SLOPE WITH PROPERLY INSTALLED SOD BY OCTOBER 1. PROPER INSTALLATION INCLUDES THE APPLICANT 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 APPLICANT WILL NOT USE LATE-SEASON SOD INSTALLATION TO STABILIZE SLOPES HAVING A GRADE GREATER THAN 33% (3H:1V).
C. STABILIZE THE SLOPE WITH WOOD WASTE COMPOST -- THE CONTRACTOR WILL PLACE A SIX-INCH LAYER OF WOOD WASTE COMPOST ON THE SLOPE BY NOVEMBER 15. PRIOR TO PLACING THE WOOD WASTE COMPOST, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED SLOPE. THE APPLICANT WILL NOT USE WOOD WASTE COMPOST TO STABILIZE SLOPES HAVING GRADES GREATER THAN 50% (2H:1V) OR HAVING GROUNDWATER SEEPS ON THE SLOPE FACE.
D. STABILIZE THE SLOPE WITH STONE RIPRAP -- THE CONTRACTOR WILL PLACE A LAYER OF STONE RIPRAP ON THE SLOPE BY NOVEMBER 15. THE APPLICANT WILL HIRE A REGISTERED PROFESSIONAL ENGINEER TO DETERMINE THE STONE SIZE NEEDED FOR STABILITY AND TO DESIGN A FILTER LAYER FOR UNDERNEATH THE RIPRAP.

STANDARD FOR THE TIMELY STABILIZATION OF DISTURBED SOILS -- BY SEPTEMBER 15 THE CONTRACTOR WILL SEED AND MULCH ALL DISTURBED SOILS ON AREAS HAVING A SLOPE LESS THAN 15%. IF THE CONTRACTOR FAILS TO STABILIZE THESE SOILS BY THIS DATE, THEN THE CONTRACTOR WILL TAKE ONE OF THE FOLLOWING ACTIONS TO STABILIZE THE SOIL FOR LATE FALL AND WINTER.

A. STABILIZE THE SOIL WITH TEMPORARY VEGETATION -- BY OCTOBER 1 THE CONTRACTOR WILL SEED THE DISTURBED SOIL WITH WINTER RYE AT A SEEDING RATE OF 3 POUNDS PER 1000 SQUARE FEET, LIGHTLY MULCH THE SEEDED SOIL WITH HAY OR STRAW AT 75 POUNDS PER 1000 SQUARE FEET, AND ANCHOR THE MULCH WITH PLASTIC NETTING. THE APPLICANT WILL MONITOR GROWTH OF THE RYE OVER THE NEXT 30 DAYS. IF THE RYE FAILS TO GROW AT LEAST THREE INCHES OR COVER AT LEAST 75% OF THE DISTURBED SOIL BEFORE NOVEMBER 15, THEN THE APPLICANT WILL MULCH THE AREA FOR OVER-WINTER PROTECTION AS DESCRIBED IN ITEM 3(C.) OF THIS STANDARD.
B. STABILIZE THE SOIL WITH SOD -- THE APPLICANT WILL STABILIZE THE DISTURBED SOIL WITH PROPERLY INSTALLED SOD BY OCTOBER 1. 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, AND WATERING THE SOD TO PROMOTE ROOT GROWTH INTO THE DISTURBED SOIL.
C. STABILIZE THE SOIL WITH MULCH -- BY NOVEMBER 15 THE APPLICANT WILL MULCH THE DISTURBED SOIL BY SPREADING HAY OR STRAW AT A RATE OF AT LEAST 150 POUNDS PER 1000 SQUARE FEET ON THE AREA SO THAT NO SOIL IS VISIBLE THROUGH THE MULCH. PRIOR TO APPLYING THE MULCH, THE APPLICANT WILL REMOVE ANY SNOW ACCUMULATION ON THE DISTURBED AREA. IMMEDIATELY AFTER APPLYING THE MULCH, THE APPLICANT WILL ANCHOR THE MULCH WITH PLASTIC NETTING TO PREVENT WIND FROM MOVING THE MULCH OFF THE DISTURBED SOIL.

1. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION CYCLE. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, AND AT LEAST EVERY SEVEN (7) DAYS, THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES. THE CONTRACTOR SHALL PERFORM REPAIRS NO LATER THAN THE END OF THE NEXT WORKDAY, TO ALLOW CONTINUED PROPER FUNCTIONING OF THE EROSION CONTROL MEASURE. THE CONTRACTOR SHALL PROVIDE THE NECESSARY REGULATING AGENCIES WITH WRITTEN DOCUMENTATION DESCRIBING DATES OF INSPECTIONS AND NECESSARY FOLLOW-UP WORK TO MAINTAIN EROSION CONTROL MEASURES MEETING THE REQUIREMENTS OF THIS PLAN WITHIN SEVEN (7) DAYS.

2. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDINGS, THE CONTRACTOR SHALL INSPECT THE WORK AREA SEMIMONTHLY UNTIL THE SEEDINGS HAVE BEEN ESTABLISHED. ESTABLISHED MEANS A MINIMUM OF 90% OF AREAS VEGETATED WITH VIGOROUS GROWTH. RESEEDING SHALL BE CARRIED OUT BY THE CONTRACTOR WITH FOLLOW-UP INSPECTIONS IN THE EVENT OF ANY FAILURES UNTIL VEGETATION IS ADEQUATELY ESTABLISHED.

HOUSE KEEPING:

1. SPILL PREVENTION. CONTROLS MUST BE USED TO PREVENT POLLUTANTS FROM CONSTRUCTION AND WASTE MATERIALS STORED ON SITE TO ENTER STORMWATER, WHICH INCLUDES STORAGE PRACTICES TO MINIMIZE EXPOSURE OF THE MATERIALS TO STORMWATER. THE SITE CONTRACTOR OR OPERATOR MUST DEVELOP, AND IMPLEMENT AS NECESSARY, APPROPRIATE SPILL PREVENTION, CONTAINMENT, AND RESPONSE PLANNING MEASURES.

2. GROUNDWATER PROTECTION. DURING CONSTRUCTION, LIQUID PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS WITH THE POTENTIAL TO CONTAMINATE GROUNDWATER MAY NOT BE STORED OR HANDLED IN AREAS OF THE SITE DRAINING TO AN INFILTRATION AREA. AN "INFILTRATION AREA" IS ANY AREA OF THE SITE THAT BY DESIGN OR AS A RESULT OF SOILS, TOPOGRAPHY AND OTHER RELEVANT FACTORS ACCUMULATES RUNOFF THAT INFILTRATES INTO THE SOIL. DIKES, BERMS, SUMPS, AND OTHER FORMS OF SECONDARY CONTAINMENT THAT PREVENT DISCHARGE TO GROUNDWATER MAY BE USED TO ISOLATE PORTIONS OF THE SITE FOR THE PURPOSES OF STORAGE AND HANDLING OF THESE MATERIALS. ANY PROJECT PROPOSING INFILTRATION OF STORMWATER MUST PROVIDE ADEQUATE PRE-TREATMENT OF STORMWATER PRIOR TO DISCHARGE OF STORMWATER TO THE INFILTRATION AREA, OR PROVIDE FOR TREATMENT WITHIN THE INFILTRATION AREA, IN ORDER TO PREVENT THE ACCUMULATION OF FINES, REDUCTION IN INFILTRATION RATE, AND CONSEQUENT FLOODING AND DESTABILIZATION.

3. FUGITIVE SEDIMENT AND DUST. ACTIONS MUST BE TAKEN TO ENSURE THAT ACTIVITIES DO NOT RESULT IN NOTICEABLE EROSION OF SOILS OR FUGITIVE DUST EMISSIONS DURING OR AFTER CONSTRUCTION. OIL MAY NOT BE USED FOR DUST CONTROL, BUT OTHER WATER ADDITIVES MAY BE CONSIDERED AS NEEDED. A STABILIZED CONSTRUCTION ENTRANCE (SCE) SHOULD BE INCLUDED TO MINIMIZE TRACKING OF MUD AND SEDIMENT. IF OFF-SITE TRACKING OCCURS, PUBLIC ROADS SHOULD BE SWEPT IMMEDIATELY AND NO LESS THAN ONCE A WEEK AND PRIOR TO SIGNIFICANT STORM EVENTS. OPERATIONS DURING DRY MONTHS, THAT EXPERIENCE FUGITIVE DUST PROBLEMS, SHOULD WET DOWN UNPAVED ACCESS ROADS ONCE A WEEK OR MORE FREQUENTLY AS NEEDED WITH A WATER ADDITIVE TO SUPPRESS FUGITIVE SEDIMENT AND DUST.

4. DEBRIS AND OTHER MATERIALS. MINIMIZE THE EXPOSURE OF CONSTRUCTION DEBRIS, BUILDING AND LANDSCAPING MATERIALS, TRASH, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTES AND OTHER MATERIALS TO PRECIPITATION AND STORMWATER RUNOFF. THESE MATERIALS MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE.

5. EXCAVATION DE-WATERING. EXCAVATION DE-WATERING IS THE REMOVAL OF WATER FROM TRENCHES, FOUNDATIONS, COFFER DAMS, PONDS, AND OTHER AREAS WITHIN THE CONSTRUCTION AREA THAT RETAIN WATER AFTER EXCAVATION. IN MOST CASES THE COLLECTED WATER IS HEAVILY SILTED AND HINDERS CORRECT AND SAFE CONSTRUCTION PRACTICES. THE COLLECTED WATER REMOVED FROM THE PONDED AREA, EITHER THROUGH GRAVITY OR PUMPING, MUST BE SPREAD THROUGH NATURAL WOODED BUFFERS OR REMOVED TO AREAS THAT ARE SPECIFICALLY DESIGNED TO COLLECT THE MAXIMUM AMOUNT OF SEDIMENT POSSIBLE, LIKE A COFFERDAM SEDIMENTATION BASIN. AVOID ALLOWING THE WATER TO FLOW OVER DISTURBED AREAS OF THE SITE. EQUIVALENT MEASURES MAY BE TAKEN IF APPROVED BY THE DEPARTMENT.

6. AUTHORIZED NON-STORMWATER DISCHARGES. IDENTIFY AND PREVENT CONTAMINATION BY NON-STORMWATER DISCHARGES. WHERE ALLOWED NON-STORMWATER DISCHARGES EXIST, THEY MUST BE IDENTIFIED AND STEPS SHOULD BE TAKEN TO ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE. AUTHORIZED NON-STORMWATER DISCHARGES ARE:
A. DISCHARGES FROM FIREFIGHTING ACTIVITY;
B. FIRE HYDRANT FLUSHINGS;
C. VEHICLE WASHWATER IF DETERGENTS ARE NOT USED AND WASHING IS LIMITED TO THE EXTERIOR OF VEHICLES (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

CONSTRUCTION NOTES

1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.

2. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

3. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.

4. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.

5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.

6. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.

7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.

8. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.

9. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES" PUBLISHED BY THE CUMBERLAND COUNTY SOIL AND WATER DISTRICT AND MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 1991 OR LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.

10. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.

11. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.

12. INSTALL UNDERGROUND UTILITY SERVICES IN SCHEDULE 40 PVC CONDUIT AT LOCATIONS WITHIN PAVED, GRAVEL, OR TRAFFIC AREAS.

13. ALL SEWER PIPE TO BE PVC SDR 35. ALL OTHER REQUIRED DRAINAGE PIPE SHALL BE CORRUGATED METAL PIPE OR REINFORCED CONCRETE PIPE.

14. PRIOR TO ANY CONSTRUCTION AT THE SITE, REPRESENTATIVES OF THE OWNER, SITE CONTRACTOR AND THE SITE DESIGN ENGINEER SHALL ARRANGE FOR AND MEET WITH THE DIRECTOR OF PUBLIC WORKS AND CITY ENGINEER TO DISCUSS THE SCHEDULING OF THE SITE CONSTRUCTION. ON OR BEFORE THAT MEETING, THE CONTRACTOR WILL PREPARE A DETAILED SCHEDULE AND MARKED-UP SITE PLAN INDICATING AREAS AND COMPONENTS OF THE WORK AND KEY DATES SHOWING DATE OF DISTURBANCE AND COMPLETION OF THE WORK IS DISTURBED AREAS ARE NOT TO BE FINISHED (LOAMED, SEEDED AND MULCHED) WITHIN FOURTEEN (14) DAYS, THE SCHEDULE SHALL INDICATE THOSE AREAS TO BE PROTECTED WITH TEMPORARY SEEDING/MULCH.

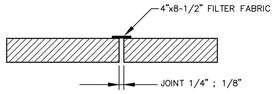
15. PRIOR TO CONSTRUCTION, THE SITE CONTRACTOR SHALL CONFIRM SETBACKS AND BUILDING DIMENSIONS WITH ARCHITECTURAL DRAWINGS. CONTRACTOR SHALL NOTIFY ENGINEER AND OWNER OF ANY DIFFERENCES AFFECTING BUILDING OR SITE CONSTRUCTION.

16. ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557 (MODIFIED), AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).

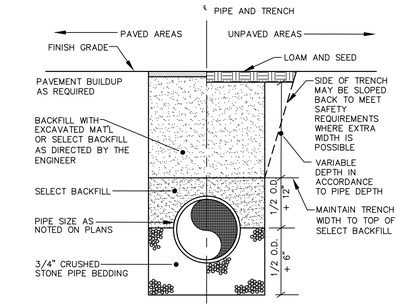
17. REMOVE TOPSOIL AND ROUGHEN SUBGRADE TO ESTABLISH SUITABLE INTERFACE FOR ALL FILLS.

18. FILL AREAS UNDER PAVEMENT SHALL BE GRANULAR BORROW. ALL OTHER FILL AREAS SHALL BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION, FREE FROM FROZEN MATERIAL PERISHABLE RUBBLE, PEAT, ORGANIC, ROCKS LARGER THAN 12" IN DIAMETER VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL DESCRIBED IN THIS NOTE AND UPON APPROVAL IF THE ENGINEER GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH M.D.O.T. SPECIFICATIONS.

19. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SMH'S, CB'S, HYDRANTS, ETC.. IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC.. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.



VERTICAL GRANITE CURB
NOT TO SCALE



TYPICAL TRENCH SECTION
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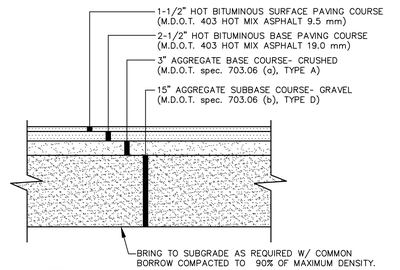
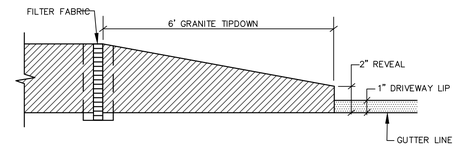
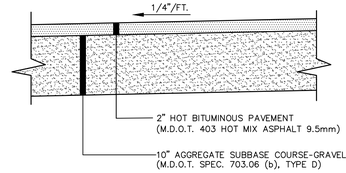


NOTES:
1. COMPACT GRAVEL SUBBASE, BASE COURSE TO 92% OF MAXIMUM DENSITY USING HEAVY ROLLER COMPACTION.
2. CONTRACTOR SHALL SET GRADE STAKES MARKING SUBBASE AND FINISH GRADE ELEVATIONS FOR CONSTRUCTION REFERENCE.
3. CONTRACTOR MAY REPLACE BITUMINOUS PAVING SECTION WITH TWO (2) 1-1/2" LIFTS OF 12.5mm SUPERPAVE MIX. SUBMIT PAVEMENT MIX DESIGN PRIOR TO CONSTRUCTION.

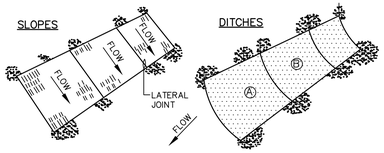
TYPICAL PAVED PARKING LOT SECTION
NOT TO SCALE



TYPICAL TIPDOWN CURB INSTALLATION
NOT TO SCALE

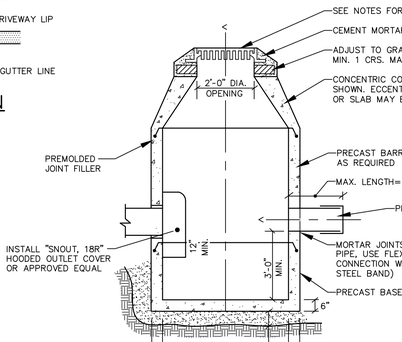


BITUMINOUS SIDEWALK
NOT TO SCALE



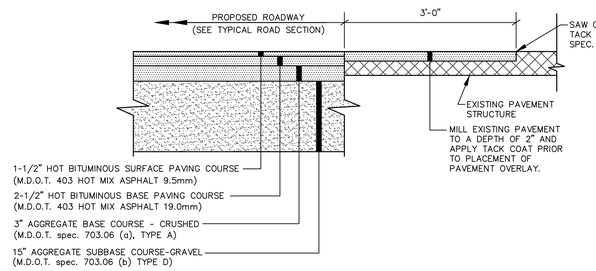
NOTES:
1. BURY THE TOP END OF THE MESH MATERIAL IN A 6" TRENCH AND BACKFILL AND TAMP TRENCHING SECURE END WITH STAPLES AT 6" SPACING, 4" DOWN FROM EXPOSED END.
2. FLOW DIRECTION JOINTS TO HAVE UPPER END OF LOWER STRIP BURIED WITH UPPER LAYERS OVERLAPPED 4" AND STAPLED. OVERLAP B OVER A.
3. LATERAL JOINTS TO HAVE 4" OVERLAP OF STRIPS. STAPLE 18" ON CENTER.
4. STAPLE OUTSIDE LATERAL EDGE 2" ON CENTER.
5. WIRE STAPLES TO BE MIN OF #11 WIRE 6" LONG AND 1-1/2" WIDE.
6. USE NORTH AMERICAN GREEN DS 150 OR APPROVED EQUAL.

EROSION CONTROL BLANKET
NOT TO SCALE



NOTES:
1. 4'-0" I.D. TYPICAL. SOME STRUCTURES MAY REQUIRE LARGER I.D. PROVIDE SHOP DRAWINGS.
2. DRAINAGE STRUCTURES TO BE DESIGNED FOR H-20 LOADING.
3. PIPE SIZES AND INVERTS AS NOTED ON PLANS.
4. CATCH BASIN FRAME AND GRATE TO BE EAST JORDAN FOUNDRY 5250, OR APPROVED EQUAL.
5. DRAIN MANHOLE FRAME AND GRATE TO BE EAST JORDAN FOUNDRY 1080, TYPE A OR APPROVED EQUAL. COVER SHALL BE MARKED "DRAIN".

TYPICAL DRAINAGE MANHOLE/CATCH BASIN
NOT TO SCALE



TYPICAL PAVEMENT JOINT
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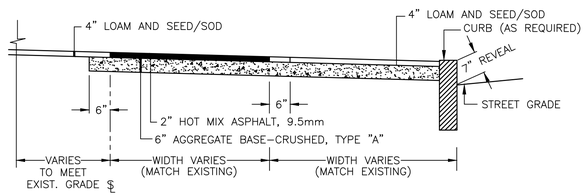

BITUMINOUS SIDEWALK WITH ESPLANADE
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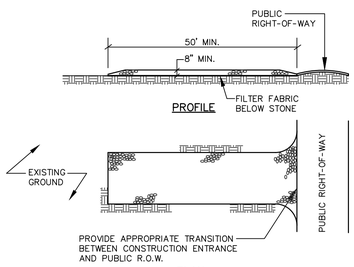
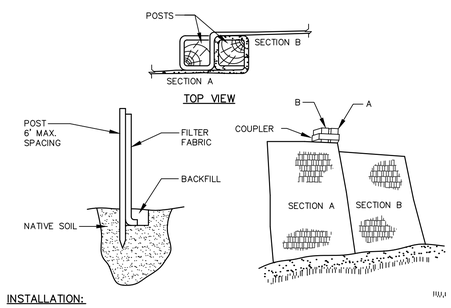


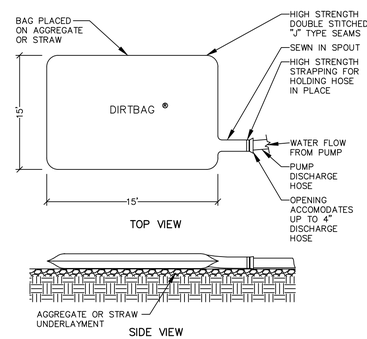
NOTES:
1. STONE SIZE- AASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.
2. LENGTH- AS SHOWN ON PLANS, MIN. 50 FEET.
3. THICKNESS- NOT LESS THAN EIGHT (8) INCHES.
4. WIDTH- NOT LESS THAN FULL WIDTH OF ALL POINT OF INGRESS OR EGRESS.
5. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE

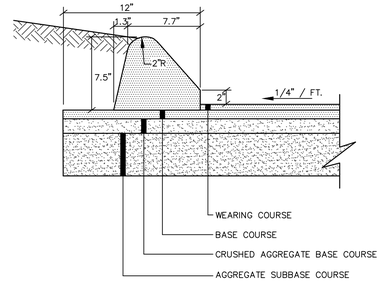


INSTALLATION:
1. EXCAVATE A 6"x 6" TRENCH ALONG THE LINE OF PLACEMENT FOR THE FILTER BARRIER.
2. UNROLL A SECTION AT A TIME AND POSITION THE POSTS AGAINST THE BACK (DOWNSTREAM) WALL OF THE TRENCH.
3. DRIVE POSTS INTO THE GROUND UNTIL APPROXIMATELY 2" OF FABRIC IS LYING ON THE TRENCH BOTTOM.
4. LAY THE TOE-IN FLAP OF FABRIC ONTO THE UNDISTURBED BOTTOM OF THE TRENCH, BACKFILL THE TRENCH AND TAMP THE SOIL. TOE-IN CAN ALSO BE ACCOMPLISHED BY LAYING THE FABRIC FLAP ON UNDISTURBED GROUND AND PILING AND TAMPING FILL AT THE BASE, BUT MUST BE ACCOMPANIED BY AN INTERCEPTION DITCH.
5. JOIN SECTION AS SHOWN ABOVE.
6. BARRIER SHALL BE MIRAFI SILT FENCE OR EQUAL.

FILTER BARRIER
NOT TO SCALE



DIRTBAG PUMPED SILT CONTROL SYSTEM
NOT TO SCALE



BITUMINOUS CURB SECTION
NOT TO SCALE

JAMES R. SEYMOUR PE 9984
STATE OF MAINE JAMES R. SEYMOUR No. 9984 REGISTERED PROFESSIONAL ENGINEER
1-23-19

DESIGNED	CHECKED
JRS	JRS

REV.	BY:	DATE:	STATUS:
B	JRS	01-30-19	CLIENT REVIEW/CITY SUBMITTAL
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

ANY ALTERATIONS, AND/OR REUSE OF THESE PLANS WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC. AND/OR ITS CONSULTANTS. UNAUTHORIZED USE OF THESE PLANS IN ANY WAY IS PROHIBITED.

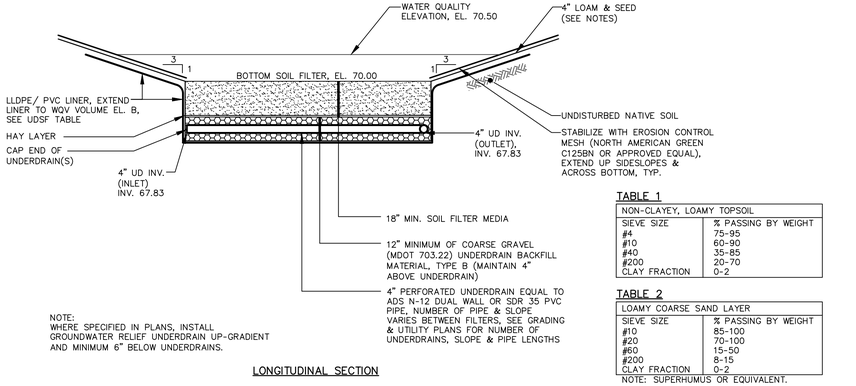
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

DETAILS
OF:
PATAGON STORAGE
150 RIVERSIDE STREET
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 208
WASHALIGAL, WASHINGTON

PROJECT NO.	SCALE
17500	N.T.S.

SHEET 8 OF 9

17500.dwg, TAB:D2



NOTE:
WHERE SPECIFIED IN PLANS, INSTALL GROUNDWATER RELIEF UNDERDRAIN UP-GRADIENT AND MINIMUM 6" BELOW UNDERDRAINS.

LONGITUDINAL SECTION

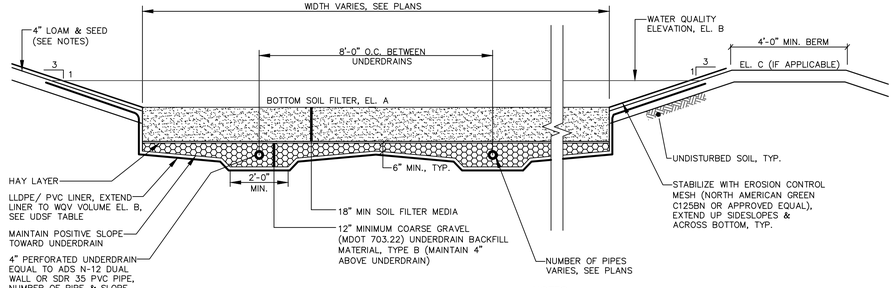
TABLE 1

NON-CLAYEY, LOAMY TOPSOIL	
SIEVE SIZE	% PASSING BY WEIGHT
#4	75-95
#10	60-90
#40	35-85
#200	20-70
CLAY FRACTION	0-2

TABLE 2

LOAMY COARSE SAND LAYER	
SIEVE SIZE	% PASSING BY WEIGHT
#10	85-100
#20	70-100
#60	15-50
#200	8-15
CLAY FRACTION	0-2

NOTE: SUPERHUMUS OR EQUIVALENT.



SECTION

NOTES:
1. MULTIPLE ROWS OF UNDERDRAIN SHALL CONNECT INTO A 6" HEADER LAID LEVEL PIPE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
2. WHERE SPECIFIED IN PLANS, INSTALL GROUNDWATER RELIEF UNDERDRAIN UP-GRADIENT AND MINIMUM 6" BELOW UNDERDRAINS.

UNDERDRAINED SOIL FILTER DETAIL

NOT TO SCALE

UNDERDRAINED SOIL FILTER CONSTRUCTION OVERSIGHT NOTES:

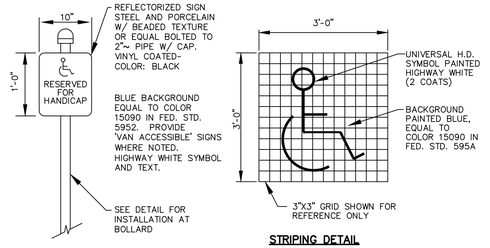
THE APPLICANT WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER TO INSPECT THE CONSTRUCTION AND STABILIZATION OF THE UNDERDRAIN. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE UNDERDRAIN'S CONSTRUCTION PLAN FOR THE CONTRACTOR. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY THE DEPARTMENT IN WRITING WITHIN 30 DAYS TO STATE THAT THE POND HAS BEEN COMPLETED. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT, AND INCLUDE ANY TESTING DATA OR SIEVE ANALYSIS DATA OF EVERY MINERAL SOIL AND SOIL MEDIA SPECIFIED IN THE PLANS AND USED ON SITE.

1. CONSTRUCTION SEQUENCE: THE UNDERDRAIN AND VEGETATION MUST NOT BE INSTALLEDUNTIL THE AREA THAT DRAINS TO THE UNDERDRAIN HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE, 90% VEGETATION COVER, OR OTHER PERMANENT STABILIZATION UNLESS THE RUNOFF FROM THE CONTRIBUTING DRAINAGE AREA IS DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED.
2. COMPACTION OF UNDERDRAIN: UNDERDRAIN BEDDING MATERIAL MUST BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR. THE BED SHOULD BE INSTALLED IN AT LEAST 2 LIFTS OF 9 INCHES TO PREVENT POCKETS OF LOOSE MEDIA.
3. CONSTRUCTION OVERSIGHT: INSPECTION BY A PROFESSIONAL ENGINEER WILL OCCUR AT A MINIMUM:
   A. FOR FIRST UNDERDRAIN CONSTRUCTED, AFTER UNDERDRAIN PIPE IS INSTALLED AT GRADE AND BUT NOT BACKFILLED. AFTER THE UNDERDRAIN PIPE IS COMPLETELY BACKFILLED AND BEFORE PLACEMENT OF LOAMY COARSE SAND LAYER.
   B. AFTER THE LOAMY COARSE SAND LAYER AND SOD/ LOAM HAS BEEN INSTALLED.
   C. AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS.
   D. ALL MATERIAL USED FOR THE CONSTRUCTION OF THE UNDERDRAIN MUST BE CONFIRMED AS SUITABLE BY THE DESIGN ENGINEER. TESTING MUST BE DONE BY A CERTIFIED LABORATORY.

TESTING AND SUBMITTALS
1. THE UNDERDRAIN SHALL CONSIST OF THE TOP THREE LAYERS IDENTIFIED AS LOAMY TOPSOIL, 2" TRANSITION AND 12" LOAMY COARSE SAND. THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE FOR EACH COMPONENT OF THE UNDERDRAIN AND SUBMIT GRADATIONS FOR THE UNDERDRAIN MATERIALS TO THE ENGINEER FOR APPROVAL. SAMPLES MUST BE A COMPOSITE OF THREE DIFFERENT LOCATIONS (GRABS) FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY.

UNDERDRAINED SOIL FILTER MATERIAL NOTES:

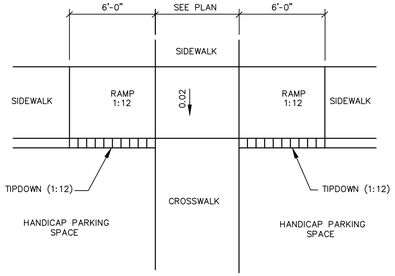
1. ONSITE LOAM SHALL BE SCREENED FOR STONES LARGER THAN 1 INCH AND BE TESTED TO VERIFY THERE IS LESS THAN 2% CLAY CONTENT AND 5-8% ORGANIC MATTER. IF ONSITE LOAM DOES NOT MEET REQUIREMENTS, THEN LOAM FROM OFFSITE SHALL BE A NON-CLAYEY, LOAMY TOPSOIL SUCH AS A USDA SANDY LOAM TOPSOIL WITH 5-8% HUMIFIED ORGANIC MATTER AND 3-10% CLAY CONTENT.
2. 2" TRANSITION LAYER OF THE LOAM/SOD LAYER SHALL BE ROTOTILLED INTO THE LOAMY COARSE SAND LAYER BELOW.
3. THE LOAMY COARSE SAND LAYER SHALL BE TESTED IN ACCORDANCE WITH THE TESTING AND SUBMITTALS NOTES ABOVE.
4. A LAYER OF HAY SHALL BE PLACED BETWEEN 12" LOAMY COARSE LAYER AND UNDERDRAIN STONE BEDDING TO PREVENT SUBSIDENCE OR PLUGGING OF THE SAND/GRAVEL/STONE LAYER AND/OR PIPE.
5. UNDERDRAIN STONE BEDDING MATERIAL MUST CONFORM TO THE MDOT SPECIFICATION 703.22 UNDERDRAIN TYPE B FOR UNDERDRAIN BACKFILL MATERIAL. THE BEDDING MATERIAL MUST HAVE NO MORE THAN 5% PASSING THE 200 SIEVE.
6. MATERIAL LAYERS ABOVE THE UNDERDRAIN BACKFILL LAYER SHALL BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS, OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. NO OTHER MATERIALS OR SUBSTANCES THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS CAN BE MIXED WITHIN THE FILTER. DURING CONSTRUCTION, CARE SHOULD BE TAKEN TO AVOID COMPACTION OF BOTH THE GRAVEL AND SOIL FILTER.
7. OVER COMPACTION OF UNDERDRAIN MATERIAL SHALL BE AVOIDED. IF OVER COMPACTION OCCURS, ROTOTILL AGAIN PRIOR TO SEEDING OR SODDING.



STRIPING DETAIL

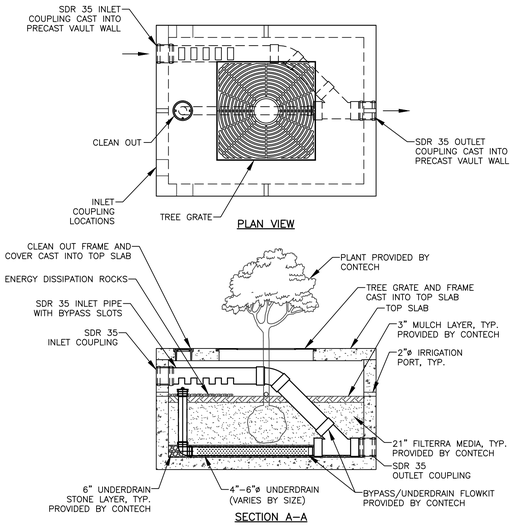
HANDICAP SIGNS AND STRIPING

NOT TO SCALE

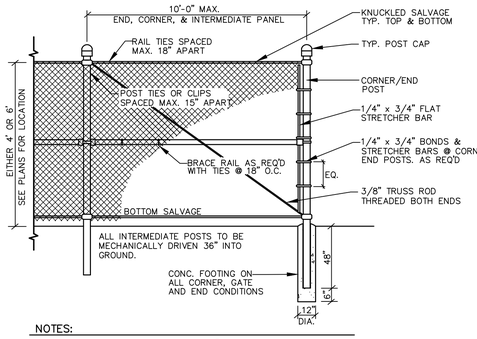


HANDICAP RAMP

NOT TO SCALE



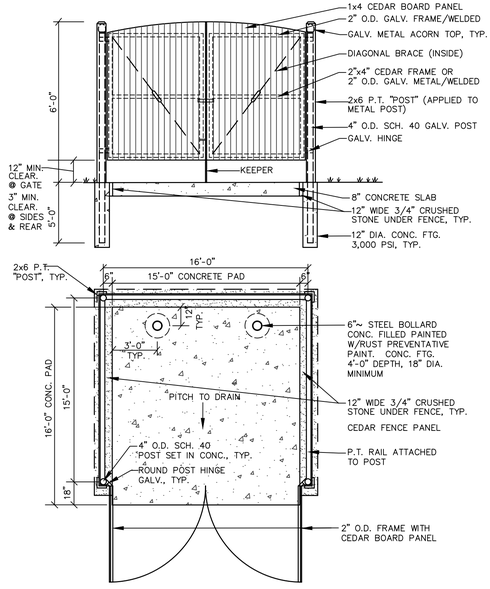
FILTERRA DETAIL



NOTES:
1. CORNER OR END POST: NOMINAL 3" O.D. GALVANIZED STEEL PIPE, MIN. 5.79 lbs./LF.
2. INTERMEDIATE POST: NOMINAL 2-1/2" O.D. GALVANIZED STEEL PIPE, MIN. 3.65 lbs./LF.
3. BRACES (TOP & BOTTOM): NOMINAL 1-5/8" O.D. GALVANIZED STEEL PIPE, MIN. 2.27 lbs./LF.
4. THE OUTSIDE OF THE FENCE FABRIC SHALL BE 3" INSIDE THE EDGE OF PAVEMENT.
5. BRACE RAIL AND DIAGONAL BRACE ROD SHALL BE INSTALLED AT EACH 10' CORNER SECTION OF ENCLOSURE.
6. CONCRETE SHALL HAVE MINIMUM COMPRESSIVE STRENGTH (f) c OF 3,000 psi WITH 6% AIR ENTRAINMENT.
7. SUBMIT SHOP DRAWINGS FOR OWNER'S/ENGINEER'S APPROVAL.
8. FENCE FABRIC, POST, RAILS AND APPURTENANCES SHALL BE VINYL CLAD; COLOR: BLACK

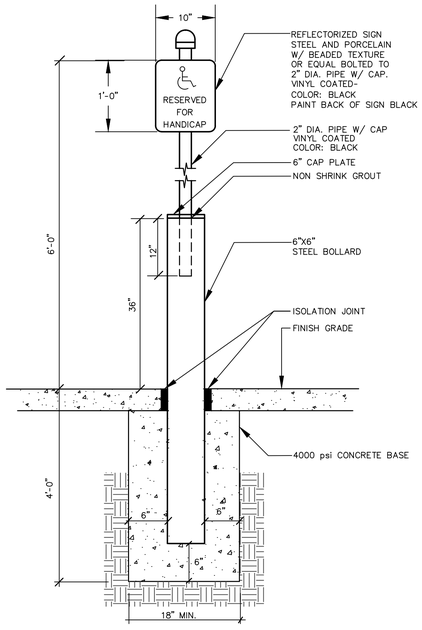
TYPICAL CHAIN LINK FENCE

NOT TO SCALE



TYPICAL DUMPSTER ENCLOSURE

NOT TO SCALE



STEEL BOLLARD MOUNTED SIGN

NOT TO SCALE

JAMES R. SEYMOUR PE 9984

STATE OF MAINE — JAMES R. SEYMOUR — No. 9984 — REGISTERED PROFESSIONAL ENGINEER — 1-23-19

DESIGNED	CHECKED
JRS	JRS

REV.	BY:	DATE:	STATUS
B	JRS	01-30-19	CLIENT REVIEW/CITY SUBMITTAL
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

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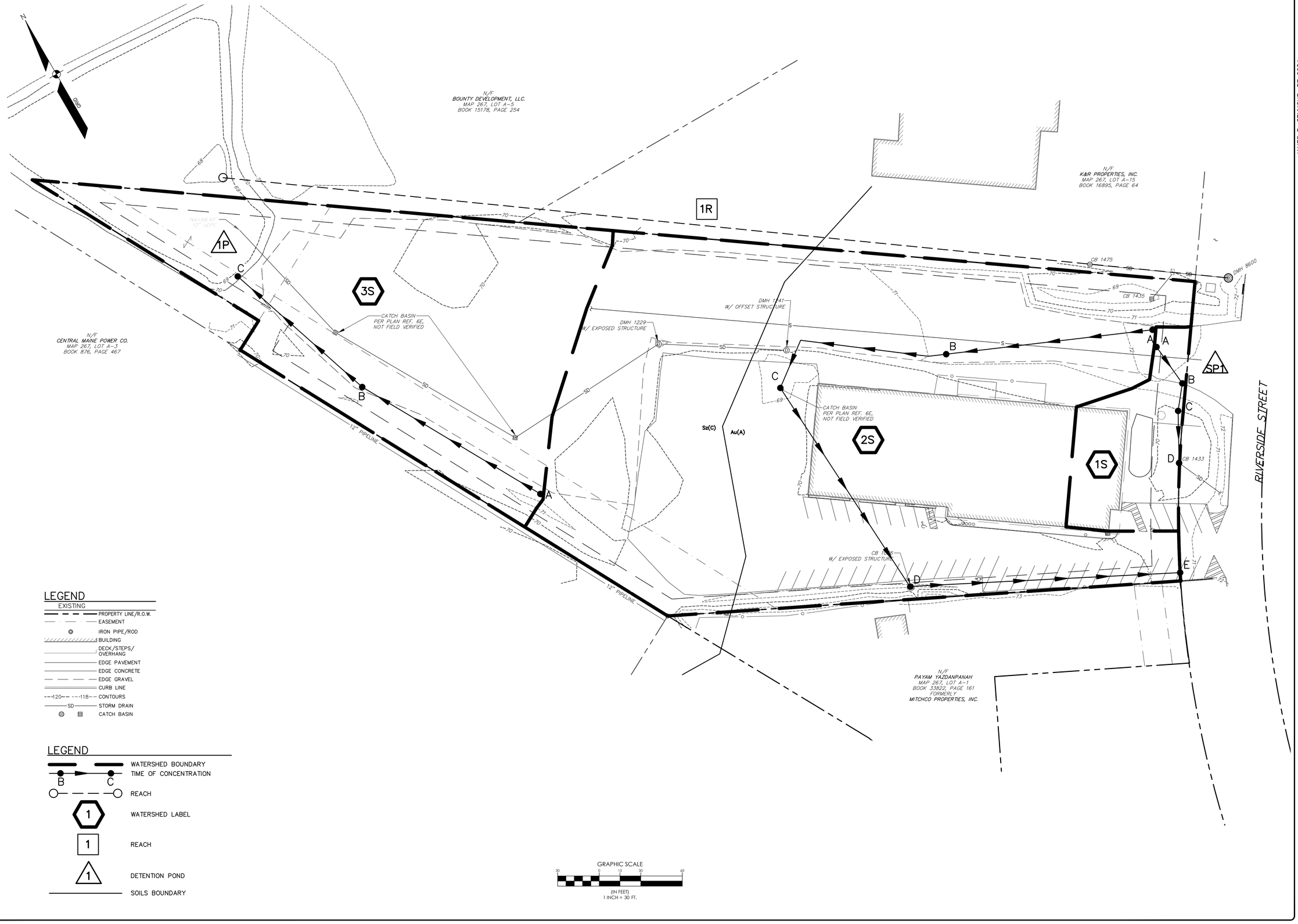
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

DETAILS
OF:
PATAGON STORAGE
150 RIVERSIDE STREET
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1700 MAIN STREET, SUITE 208
WASHAUGAL, WASHINGTON

PROJECT NO.	SCALE
17500	N.T.S.

SHEET 9 OF 9

175000.dwg, TAB:D3



LEGEND

EXISTING

- PROPERTY LINE/R.O.W.
- EASEMENT
- IRON PIPE/ROD
- BUILDING
- DECK/STEPS/ OVERHANG
- EDGE PAVEMENT
- EDGE CONCRETE
- EDGE GRAVEL
- CURB LINE
- 120 118 CONTOURS
- SD STORM DRAIN
- CATCH BASIN

LEGEND

- WATERSHED BOUNDARY
- B C TIME OF CONCENTRATION
- REACH
- 1 WATERSHED LABEL
- 1 REACH
- 1 DETENTION POND
- SOILS BOUNDARY

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 INCH = 30 FT.

JAMES R. SEYMOUR, PE 9984

STATE OF MAINE
JAMES R. SEYMOUR
No. 9984
REGISTERED PROFESSIONAL ENGINEER
09-18-18

DESIGNED	CHECKED
DJS	JRS

REV.	BY:	DATE:	STATUS:
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

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WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

PRE-DEVELOPMENT WATERSHED MAP

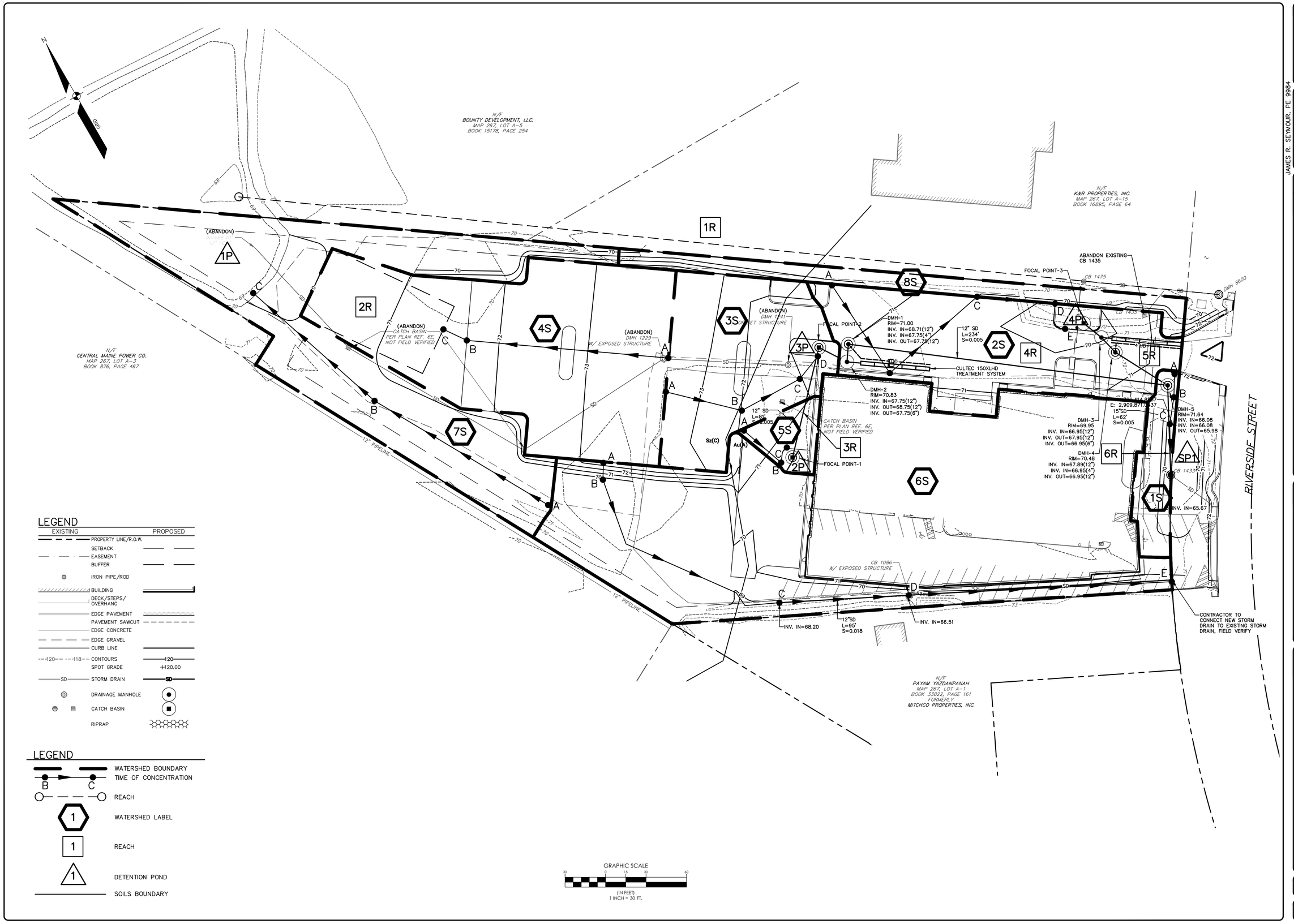
OF:
PATAGON STORAGE
140 & 150 RIVERSIDE STREET
PORTLAND, ME

FOR:
PATAGON STORAGE, LLC.
1700 MAIN ST. - SUITE 70
WASHOUGAL, WA 98671

PROJECT NO.	SCALE
17500	1" = 30'

SHEET 1 OF 2

17500SWP.dwg, TAB:PRE



JAMES R. SEYMOUR, PE 9984

STATE OF MAINE
JAMES R. SEYMOUR
No. 9984
PROFESSIONAL ENGINEER
09-18-18

DESIGNED	CHECKED
DJS	JRS

REV:	BY:	DATE:	STATUS:
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

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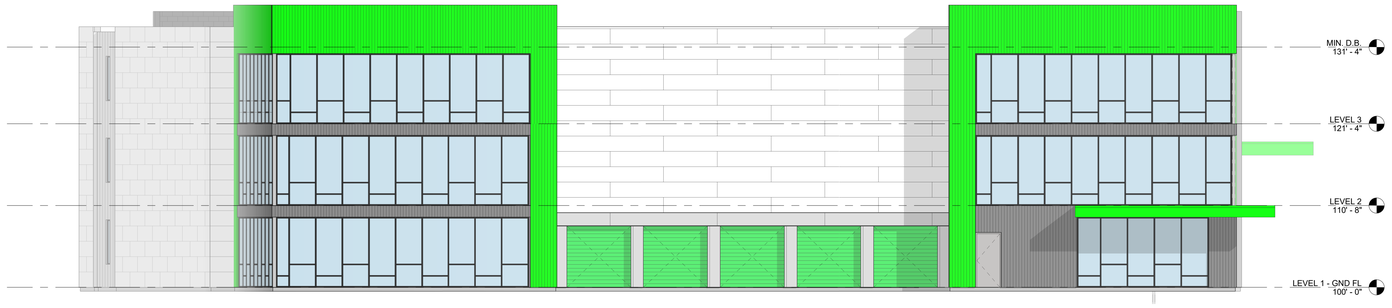
SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

POST-DEVELOPMENT WATERSHED MAP
OF:
PATAGON SELF STORAGE
142 & 150 RIVERSIDE STREET
PORTLAND, ME
FOR:
PATAGON STORAGE, LLC.
1700 MAIN ST. - SUITE 70
WASHAUGAL, WA 98671

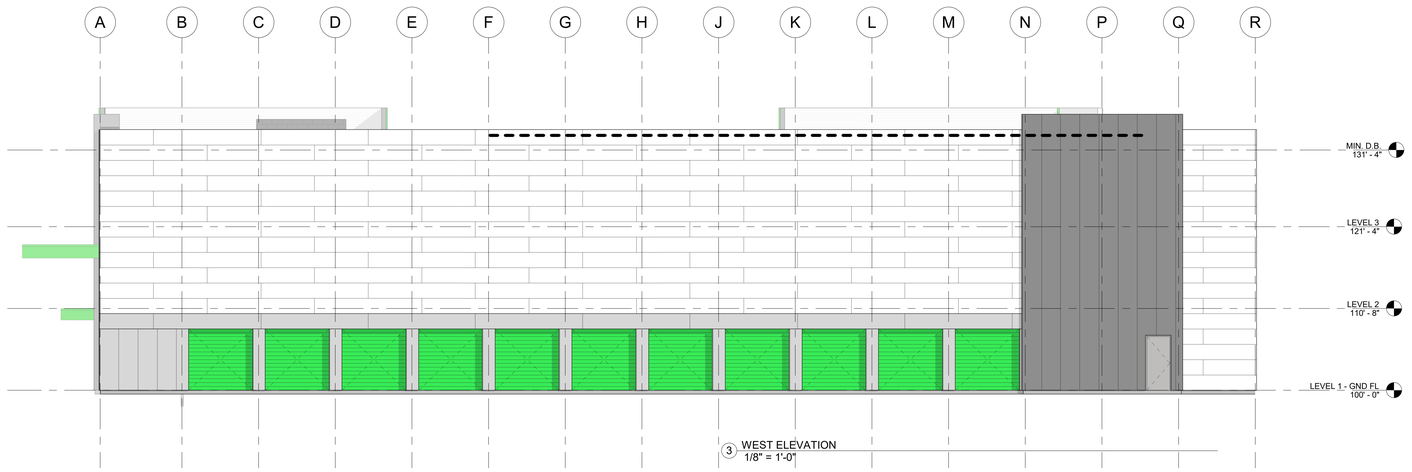
PROJECT NO.	SCALE
17500	1" = 30'

SHEET 2 OF 2

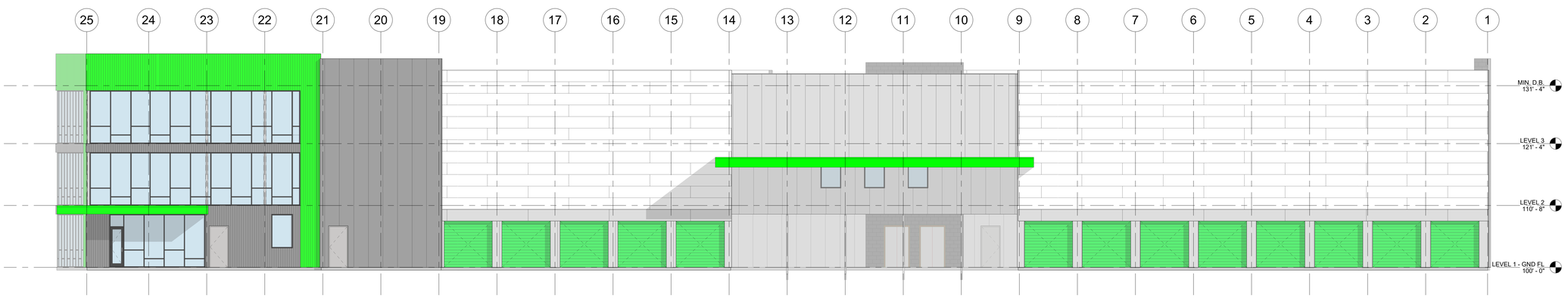
17500SWP.dwg, TAB:POST



1 FRONT (EAST) ELEVATION
1/8" = 1'-0"



3 WEST ELEVATION
1/8" = 1'-0"



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

ELEVATION NOTES

1. ALL FIXTURES MOUNTED TO EXTERIOR WALL TO BE ALIGNED VERTICALLY WHERE APPLICABLE

ELEVATION LEGEND

INSULATED METAL PANEL

KEYNOTES

di'velept
454 N 600 W, SLC, UT 84116
e: howdy@divelept.com
p: 801-680-4485
w: www.divelept.com

PORT

REVISIONS:
No. Date Description

PROFESSIONAL SEAL:

OWNER:

PROJECT ADDRESS: PORTLAND, ME

ARCH PROJECT #: 17-31

A.D.R.: Checker

PHASE: BUILDING PERMIT SET

PUBLISH DATE: MARCH 12, 2016

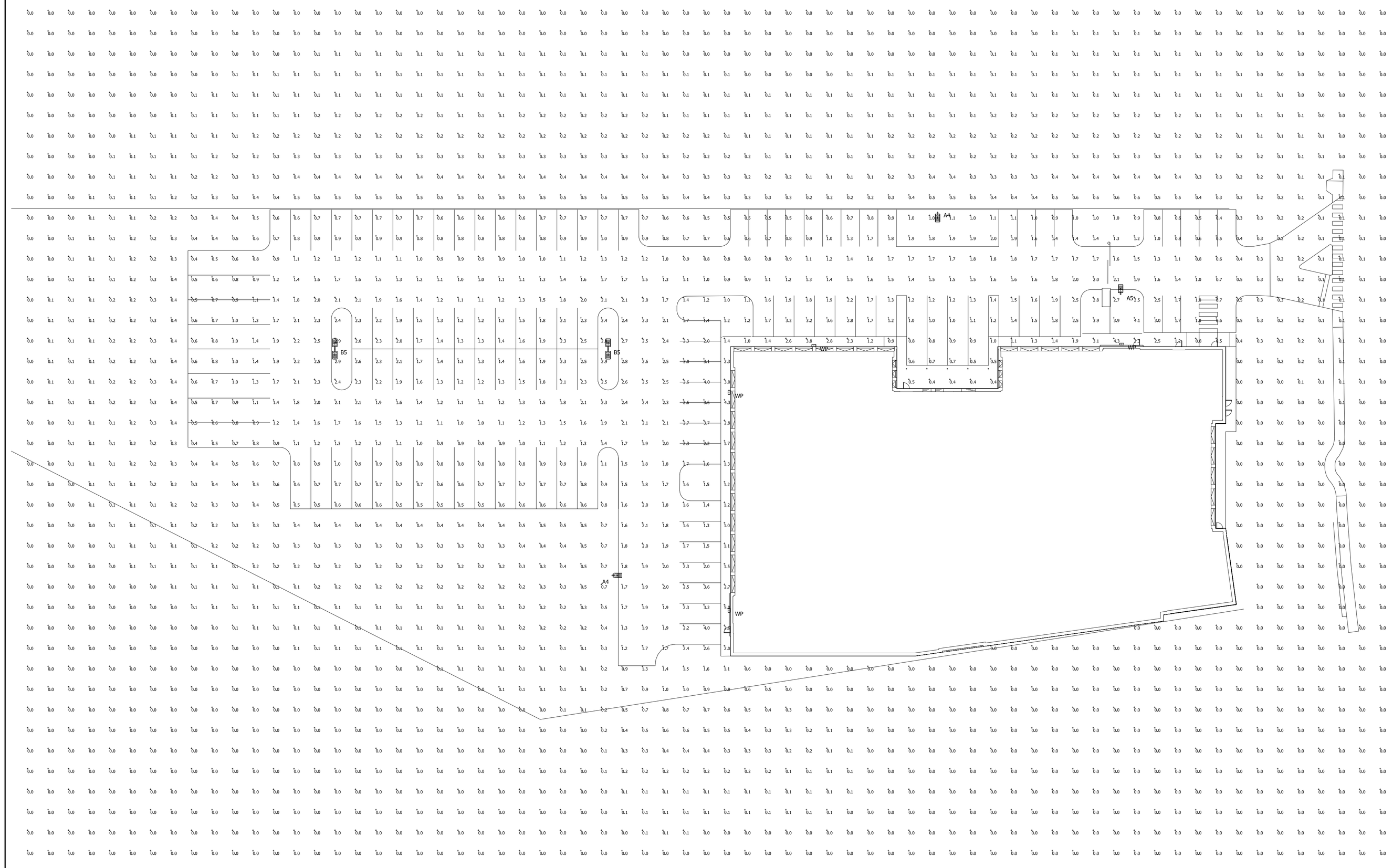
SHEET SCALE: 1/8" = 1'-0"

SHEET NAME:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A200

5/18/2018 12:30:56 PM

DIVELEPT DESIGN LLC © 2017



Luminaire Schedule							
Symbol	Label	Qty	Mounting Height	LLF	Watts	Lumens	Description
	A4	2	30' - 0" AFG	0.900	135	17163	VP-L-64L-135-4K7-4W
	A5	1	30' - 0" AFG	0.900	135	17009	VP-L-64L-135-4K7-5W
	B5	2	30' - 0" AFG	0.900	135	17009	VP-L-64L-135-4K7-5W
	WP	4	12' - 0" AFG	0.900	45	3998	LNC2-18LU-4K-4

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Overall Area	Illuminance	Fc	0.43	5.0	0.0	N.A.	N.A.
Parking Area	Illuminance	Fc	1.41	4.0	0.4	3.53	10.00

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)

1 inch = 30 - FT.

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:

PATAGON STORAGE
WASHAUGAL, WA
SITE LIGHTING PLAN

REVISED FROM DRAWING NUMBER(S):

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

DN BY: DHK	DATE: 09/20/18	CHK BY: N/A
REV. BY:	DATE:	SCALE: AS NOTED
QUOTE: N/A	DRAWING / DESIGN NO.: 1822786	

Construction Management Plan
General Template
Patagon Storage, LLC
142 & 150 Riverside Street

Construction Management Plans shall depict the overall planning, coordination, and control of a construction site, including phases as applicable, from beginning to completion. The City's goal for a construction management plan is to support a safe construction site and protect the public safety, accessibility (including preserving accessible pedestrian, bicycle, and vehicular modes of transport throughout the city), and welfare during construction. In addition, the construction management plan shall minimize construction impacts in their duration and magnitude to the surrounding area and develop an effective communication process for resolving concerns and conflicts.

The Construction Management Plan will be submitted as part of the Site Plan Review and it shall address the construction logistics for a project. The Construction Management Plan shall include the following submissions: 1) a construction management site plan, 2) a construction schedule (time frame); and 3) a written narrative addressing the categories below.

A. Construction Management Principles

The following narrative provides an overview of the construction management principles that the applicant and contractor has identified to minimize impacts from the construction, such as noise, vibrations, ground movement, truck traffic, and other construction related factors to the surrounding building and communities.

B. Development Review of Construction Management Plan

Applicant and contractor shall submit a construction management plan that provides a comprehensive logistics and safety program for the construction project, which will be reviewed and approved as part of the site plan review process. Minimizing impacts to areas surrounding the building/construction site will be primary considerations 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.

The following details define the intended approach to the successful management of the project construction and the construction management plan will address the general conditions contained below.

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

Prior to scheduling a preconstruction meeting and the issuance of any city required permits, applicant and contractor shall meet all of the requirements contained in Section 14-530. Development review fees and post approval requirements and 14-532. General requirements and enforcement of Portland's Land Use Code.

Other permits, as applicable, include

1. **Street Opening and Street Occupancy Permits:** Construction activity in the public right-of-way are controlled by Chapter 25 and sewer and stormwater system connections are controlled by Chapters 24 and 32 of the Land Use Code. All required permits shall be obtained through the Department of Public Works and the requests shall conform with the approved construction management plan.
2. **Blasting:** 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.
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

Applicant and Contractor will work diligently to implement a communication strategy as outlined below. The communication strategy is intended to ensure that all construction operations are performed in accordance with all agreements, ordinances and special permits applicable to this project. The Construction Manager 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. The final construction management plan shall provide for the following:

1. Contact Person and contact information for the [applicant and contractor] and who is available 24 hours
2. Construction Signage posted on the site with Contact Information for Contractor
3. Describe any additional communication strategies
4. All construction site signage is temporary and shall be removed at project completion.

E. Construction Schedule

1. The contractor shall submit a schedule or time line for the construction project, including any Phasing.
2. Hours of Construction. Construction may occur during the daytime hours as defined in Section 17-18. Construction Activities for Building permit (Attachment 1) and Section 25-129. Noise, dust and debris (Attachment 2).
3. Extended Hours or Night Work: Pursuant to Section 17-18, this section not apply to emergency utility work or "Situations where the public works authority or the office of building inspections determines that the construction activity is of a unique character which cannot reasonably be completed or performed during the permitted hours and which is not of a recurring nature, provided that prior to engaging in such activity the contractor or his representatives gives notice of the time and scope of such proposed activity, the notice to be given in a manner approved by the public works authority."
4. Material Deliveries: Schedule and designated location for delivery of materials and boxed goods.

F. Security & Public Safety

1. The Construction Management Plan will depict all proposed fencing or other barriers and access gates (with knox locking devices) with the intent of separating pedestrian and vehicle circulation from the construction site.

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. An overall construction of demolition fire safety program shall be developed. Essential items to be emphasized include the following:
    - Good Housekeeping
    - On-site security
    - Installation of new fire protection systems as construction progresses
    - Preservation of existing systems during demolition
    - Organization and training of an on-site fire brigade
    - Development of a pre-fire plan with the local fire department
    - Rapid communication
    - Consideration of special hazards resulting from previous occupancies
    - Protection of existing structures and equipment from exposure fires resulting from construction, alteration, and demolition operations
4. Blasting, if required, shall conform with all measures of Article VIII. Regulation of Explosives in the Land Use Code and Section 3.7 Standards for Blasting and Regulation of Explosives in Portland's Technical Manual.
5. Any proposed temporary security lighting shall be shown on CMP 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 is controlled by Chapter 25 Article VII of the City Code of Ordinances. Required licenses and permits, restrictions on activity, and fees & area are outlined in that Chapter. Rules and Regulations for Excavation Activity are available through the Street Opening Clerk at the Department of Public Works. At no time can construction activity including delivery vehicles 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 water 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.

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. Projects are required to submit a satisfactory 'maintenance of traffic" (MOT) plan prior to any site plan, subdivision, or street opening permit approval. MOT plans may be required for projects that have impacts on local streets.

   Maintenance of Traffic (MOT) plans shall provide for the safe passage of the public through or along the construction work zone. On a case-by-case basis, applicants may be allowed to close a street and/or detour a mode of traffic when absolutely necessary

for safety. MOT plans shall employ the appropriate techniques and devices as called for 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 are an obstruction to bicycles or pedestrians.
- In some situations, flaggers may be required.
- Police details may be required at lighted intersections and may be requested by the City's transportation engineer or his designee.

All existing modes of travel in 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 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 of 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 shall be maintained.

Use of public parking spaces or 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

The final Construction Management Plan will address maintaining the site in a safe condition and will include the following:

1. Regular trash and debris removal
2. Street cleaning and damage controls
3. Dust controls- The construction shall comply with Portland's requirements under Section 25-129 on Noise, dust and debris (Attachment 2).
4. Noise: The construction shall comply with Portland's requirements under Section 17-18 of the City Code (Attachment 1) and Section 25-129 on Noise, dust and debris Attachment 2).
5. Rodent Control will be provided, if applicable, by a professional exterminator and consistent with Chapter 22 of the City Code.
6. Snow Removal: Pursuant to Section 25-173 Contractors to ensure a safe means of travel within the work zone.

1) Snow/ice removal or commence automatically from (1" of snow and up) or Ice
2) Remove snow as needed within the work zone, including parking spaces & not to block any driveways or sight lines with the piles of snow.
3) Clear all walks & ramps with the work zone
4) Sand or Salt as needed
5) Clear all basin or drainage to help snow melt
6) This would include Monday-Friday Sat/Sunday/Holidays

I. Erosion Control and Preservation of Trees

1. The contractor shall install all erosion and sedimentation controls as depicted on the approved erosion and sedimentation control plan 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 significant storm events, and maintain any installed temporary or permanent stormwater management systems in 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, or the U.S. Environmental Protection Agency upon request.
2. The contractor shall maintain all tree and landscaping preservation measures as depicted on the landscaping plan (Exhibit) within the area of construction.
3. The storage of materials shall be identified and avoid being located under/near trees.

J. Construction Staging Area

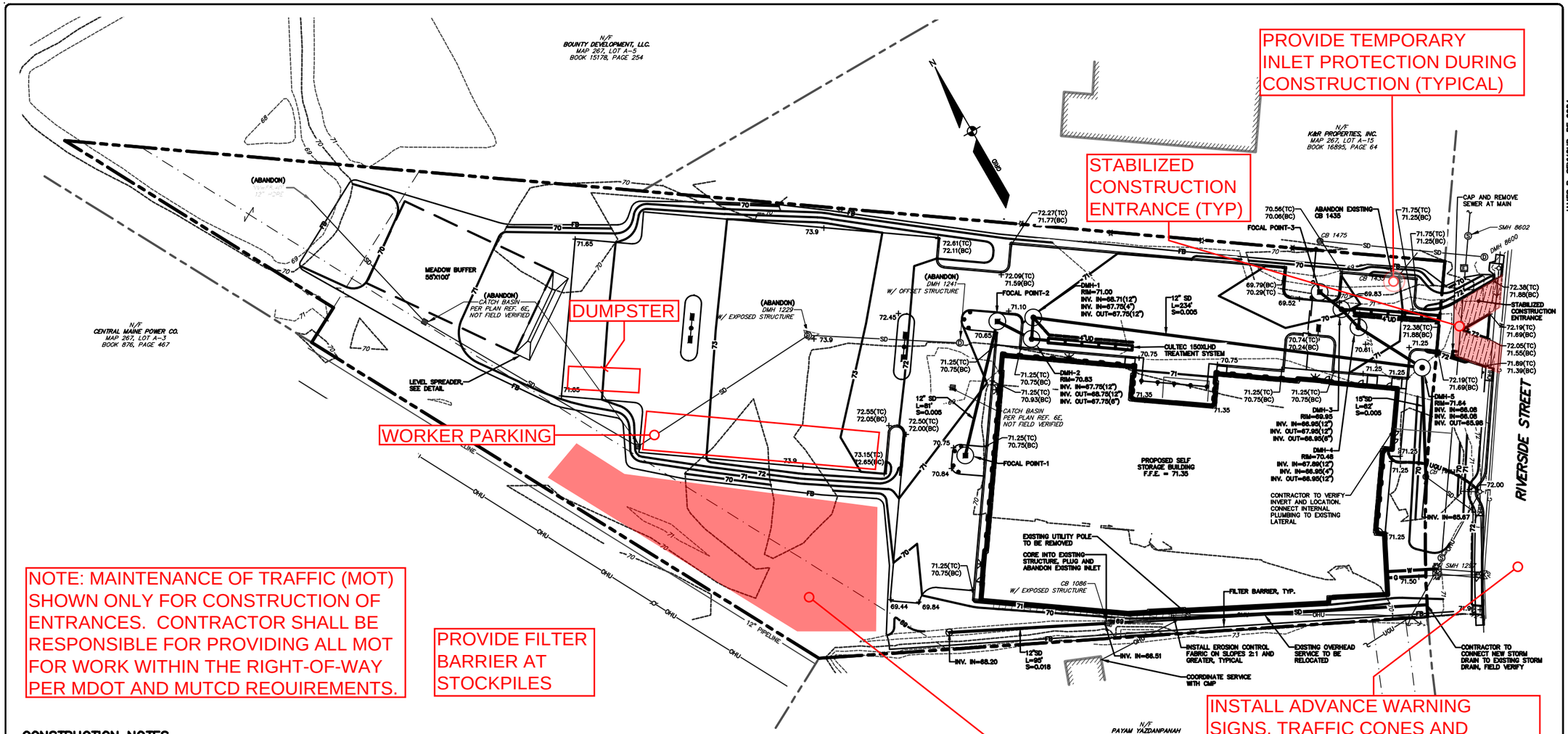
1. The Construction Management Plan shall depict location of the material staging areas, the location on onsite temporary construction trailers, the location on onsite truck delivery holding areas, the location onsite truck washing stations, masonry mixing stations, the general location of the construction security fence and the general location of temporary construction dumpsters. An open storage area shall be shown on the plan.
2. Delivery Truck Holding Areas On-Site: The delivery holding area shall be shown on the plan and shall not be blocked during construction. 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 the trucks until they can be unloaded. Once at the site all vehicles well be brought within the fence line and will make every attempt to avoid queueing on public streets.
3. Delivery Truck Holding Areas Off-Site: In the event that adequate on-site area for holding of trucks is not available, an off-site marshalling area will be utilized for trucking. The designated off-site location will be identified in the construction management plan.

K. Parking During Construction

1. Construction Parking: Adequate parking for construction workers shall be provided on site or arrangements for off-street parking at an off-site location shall be provided. The parking arrangements shall be included in the construction management plan.
2. Parking: Where existing facilities are remaining in operation during construction, the construction management plan shall identify how the parking for employees and others shall be managed.
3. Truck Routes and Volumes: The Construction Management Plan shall address the designated truck routes and expected truck volumes.

L. Special Measures as Necessary

For construction work that will take place over a long period (e.g. 12 months or more), involve major demolition/ deep excavation/ piling and/or special construction techniques, or are located near sensitive uses (e.g. medical care facilities, schools), the Construction Management Plan should provide details and demonstrate that all appropriate special measures have been taken to avoid, minimize, or possibly compensate for potential impacts. This may include taking baseline measurements before construction, such as arranging to photograph the foundations of nearby properties upon consent of the owners, in order to assess any future impacts of vibration, noise, etc.



CONSTRUCTION NOTES

1. ALL WORK SHALL CONFORM TO THE APPLICABLE CODES AND ORDINANCES.
2. CONTRACTOR SHALL VISIT THE SITE AND FAMILIARIZE HIM OR HERSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND SHALL MAKE PROVISIONS AS TO THE COST THEREOF. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIM OR HERSELF WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS AND DIMENSIONS AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.
3. CONTRACTOR SHALL NOTIFY ENGINEER OF ALL PRODUCTS OR ITEMS NOTED AS "EXISTING" WHICH ARE NOT FOUND IN THE FIELD.
4. INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND OWNER'S REQUIREMENTS UNLESS SPECIFICALLY OTHERWISE INDICATED OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.
5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ATTENTION OF THE ENGINEER.
6. CONTRACTOR SHALL CLEAN AND REMOVE DEBRIS AND SEDIMENT DEPOSITED ON PUBLIC STREETS, SIDEWALKS, ADJACENT AREAS, OR OTHER PUBLIC WAYS DUE TO CONSTRUCTION.
7. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES, PHYSICAL FEATURES, AND MAINTAIN SITE STABILITY DURING CONSTRUCTION. CONTRACTOR SHALL RESTORE ALL AREAS TO ORIGINAL CONDITION AND AS DIRECTED BY DESIGN DRAWINGS.
8. SITE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
9. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY OF THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO POSSESS A COPY OF THE EROSION CONTROL PLAN AT ALL TIMES.
10. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY UTILITY COMPANIES. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (811) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
11. CONTRACTOR SHALL BE AWARE THAT DIG SAFE ONLY NOTIFIES ITS "MEMBER" UTILITIES ABOUT THE DIG. WHEN NOTIFIED, DIG SAFE WILL ADVISE CONTRACTOR OF MEMBER UTILITIES IN THE AREA. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND CONTACTING NON-MEMBER UTILITIES DIRECTLY. NON-MEMBER UTILITIES MAY INCLUDE TOWN OR CITY WATER AND SEWER DISTRICTS AND SMALL LOCAL UTILITIES, AS WELL AS USG PUBLIC WORKS SYSTEMS.
12. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITIES TO OBTAIN AUTHORIZATION PRIOR TO RELOCATION OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS. IF A UTILITY CONFLICT ARISES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER, THE MUNICIPALITY AND APPROPRIATE UTILITY COMPANY PRIOR TO PROCEEDING WITH ANY RELOCATION.
13. ALL PAVEMENT MARKINGS AND DIRECTIONAL SIGNAGE SHOWN ON THE PLAN SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
14. ALL PAVEMENT JOINTS SHALL BE SAWCUT PRIOR TO PAVING TO PROVIDE A DURABLE AND UNIFORM JOINT.
15. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
16. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE A M.D.O.T. PERMIT AS WELL AS PERMITS FROM THE CITY AS APPLICABLE.
17. THE PROPOSED LIMITS OF CLEARING SHOWN HEREON ARE APPROXIMATE BASED UPON THE PROPOSED LIMITS OF SITE GRADING. THE APPLICANT RESERVES THE RIGHT TO PERFORM NORMAL FOREST MANAGEMENT ACTIVITIES OUTSIDE OF THE CLEARING LIMIT AS SHOWN. TREE REMOVAL OUTSIDE OF THE LIMITS OF CLEARING MAY BE NECESSARY TO REMOVE DEAD OR DYING TREES OR TREE LIMBS. THIS REMOVAL IS DUE TO POTENTIAL SAFETY HAZARDS AND TO PROMOTE PROPER FOREST GROWTH.
18. IMMEDIATELY UPON COMPLETION OF CUTS/FILLS, THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH EROSION CONTROL NOTES AND AS SPECIFIED ON PLANS.
19. THE CONTRACTOR SHALL BE FULLY AND SOLELY RESPONSIBLE FOR THE REMOVAL, REPLACEMENT AND RECTIFICATION OF ALL DAMAGED AND DEFECTIVE MATERIAL AND WORKMANSHIP IN CONNECTION WITH THE CONTRACT WORK. THE CONTRACTOR SHALL REPLACE OR REPAIR AS DIRECTED BY THE OWNER ALL SUCH DAMAGED OR DEFECTIVE MATERIALS WHICH APPEAR WITHIN A PERIOD OF ONE YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION.
20. ALL WORK PERFORMED BY THE GENERAL CONTRACTOR AND/OR TRADE SUBCONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF LOCAL, STATE OR FEDERAL LAWS, AS WELL AS ANY OTHER GOVERNING REQUIREMENTS, WHETHER OR NOT SPECIFIED ON THE DRAWINGS.
21. WHERE THE TERMS "APPROVED EQUAL", "OTHER APPROVED", "EQUAL TO", "ACCEPTABLE" OR OTHER GENERAL QUALIFYING TERMS ARE USED IN THESE NOTES, IT SHALL BE UNDERSTOOD THAT REFERENCE IS MADE TO THE RULING AND JUDGMENT OF SEBAGO TECHNICS, INC.
22. THE GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR THE WORK UNTIL TURNED OVER TO THE OWNER.
23. THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DRAWINGS ON SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES.
24. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
25. DETAILS ARE INTENDED TO SHOW END RESULT OF DESIGN. ANY MODIFICATION TO SUIT FIELD DIMENSION AND CONDITION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ANY WORK.
26. BEFORE THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS, REPAIR OR REPLACE PRIVATE OR PUBLIC PROPERTY WHICH MAY HAVE BEEN DAMAGED OR DESTROYED DURING CONSTRUCTION, CLEAN THE AREAS WITHIN AND ADJACENT TO THE PROJECT WHICH HAVE BEEN OBSTRUCTED BY HIS/HER OPERATIONS, AND LEAVE THE PROJECT AREA NEAT AND PRESENTABLE.
27. ALL SUBSURFACE UTILITY LINES SHOWN HEREON ARE BASED SOLELY ON THE FIELD LOCATION OF VISIBLE STRUCTURES, SMH'S, CB'S, HYDRANTS, ETC.. IN CONJUNCTION WITH DESIGN AND OR AS-BUILT PLANS SUPPLIED TO SEBAGO TECHNICS INC. BY OTHERS. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, DRILLING, ETC.. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITY LINES SHOWN HEREON AND ANY AND ALL OTHERS LOCATED ON SITE WITHIN THE CONSTRUCTION AREA.

CONSTRUCTION MANAGEMENT PLAN

SETBACK
EASEMENT
IRON PIPE/ROD
BUILDING
EDGE PAVEMENT
PAVEMENT SAWCUT
EDGE GRAVEL
CURB LINE
CONTOURS
SPOT GRADE
SIGN
GAS
GAS GATE VALVE
GAS METER
WATER
WATER GATE VALVE
SANITARY SEWER
SANITARY MANHOLE
STORM DRAIN
UNDER DRAIN
DRAINAGE MANHOLE
CATCH BASIN
OVERHEAD UTILITY
UNDERGROUND UTILITY
ELECTRICAL MANHOLE
ELECTRIC METER
LIGHT POLE
UTILITY POLE
GUY WIRE
FILTER BARRIER

JAMES R. SEYMOUR, PE 9984
STATE OF MAINE — JAMES R. SEYMOUR No. 9984 — REGISTERED PROFESSIONAL ENGINEER — 9-18-18

DESIGNED	CHECKED
JRS	JRS

REV.	BY:	DATE:	STATUS:
A	JRS	09-18-18	LEVEL III SITE PLAN SUBMISSION TO THE CITY

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO TECHNICS
WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel: 207-200-2100

GRADING AND UTILITY PLAN
OF
PATAGON STORAGE
150 RIVERSIDE ST
PORTLAND, MAINE
FOR:
PATAGON STORAGE, LLC
1730 M STREET, SUITE 70
WASHINGTON, WASHINGTON

PROJECT NO.	SCALE
17500	1" = 30'

SHEET 4 OF 8

17500GU.dwg, TAB:GU

PLANNING BOARD REPORT
PORTLAND, MAINE

Verdante: Amendment to previous approval
56 Hampshire Street
Amendments to Level III Site Plan/Subdivision; IOZ Conditional Use
#2017-294; Amendment PL000488-2019
NewHeight Group, LLC, Applicant

Submitted to: Portland Planning Board Public Hearing Date: February 12, 2019	Prepared by: Caitlin Cameron, Urban Designer Date: February 8, 2019

I. INTRODUCTION

NewHeight Group LLC received approval for the project at 56 Hampshire Street on September 11, 2018 subject to conditions of approval. The applicant has since submitted amendments to Level III Site Plan and Subdivision, and Inclusionary Conditional Use approvals. The proposal is for a three to six story single building of 31 market-rate condominiums (previously approved for 30 units), a retail space, and structured and surface parking. The parking is not proposed to change and includes spaces for 60 vehicles – 17 for the neighboring apartment building and the remaining 43 for the residential use. The Inclusionary Zoning requirements are implicated in this amendment – one of the affordable units will be provided off-site with the remainder accounted for by fee-in-lieu. The project is located in the IS-FBC zone (UN and UT subdistricts) and within 100 feet of the India Street Historic District.

This Hearing was noticed to 160 neighbors and interested parties and the public notice appeared in the *Portland Press-Herald* on February 1st and February 2nd 2019.The Planning Division received four public comments regarding these amendments and this project. The comments include concern about the scale of the project, the increased traffic and parking related to the project and making sure there is adequate parking given the increase in units and requesting more street trees be required as part of the project. Some comments are not directly relevant to the amendment and pertain to the recent work to underground the utilities for this project which resulted in the loss of two street trees on Hampshire Street in front of 62 Hampshire Street. This unintended consequence was not indicated in the Site Plan application and City staff are working with the applicant and affected residents to resolve the impacts to the public right-of-way.

Applicant: NewHeight Group LLC (represented by Chip Newell, Erin Cooperider)
Agent and Engineer: Terradyn Consultants, LLC (Michael Tadema-Wielandt, P.E.)
Architect: Archetype, P.A. (David Lloyd)

Required reviews for the Amendments:

Applicant's Proposal	Applicable Standards
New structure of 31 units (increase of 1 unit)	Level III Subdivision Review
Change to the Elevations (material, windows, rooftop appurtenances)	Level III Site Plan Review/IS-FBC Building Design Standards
Change to Sidewalk/Street tree design	Level III Site Plan Review
Multi-family Residential >10 units	Inclusionary Zoning Conditional Use

II. PROJECT DATA (changes highlighted)

SUBJECT	*DATA*
Total area of the site	19,366 sq ft
Total Disturbed Area	19,366 sq ft
Existing Zoning	ISFBC (UT, UN)
Existing Use	Commercial building, surface parking
Proposed Use	31 Residential units, retail, parking
Impervious Surface Area --Existing --Proposed --Net Change	 16,555 sq ft 9,683 sq ft 6,872 sq ft
Building Footprint --Existing --Proposed --Net Change	 5,118 sq ft 13,817 sq ft 8,699 sq ft
Building Floor Area --Existing --Proposed -Net Change	 5,118 sq ft 64,377 sq ft 59,259 sq ft
Proposed Room Mix -One-bedroom -Two-bedroom -Three-bedroom	 11 (formerly 9) 9 11 (formerly 12)
Parking Spaces	60 (43 residential; 17 neighbor spaces)
Bicycle parking Spaces	12 (none existing)
Estimated Cost of the project:	$12,950,000

III. PROPOSED AMENDMENTS

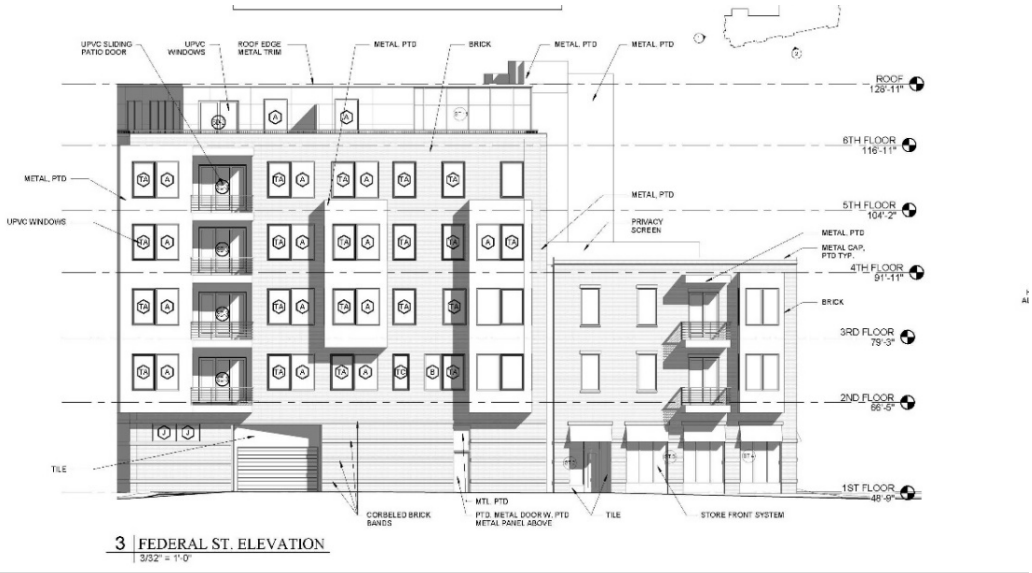
The amendment application includes the following revisions to the approved project:

- Increase in the unit count to 31 market-rate condominiums (30 du approved)
- Modification to the Inclusionary Zoning obligation - 3 workforce housing units or a fractional fee-in-lieu payment are required– one (1) unit provided off-site, remaining obligation of 10% units covered by fee-in-lieu
- Architectural changes to the bay materials, window type and pattern on Hampshire and Federal Streets
- Introduction of additional rooftop appurtenances
- Change location and detail of the street tree on Federal Street

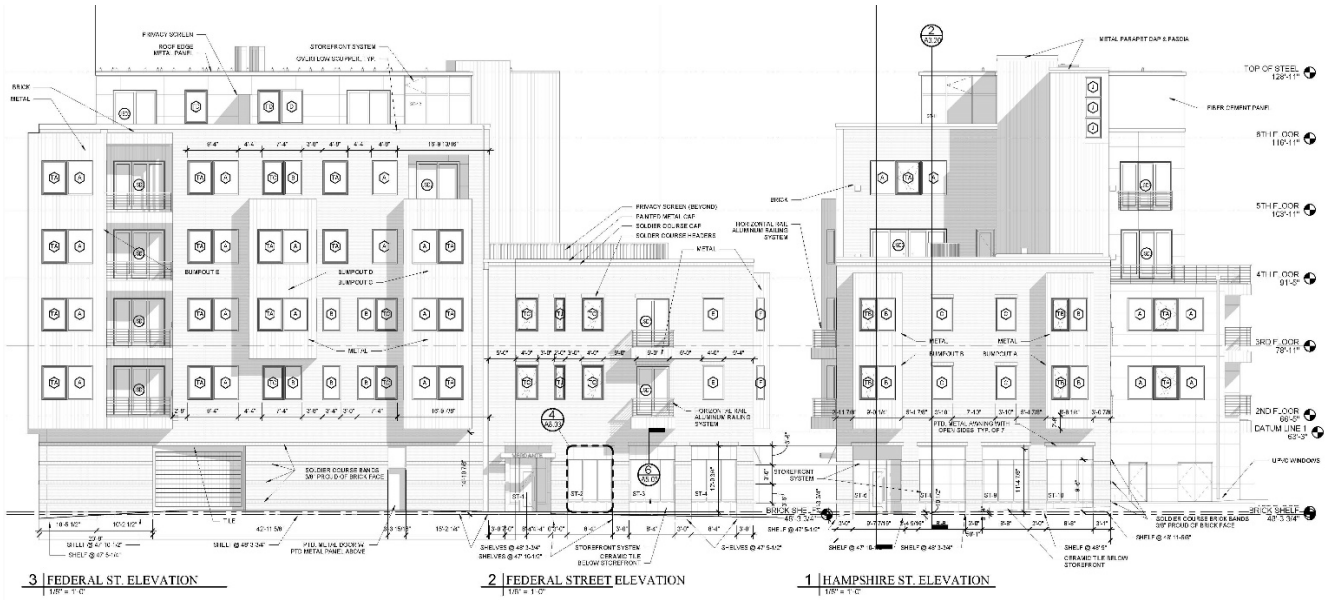
Applicable Conditions of Approval:

- If the **siding material on the bays** is not copper, then the Applicant shall come before the Planning Board for review and approval of an alternative material.
- The mechanical equipment should be located to the interior of the site, away from abutting residential properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof. **No additional rooftop appurtenances shall be allowed beyond what is shown in the elevations and renderings and reviewed in this Site Plan application. Revisions to the roof forms or roof top appurtenances can be submitted for review either as a de minimis change or a Site Plan amendment for review and approval by the Planning Authority.**

The elevation below faces Federal Street and shows the approved windows pattern and proportion compared with the proposed windows (Plan P15).



3 FEDERAL ST. ELEVATION
3/32" = 1'-0"



STAFF REVIEW

A. ZONING ASSESSMENT

The proposed amendments do not impact the dimensional requirements of the zoning – the building footprint, envelope, or height are not proposed to change.

There are design implications to the proposed exterior elevation revisions and the IS:FBC Building Design Standards – this is reviewed in Section F: Design Review.

C. 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.

1. Water, Air Pollution - One additional dwelling unit is not anticipated to result in undue air or water pollution.

2 & 3. Adequacy of Water Supply - The applicant provided evidence of capacity from the Portland Water District (Attachment B).

4. Soil Erosion – No change – standard met.

5. Impacts on Existing or Proposed Highways and Public Roads - Tom Errico, the city's consulting traffic engineer, has made the following comments on impacts to the future Franklin Street design:

- *Based upon trip generation estimates provided by the Applicant, the Applicant shall contribute $14,300 towards implementation of improvements to the Franklin Street transportation influence area.*
- *No adjustment is required for adding one unit given negligible changes in traffic generation and traffic volume changes to the Franklin Street influence area.*

6. Sanitary Sewer/Stormwater Disposal – The Department of Public Works confirmed the increase in unit count will not impact the wastewater capacity to serve (Attachment 2).

7. Solid Waste - The increase of one residential unit is not anticipated to cause an unreasonable burden on the ability of the city to dispose of solid waste, no revisions to the proposed plan needed.

8. Scenic Beauty - No change – standard met.

9. Comprehensive Plan

Incentives for Affordable Housing and ***Housing – Sustaining Portland's Future***

The city believes that it is in the public interest to promote an adequate supply of affordable housing for its residents. The proposed project is required under the newly adopted Division 30, Section 14-487, Ensuring Workforce Housing to provide at least 10% workforce housing units. As described below and in (Attachment 1), the amendment increases the amount of housing provided and subsequently increases the Workforce Housing obligation.

10. Financial and Technical Capacity – No change – standard met.
11. Wetland/Water Body Impacts – No change – standard met.
12. Groundwater Impacts - No change – standard met.
13. Flood-Prone Area – No change – standard met.
14. Wetland/Water Body Impacts - No change – standard met.
15. Wetland/Water Body Impacts - No change – standard met.

(14-497(c) Conformity with Code) *Any proposed subdivision shall be in conformity with all relevant provisions of this Code.* Amendment does not affect the zoning code requirements except for the applicable design standards (see Section F below).

D. SITE PLAN STANDARDS

14-526 Site Plan Standards

Traffic - Access, Circulation, Loading and Servicing - The increase of one (1) residential unit is not anticipated to create significant traffic impacts.

Sidewalks – The street tree location and detail is proposed to be revised (Plan 3). The project includes a number of building overhangs into the right-of-way. This, in combination with the underground utilities, limits the ability to provide street trees for the project. The applicant's proposal keeps the same number of street trees with the remainder covered by the fee-in-lieu – the fee-in-lieu will increase with the dwelling unit increase. The applicant is requesting to relocate the one street tree provided on Federal Street – the relocation is a result of conflicts with utilities and building overhangs. Upon further review, staff and the applicant could not identify opportunities for more street trees directly adjacent to this project. Therefore, City Arborist Jeff Tarling approved the revised location on the condition that the tree be placed in a grate as large as possible in size for tree viability. The grate will not interfere with on-street parking and will allow for a wider pedestrian way.

In undergrounding the utilities, the applicant removed two existing street trees from Hampshire Street – a loss that was not accounted for in the Site Plan/Subdivision review and approval. City staff are working with the applicant and the affected neighboring property owners at 62 Hampshire Street to find a resolution to this loss of street trees. The proposed solution at the time of this report is to replace at least three street trees on the opposite side of Hampshire Street adjacent to the Rite Aid Plaza parking lot – these would be required to be raised granite tree wells. In addition, staff propose that unfixed, raised planters be provided in front of 62 Hampshire – it has been determined by staff and the applicant that street trees cannot be planted in this location due to the narrow sidewalk width and conflicts with the newly undergrounded utilities. Consensus has not been reached regarding these street tree strategies. These revisions are not proposed to be a part of this Site Plan amendment.

Public Transit Access - No change – standard met.

Parking – The amendment to the number of dwelling units increases the zoning requirement to 28 parking spaces for the residential project. Adequate parking is provided through the approved design of 60 spaces, 43 of which are for the residents of 56 Hampshire and includes three tiers of mechanical parking including one (1) required ADA space accommodated with a parked loading/unloading space adjacent to the lobby entrance. The parking is provided in a combination of structured, covered, and surface spaces.

The applicant intends to provide 17 residential surface parking spaces on-site for the neighboring apartment building. The new retail space is under 2,000 sf and does not require parking per the ordinance – no change.

Snow Storage – No change – standard met.

Transportation Demand Management – Not applicable

Landscape Preservation / Site Landscaping and Screening – No change – standards met.

Landscape Plan – The additional residential unit has implications on the street tree requirements for the project. The applicant also proposes revisions to the street tree location and detail. Jeff Tarling has reviewed and approved the street tree location as proposed but with the condition that the tree be in a grate and as large a tree pit as possible. There will need to be conditions of approval addressing the following:

- The Landscape Plan, Site Plan, and associated details should be revised to show the largest possible tree grate for the relocated street tree.
- Thirty (31) trees are required, thirteen (13) are provided or existing = 18 trees x $400 = **$7,200 contribution to the Street Tree Fund**

Water quality, Stormwater Management and Erosion Control - No change – standards met.

Public Safety – No change – standard met.

Fire Prevention and Public Utilities – Applicant received confirmation from the Water District showing capacity to serve. Department of Public Works confirmed the amendments do not impact the wastewater capacity (Attachment 2, B).

Massing, Ventilation and Wind Impact and Shadows: Generally addressed in the Design Review. The project is currently meeting the zoning height requirements – no changes to massing proposed.

Historic Resources – The project is not within the historic district and not within 100' of a historic landmark.

Exterior Lighting incl Street Lighting – No changes – standards met.

Noise and Vibration – The application shows additional mechanical equipment on the roof – these units affect the design review but not anticipated to impact noise and vibration.

Construction Management Plan – The proposed amendments do not impact this requirement.

E. IMPACT FEE ASSESSMENT

The Site Plan approval is dated September 11, 2018 – Site Plans approved prior to December 19, 2018 are exempt from the recently adopted Impact Fee Ordinance.

F. DESIGN STANDARDS

Figure 1 Preferred and approved Hampshire Street and Federal Street façade composition with two bays, copper material, vertical proportioned windows, regular window pattern

The site is located within the IS-FBC zone, Franklin Street is the UT subdistrict, Hampshire and Federal Streets are in the UN subdistrict. In the approval, Planning Board members discussed the importance of the Congress Street corner of the building conveying a gateway character without walling off the neighborhood; the character and façade composition on Hampshire Street. The board commented that the grey brick was acceptable as a material choice but found that the copper material on the bays was a critical element of the design in meeting the IS:FBC Building Standards to comply with standards around compatibility with context.

Revisions: The applicant is requesting several facade composition amendments including:

- Fenestration size and proportion – The window size and proportion has become shorter and more square on the facades of the three-story building facing Federal and Hampshire streets.
- Fenestration pattern – The fenestration pattern and rhythm is proposed to change with the addition of new windows on Federal Street.
- Material selection for the bays – The bay material is proposed to change from the previously approved copper metal for cost reasons. The applicant submitted renderings showing a grey standing seam metal or wood tone trespa panel as options.
- Rooftop appurtenances – Additional hvac equipment is proposed on the top roof in two sections and without screening or integration with the building design.

Staff Analysis: The surrounding built context could be divided into the low-rise historic residential structures of the narrow Hampshire Street and the newer, large-scale development on the wide Franklin Street. The design priorities for new construction in this neighborhood are buildings that **maintain the urban street wall, engage the public realm, and respect and fit into the established context.** The three-story mass on Hampshire Street is contextually sensitive in scale and provides an active ground floor with commercial use. Staff supported the approved façade designs including the rhythm, scale, proportion of the façade, the addition of canopies and approval was granted with two bay windows facing Hampshire Street per staff recommendation. Given the contemporary nature of this design, **façade composition, fenestration proportions, and materials become very important for getting this project to meet the design standards around context compatibility.** Hampshire Street is a small-scale street with predominantly small-scale homes. Forms are simple and façade compositions and articulation follow traditional patterns (local and overall symmetry, recessed and covered entries, fine grain materials such as brick and clapboard, raised ground floor, vertical proportions, front-end gable or flat roof forms with distinct eaves, trim, and brackets, and similar articulation elements). Staff find the original approved façade composition including material choice, window pattern, and window proportions to be in keeping with the design standards. Amendments to these approved elevations should be evaluated against the applicable design standards listed below.

Excerpted from the IS:FBC Building Design Standards:

1. *Neighborhood Context:*
    - *Promote thoughtful architectural relationships between new and existing buildings and between adjacent urban neighborhoods.*
    - *New construction should respect the surrounding context demonstrating recognition of patterns and characteristics that exist in the context sharing the same streetscape. Such patterns and characteristics include:*
        - *Proportion, directional expression, and composition of principal facades*
        - *Rhythm of solids to voids in facades*
        - *Rhythm and proportion of openings*
        - *Relationship of materials, texture, and color*
        - *Roof shapes*

Articulation & Composition:

- *Establish architectural scale patterns or features that relate to adjacent buildings*

Building Materials:

- *Building materials and techniques shall reflect or complement the existing materials and techniques within the India Street Form-based Code zone and shall be visually compatible with the predominant materials used in the structures to which they are visually related.*

Roof Lines:

- *Integrate all building systems within a complete architectural form*
- *Respect the character of and views from the surrounding context*
- *All rooftop building systems shall be incorporated into the building form in a manner integral to the building architecture in terms of form and material. All mechanical, electrical, and telecommunications systems shall be screened from view of surrounding streets and structures.*

Fenestration Size and Proportion:
The approved window proportions were taller and more narrow and related to the residential buildings in the Federal and Hampshire streetscapes (refer to rendering above). Staff design review finds that the proposed window proportion does not adequately relate to the proportions found in context. The building scale and design is contemporary in nature and relies on details such as the windows and materials to meet standards around compatibility with context. The approved façade composition better relates in rhythm, proportion, and scale to the neighboring context.

Fenestration Pattern:
The approved façade composition designed to relate in rhythm, proportion, and scale to the neighboring context. Staff design review finds that the introduction of additional windows on Federal Street disrupts that contextual pattern and causes the building to relate less successfully to the patterns found in the residential streetscapes.

Material Selection for the bays:
Staff request that samples of the material be provided. Staff raise concern about materials that push the design out of context with the small-scale and traditional context of the surrounding streets. Though the project sits at the edge of the neighborhood and Franklin Street lacks a strong context, the project interfaces with Congress, Federal, and Hampshire streets and is highly visible from within the neighborhood – the renderings provided by the applicant convey these visual connections. Given that the scale, massing, and brick material are contemporary and differ from the context, **the bay material is considered to a be critical element to bringing a relatable scale and a material relationship from this building to the surrounding neighborhood**. Staff design review finds that the bay material should have a warm tone, fine-grain scale, and depth of color and texture to relate to the clapboard and red brick found in context in order to meet the standards and follow the intent of the original approval.

Figure 2 Approved Materials

Figure 3 Proposed Material Option

Figure 4 Proposed Materials (2 options)

Rooftop Appurtenances:

The applicant is indicating rooftop HVAC systems in two locations on the top of the building in a way that is not integrated with the design or screened from view. Staff design review finds that the introduction of additional rooftop HVAC systems do not meet the design standards calling for integrated design and simple roof forms. The forms and massing of this project are already complex and contemporary compared with the context – rooftop systems should be reconsidered to meet the standards and mitigate their impact on the surrounding street views.

The IS:FBC Building Design Standards call for unified and simple roof forms and for building systems to be integrated in the design. In addition, the Site Plan condition of approval states: *The mechanical equipment should be located to the interior of the site, away from abutting residential properties and be screened from view from any public street and from adjacent sites by structure walls, evergreen landscaping, fencing, masonry wall or a combination thereof.*

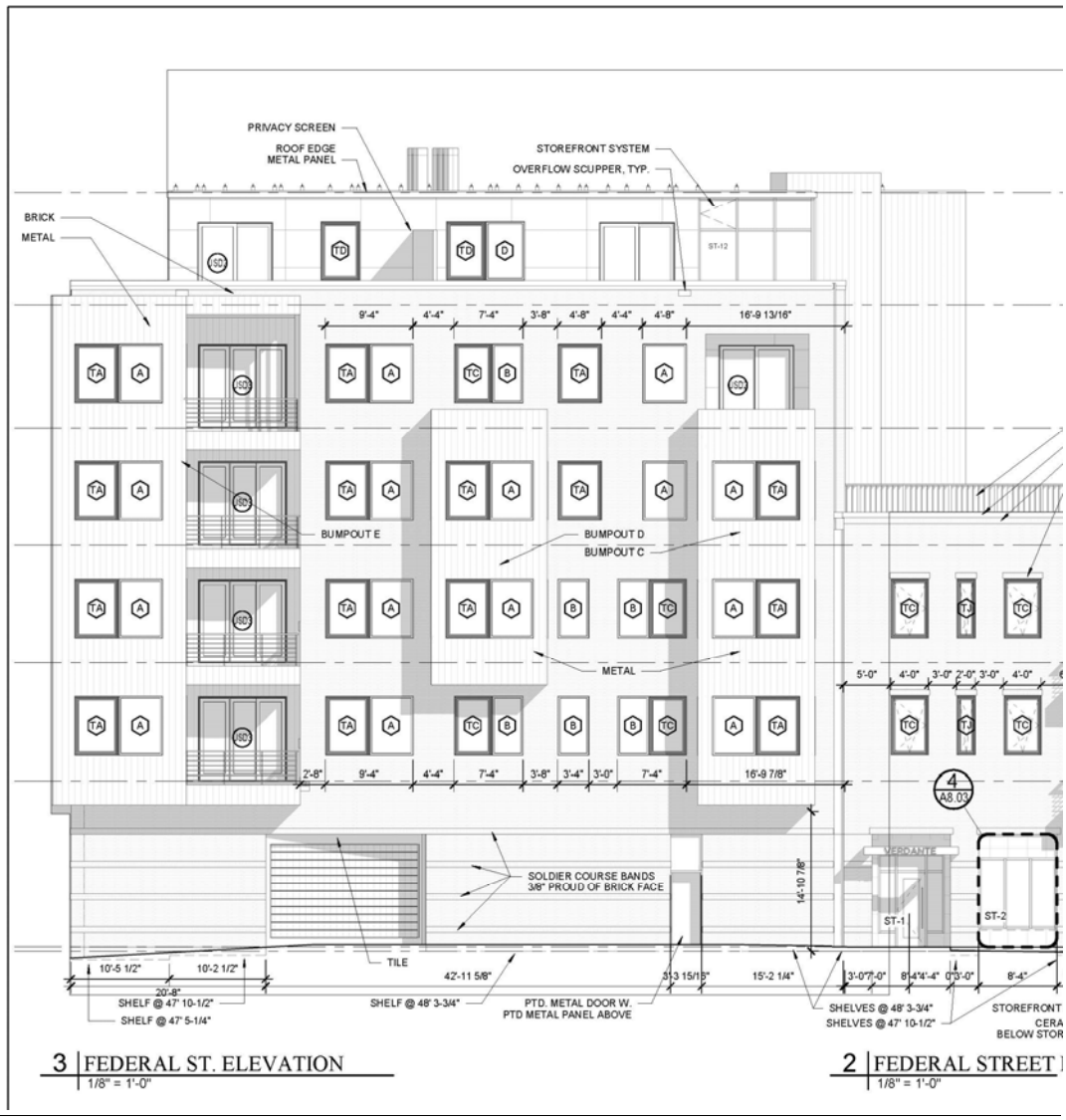


Figure 5Proposed new HVAC on roof

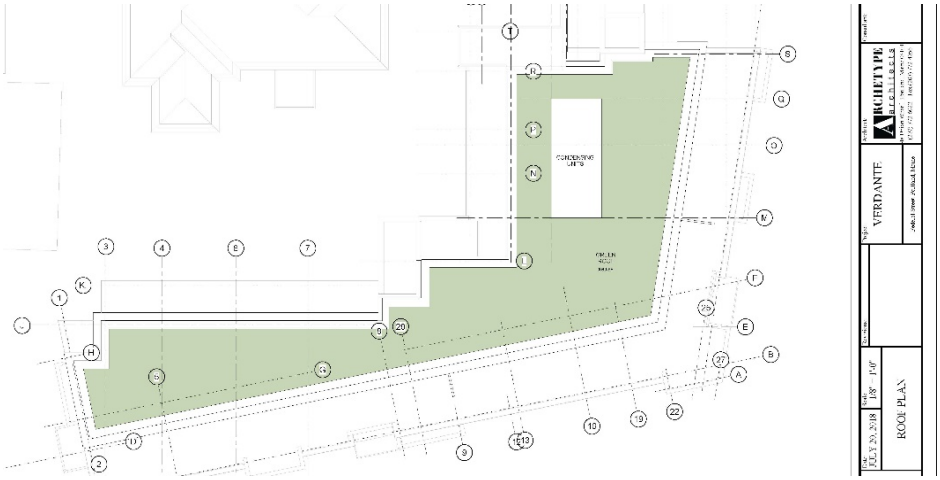


Figure 6Approved Roof Plan

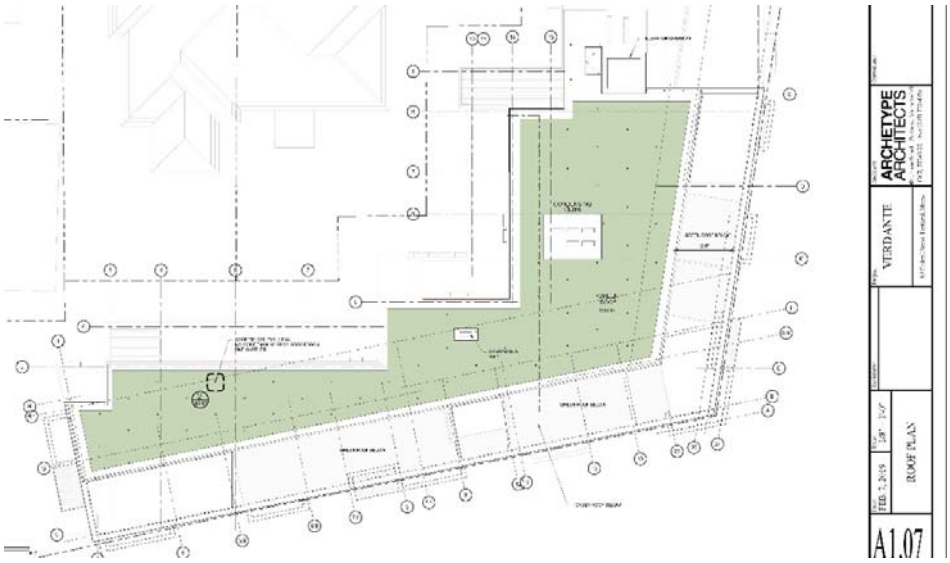


Figure 7 Proposed Roof Plan

IV. INCLUSIONARY ZONING CONDITIONAL USE

Division 30, Section 14-487 requires that 10% of the dwelling units must meet the definition of Workforce Housing. The previously approved project of 30 units required 3 workforce housing units (on-site or off-site) or pay the fee-in-lieu. The September 11, 2018 approval is as follows:

- *The Applicant has elected to* ***provide one (1) unit off-site at 42 Hampshire Street consisting of one (1) three-bedroom unit,*** *and* ***pay a fee-in-lieu of $209,398*** *into the City's Housing Trust Fund in-lieu of the creation of two units of workforce housing. Should at a later date any change in total unit count be considered, a revised proportional fee-in-lieu payment will also be required.*

With the increase in residential units to 31, the applicant's obligation also increases proportionately. The applicant was approved to provide one (1) of these units off-site at 42 Hampshire Street as a three-bedroom. The remaining obligation will be accounted for through the fee-in-lieu. The new fee-in-lieu amount will be a combination of the previously approved $209,398 (for 20 units) plus an amount for the additional unit calculated at the 2019 value as stated by the Housing Program Manager in (Attachment 1). This final amount will be determined after approval and upon the release of the 2019 CPI-W by the U.S. Bureau of Labor after February 13, 2019.

The conditions of approval associated with the original September 11, 2018 approval for the Inclusionary Zoning Conditional Use shall remain in effect including the Capital Improvement Plan and physical improvements for the property at 42 Hampshire Street. An updated Affordable Housing Agreement will be required with the new fee-in-lieu amounts; this adjusted fee-in-lieu will be due prior to the Certificate of Occupancy.

V. STAFF RECOMMENDATIONS

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed amendments to the IZ Conditional Use for the Verdante development.

Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the proposed amendment to the Subdivision for the Verdante development.

Staff recommend bay materials that are warm in color that relate to the context of red brick. Staff do not recommend the proposed changes to the fenestration pattern or the revised window proportions or additional rooftop appurtenances that disrupt a cohesive roof form on the basis of the IS-FBC Building Design Standards. Therefore, Planning Division staff do not recommend the Planning Board approve the proposed the window type, pattern, or additional rooftop appurtenances amendments to the Site Plan for the Verdante development. Subject to the proposed motions and conditions of approval listed below, Planning Division staff recommends that the Planning Board approve the material amendments, but not the rooftop and window amendments to the Site Plan for the Verdante development.

VI. PROPOSED MOTIONS

A. INCLUSIONARY ZONING

The Planning Board finds that the proposed development **is/is not** in conformance with the standards of the land use code and **approves/does not approve** the application subject to the following conditions:

1. That the approval date of September 11, 2018 and all associated conditions of approval shall remain in effect unless otherwise replaced by conditions of approval associated with this amendment.

PRIOR TO ISSUANCE OF BUILDING PERMIT for 56 Hampshire Street

2. That the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) as described in the memorandum from Housing Program Manager dated February 7, 2019 (Attachment 1).

PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY for 56 Hampshire Street

3. In lieu of the creation of two units of workforce housing, that the Applicant shall pay a fee-in-lieu of $209,398 plus an additional amount accounting for the fractional increase in dwelling units as described in Attachment 1.

B. SUBDIVISION

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board report for the public hearing on February 12, 2019 for amendment application PL000488-2019 (Verdante) relevant to the subdivision regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the subdivision standards of the land use code and **approves/does not approve** the amendment, subject to the following conditions of approval:

4. That the approval date of September 11, 2018 and all associated subdivision conditions of approval shall remain in effect unless otherwise replaced by conditions of approval associated with this amendment.

C. SITE PLAN

On the basis of the application, plans, reports and other information submitted by the applicant; findings and recommendations contained in the Planning Board Report for the public hearing on September 11, 2018 for application 2017-294 relevant to the site plan regulations; and the testimony presented at the Planning Board hearing, the Planning Board finds that the plan **is/is not** in conformance with the site plan standards of the land use code and **approves/does not approve** the application, subject to the following conditions of approval:

5. That the approval date of September 11, 2018 and all associated Site Plan conditions of approval shall remain in effect unless otherwise replaced by conditions of approval associated with this amendment.

PRIOR TO APPLYING FOR A BUILDING PERMIT

6. The landscape plan, site plan, and associated detail sheets shall be revised to show the street tree(s) in the correct location and with a grate sized at least 4'x6' and as large as is feasible.
7. No additional rooftop appurtenances shall be allowed beyond what is shown in the elevations and renderings in the Site Plan approved September 11, 2018. Rooftop appurtenances must meet the IS-FBC Building Design Standards which require rooftop systems that are integrated with the overall building design.
8. The final architectural drawings shall be revised per Planning Board discussion regarding bay material selection and to reflect the previously approved window proportion and pattern.

PRIOR TO ISSUANCE OF THE BUILDING PERMIT

9. Due to site constraints preventing the planting of required street trees in the right of way, the thirty-one street trees as required in Section 14-526(2)(b)(iii) of the Site Plan Ordinance cannot be met; the applicant shall contribute to the tree fund of $400 per tree for eighteen (18) trees for a total of $7,200.

ATTACHMENTS:

Attachments to Report

1. IZ Conditional Use 02.07.19
2. DPW wastewater updated capacity to serve

Public Comments

PC1 Judith Allen 02.07.19
PC2 Tim Robinson and Judith Allen 02.07.19
PC3 Priscilla Slack 02.05.19
PC4 Tim Robinson 02.08.19

Applicant's Submittal

A. Applicant Letter
B. Water Capacity – updated 2.7.19

Plans

P1 General Notes
P2 Recording Plat
P3 Site Plan
P4 Grading Drainage, and Erosion Plan
P5 Utility Plan
P6 Site Details
P7 Landscape Plan
P8 1st Floor Plan

P9 2nd Floor Plan
P10 3rd Floor Plan
P11 4th Floor Plan
P12 5th Floor Plan
P13 6th Floor Plan
P14 Roof Plan
P15 Elevations
P16 Elevations
P17 Elevations
P18 Perspectives

Portland, Maine Yes. Life's good here.

Planning & Urban Development Department

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

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

Date: February 7, 2019

Subject: 56 Hampshire – Inclusionary Zoning Conditional Use

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 number of units required is rounded down to a whole number whether the Workforce Units are provided on or off-site. A fractional fee-in-lieu would result when the calculation of a project's inclusionary obligation results in a fractional unit. The fractional unit obligation will be provided in the form of a proportional fee-in-lieu. The ordinance under Section 14-487 e 4 also requires the number of bedrooms in the Workforce units shall be at least 10% of the total number of bedrooms made available as part of the development.

As an alternative to providing workforce housing units, developers shall pay a fee-in-lieu of some or all of the units. The fee for affordable units not provided shall be $100,000 per unit, adjusted annually in the same way as the fee under Division 29 for Housing Replacement. The in-lieu fee shall be paid into the Housing Trust Fund as defined in Sec. 14-489, on or before the date upon which a certificate of occupancy is issued.

On September 11, 2018 the Planning Board approved the development located at 56 Hampshire Street. The developer proposed to create 30 units of owner-occupied housing consisting of nine (9) one-bedroom units, nine (9) two-bedroom units, and twelve (12) three-bedroom units. In my letter to the Planning Board (dated August 9, 2018) I noted: *Based on the requirements outlined in Section 14-487, the development is required to provide a minimum of three (3) two-bedroom workforce units or pay a fee in lieu of some or all of the units. The Applicant has elected to provide one (1) unit off-site at 42 Hampshire Street consisting of one (1) three-bedroom unit, and pay a fee-in-lieu of $209,398 into the City's Housing Trust Fund in-lieu of the creation of two units of workforce housing. Should at a later date any change in total unit count be considered, a revised proportional fee-in-lieu payment will also be required. The designated Workforce unit will be restricted to households earning up to 100% of Area Median Income (AMI). As such, the project has met the minimum requirements set forth in Sec. 14-487.*

The developer is amending the approval by proposing the creation of 31 units of owner-occupied housing consisting of eleven (11) one-bedroom units, nine (9) two-bedroom units, and eleven (11) three-bedroom units. Based on the requirements outlined in Section 14-487, the applicant is required to provide a minimum of three (3) units with a total of 6 bedrooms and a fractional fee-in-lieu. The applicant has elected to provide one (1) unit off-site at 42 Hampshire Street consisting of one (1) three-bedroom unit, and pay a fee-in-lieu of $209,398 plus (+) a fractional fee-in-lieu of ((CPI-W January 2019/CPI-W January 2016) x 100,000) x .10 into the City's

Housing Trust Fund in-lieu of the creation of two units of workforce housing. Please note, the U.S Bureau of Labor will provide the "CPI-W January 2019" amount on February 13 at 8:30 A.M.

Staff recommends the agreed upon fee-in-lieu of $209,398 plus (+) ((CPI-W January 2019/CPI-W January 2016) x 100,000) x .10 be paid into the City's Housing Trust Fund prior to issuance of the certificate of occupancy for 56 Hampshire Street.

Staff recommends the Board Approve this Conditional Use provided the Applicant complies with all staff recommendations as detailed in this memo and the memo from the Housing Program Manager dated August 9, 2018, and the Applicant and the City enter into an agreed upon Affordable Housing Agreement (AHA) before a Building Permit may be issued. The Affordable Housing Agreement will outline the details of the affordability restrictions placed on the Workforce Unit and will be filed as covenant to the property's deed with the Cumberland County Registry of Deeds prior to issuance of the certificate of occupancy for 56 Hampshire Street.

Sincerely,

Victoria Volent
Housing Program Manager

Att. 2

Portland Maine Yes. Google's good here.

Caitlin Cameron <ccameron@portlandmaine.gov>

56 Hampshire - wastewater capacity update

Bradley Roland <brad@portlandmaine.gov> Mon, Feb 4, 2019 at 1:08 PM
To: Caitlin Cameron <ccameron@portlandmaine.gov>
Cc: Lauren Swett <lswett@woodardcurran.com>, Adrienne Fine <adrienne@terradynconsultants.com>, Michael Tadema-Wielandt <mtw@terradynconsultants.com>

Yes that should be fine Caitlin.
Thank you for following up.
Brad
--
Bradley A. Roland, P.E.
Senior Project Engineer
Portland Public Works
212 Canco Road
Portland, ME 04103
Tel: 207-874-8840
Fax: 207-874-8852
brad@portlandmaine.gov

On Wed, Jan 30, 2019 at 4:14 PM Caitlin Cameron <ccameron@portlandmaine.gov> wrote:

> Brad,
>
> the unit count at 56 Hampshire has increased from 30 to 31 units.
>
> Can you confirm whether the previous wastewater capacity letter is still valid?
>
> Thank you,
>
> --
> Caitlin Cameron, AICP, Associate AIA, LEED AP
> Urban Designer
> Planning & Urban Development Department
> 389 Congress Street
> Portland, ME 04101
> phone: (207) 874-8901
> email: ccameron@portlandmaine.gov

TERRADYN
CONSULTANTS, LLC

Pineland
Cumberland Hall
41 Campus Drive, Suite 101
New Gloucester, ME 04260

Portland
565 Congress Street, Suite 310
Portland, ME 04101

December 13, 2018

Caitlin Cameron, Urban Designer
Planning & Urban Development
City of Portland
389 Congress Street
Portland, ME 04101

AMENDMENTS TO VERDANTE AT LINCOLN PARK
56 HAMPSHIRE STREET

Dear Caitlin:

On behalf of NewHeight Group, Terradyn Consultants has prepared the attached revised plans and information for Verdante at Lincoln Park, located at 56 Hampshire Street. The project received Planning Board approval on September 11, 2018. Since that time, three changes have been made to the project design that will require further approval from the Planning Board. The proposed changes are described below:

1. **Unit Count:** The residential unit count has increased from 30 to 31. The third floor has been conformed to the second floor so that the units stack, which aids in constructability. This added one unit to the third floor within the existing footprint. No revisions to the site, building footprint, or building exterior result from this change.

   Revised Plans: C-1.1 General Notes
   C-2.0 Recording Plat

2. **Tree Well Relocation:** The electrical vaults have been installed in the Federal Street sidewalk. The vaults' final location is farther east than originally planned and interferes with the previously proposed location of the tree well. As a result, the tree well will be installed approximately 35' closer to Franklin Street than originally proposed. The new vault and tree well locations are shown on the enclosed plans.

   Revised Plans: C-2.0 Recording Plat
   C-3.0 Site Plan
   C-4.0 Grading, Drainage & Erosion Control Plan
   C-5.0 Utility Plan

3. **Building Materials:** Standing seam metal siding will be used in place of copper siding on building bump outs. Archetype provides the following explanation of the siding change:

   We have been diligently working on refining our design to be on budget. As a direct consequence we had to revisit the use of copper on the exterior of the building. After much careful thought and working with our clients we feel that we have a metal siding that will meet the high standards that our owners expect, while maintaining the quality of aesthetic that this building will deliver to Franklin Street and the surrounding neighborhood. Attached are two schemes, both showing a standing seam metal siding, one with a dark blue and the other with a grey blue color. While our clients and ourselves prefer the dark blue, we feel that either of these color schemes are successful against the background of the gray brick. We also made minor window changes on Franklin and Hampshire Street facades. These changes are outlined in red on the drawings. These changes were a result of working out final details and coordinating with structural issues.

   Revised Plans: A 2-01, A 2-02 & A 2-03 – Building Elevations
   Perspective Renderings

In addition to the three changes described above, the building footing locations have been finalized. The footing locations extending over the property line onto City property have been added to the revised Easement and License Plan (C-2.1).

The enclosed plans have also been uploaded to the City's electronic plan review system. We look forward to your review of the information provided and request to be placed on the next available Planning Board agenda. In the interim, if you have any questions or need additional information, please contact me.

Sincerely,
TERRADYN CONSULTANTS, LLC

Michael E. Tadema-Wielandt, P.E.
Vice President

cc: NewHeight Group
David Lloyd, Archetype PA

Att. B

Portland Water District

FROM SEBAGO LAKE TO CASCO BAY

February 7, 2019

Adrienne Fine
Terradyn Consultants
565 Congress Street Suite 310
Portland, ME 04102

Re: 56 Hampshire Street, PO
Ability to Serve with PWD Water

Dear Ms. Fine:

The Portland Water District has received your request for an Ability to Serve Determination for the noted site submitted on December 7, 2017. Based on the information provided per plans dated August 17, 2018, we can confirm that the District will be able to serve the proposed project as further described in this letter. **Please note that this letter constitutes approval of the water system as currently designed. Any changes affecting the approved water system will require further review and approval by PWD.**

Conditions of Service

The following conditions of service apply:

- A new 6-inch fire and 2-inch domestic service with 2-inch meter may be installed from the 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.

- Please note that only one meter and one bill will be associated to each domestic service line. This one master meter would be located in a common space that all tenants could gain access to if necessary.

- The existing building is currently served with a 1-inch domestic water service; the size of this service is undersized for the proposed use. This service must be terminated by shutting the corporation valve and cutting the pipe from the water main.

Prior to construction, the owner or contractor will need to make an appointment to complete a service application form and pay all necessary fees. The appointment shall be requested through MEANS@pwd.org or by calling 207-774-5961 ext. 3199. Please allow (3) business days to process the service application paperwork. PWD will guide the applicant through the new development process during the appointment.

Existing Site Service

According to District records, the project site does currently have existing water service. A 1-inch diameter copper domestic service line provides water service to the site. Please refer to the "Conditions of Service" section of this letter for requirements related to the use of this service.

Water System Characteristics

According to District records, there is an 6-inch diameter cast iron water main in Federal Street and a public fire hydrant located approximately 125 feet from the site. The most recent static pressure reading was 86 psi on May 25, 2017.

Public Fire Protection

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

Domestic Water Needs

The data noted above indicates there should be adequate pressure and volume of water to serve the domestic water needs of your proposed project. Based on the high water pressure in this area, we recommend that you consider the installation of pressure reducing devices that comply with state plumbing codes.

Private Fire Protection Water Needs

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

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

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

Sincerely,
Portland Water District

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

Planning Board Communication

February 8, 2019

Caitlin Cameron and Planning Board Members:

I would like to take this opportunity to express my concern with the proposed alterations to 56 Hampshire development project also known as Verdante Condominiums. According to Portland Planning Board's Staff-based Analysis 14-275.1, "The intent of the India Street Form-based Code Zone is to establish a zoning district that encourages a vibrant, walkable, mixed-use urban district, which *preserves and values the existing historic neighborhood fabric*, and *fosters and supports* local businesses and *residential areas*."

To date, and as someone who both owns and resides in a historic property adjacent to 56 Hampshire this has not been my experience. Most recently, several 15-year old trees were slain and discarded on the once tree-lined upper Hampshire Street. Along with the trees the nesting sparrows have evacuated for greener pastures. The reasoning that prompted this degradation of the neighborhood fabric was the installation of an underground communication cable to benefit the project at 56 Hampshire Street.

As it turns out, the cable was improperly or incompletely installed, which means that in order to rectify this blunder 100+ feet of brick sidewalk and concrete encased cables will have to be re-excavated. This creates a distressing environment for me, my wife, tenants, and neighbors who yet again will have to listen to and dodge Caterpillar backhoes and construction tape. We also have a great concern that the vibration from the heavy equipment so close to our house will damage or collapse the 1870's era brick arch work located in the cellar.

In the Board's August of 2019 meeting, the issue concerning the quality of the proposed exterior at 56 Hampshire Street (copper and brick) was one area where the Board demonstrated extreme concern and resolve. I appeal to the board to reflect on their mission and refuse to acquiesce to Verdante's seemingly never ending request for exceptions, modifications, and zone changes.

Planning Board Communication

Currently in the Hampshire Street neighborhood parking and traffic congestion can be tight, and the prospect of 30-60 new vehicles milling around and negotiating one way Hampshire Street and dead end Federal Street is frightening. The allowance of an additional unit will only compound this problem.

In closing, I would ask you to, ". . . *preserve and value the existing historic neighborhood fabric*, and *foster and support* local businesses and *residential areas*" in accordance with the PPB's form-based code and deny Verdante's recent request. One can only imagine the cacophony and disharmony that awaits this neighborhood in the future. There simply is not enough space to achieve their development objectives.

Sincerely,

Timothy J. Robinson

Tim Robinson
Resident/Owner/Tax Payer
62 Hampshire Street
Portland, Maine

Google Groups

comments on 56 Hampshire St for Feb. 12 Planning Board

judith allen <judithallenefs@yahoo.com> Feb 7, 2019 10:37 PM
Posted in group: **Planning Board**

Judith Allen, resident and owner, 62 Hampshire St.
Comments regarding revisions to 56 Hampshire St. Site Plan (and attached)

Lack of street parking is a huge problem in Portland; please show the citizens of Portland you care about this problem. Please don't add to the problem.
I urge you to reject the additional residential unite requested UNLESS there is also an addition parking space add for the unit.

There are only 17 street parking spaces on all of Hampshire Street. This requested revision (31 residential units and 1 commercial space with only 28 parking spaces) increases demand on available street parking and hurts the existing affordable rental housing. Don't make it even more difficult for those of us on Hampshire St. who provide affordable rental housing for low-income tenants who depend on street parking.
Note: Together the Luminato and Verdant, projects add a total of 55 units and 1 commercial space in the 2 projects, more than doubling residential unites and traffic on Hampshire Street.

Worsening air quality is another problem looming in Portland with more traffic and fewer trees. Street trees are essential, not only for the beauty of Portland, but also for better air quality. Worsening Air quality in our neighborhood is of great concern with so many added cars expected from the 2 large condominium building, together with tree loss. On the block of the proposed Verdante construction, 13 or more mature trees will be removed and (according to the project plans) replaced by only a single street tree on Federal Street. Planters are no replacement for street trees. Hampshire Street should be tree-lined not denuded of trees. Please do not let any of the mature street trees on Franklin be cut, pruning would be more appropriate.

The decisions of the Planning Board have a rippling effect, for example: Verdate was allowed an exception to build balconies over a public sidewalk (on Federal at the corner of Hampshire). However there were utility poles in the view of these balconies. Further more, at the October meeting for final approval of the Verdate project, for cost cutting reasons, the developer asked for, and was allowed to replace bricks on the back of the building with a cheaper material, because it "would not be very visible" (see attached showing back of building and trees). In November the developers spent thousands of dollars (that could have gone to bricks) to put electrical wires under the sidewalk of Hampshire St, cutting down the street tree in the process (healthy street trees planted by the city 10 years ago). The value of the Verdante unite was increased by the improved view, but the value of our rental unites was decreased; Instead of a view of a beautiful tree, our units now have a view of the RiteAid parking lot The loss of these trees is a concern, not only to us, but to the entire neighborhood. Hampshire St. should not be deprived of street trees so that 2 luxury condos won't have a view of utility poles.

Please help the residents, property owners, and small business of Hampshire St:

The Developer of the planned Verdante building at 56 Hampshire Street is requesting permission to add another unit to the Verdante building with **no parking for this unit** and only 28 spaces for the 31 units and 1 commercial space. This impacts the already very limited parking on Hampshire St. There should be a least one parking space for each unit.

Further more there is no mention of replacing the trees cut down on Hampshire St in the November excavation to put electrical wires under the sidewalk of Hampshire St (so the high-end condos wouldn't have to look at a utility poles). During this work the tree wells where covered with asphalt and bricked over. The revised plans mention a tree well on Federal St. But no mention is made of the Hampshire St trees wells (not shown on the sight drawings either). **Please request that the developers be required to replace all tree wells and trees on Hampshire St in a timely fashion - this spring.** Hampshire St. should not be deprived of street trees so that 2 luxury condos will not have a view of utility poles.

Please note that the Verdante plans also call for cutting down the stand of mature street trees on Franklin St. in front of the Verdante building

Please make written comments by this Friday Feb 8 http://www.portlandmaine.gov/211/Planning-Board or mailed to the Planning Board at City Hall, 389 Congress St. 04101
And/or come to the meeting to make comments:

The PUBLIC HEARING will be held: **Tuesday, February 12, 2019, 6:30 p.m.**, Council Chambers, 2nd Floor, City Hall
A project and plan summary is available for viewing on the Citizen Self Service Portal (https://egweb.portlandmaine.gov/energovprod/selfservice), by referencing Plan Number PL-000488-2019. Memos and reports are posted on **http://www.portlandmaine.gov/211/Planning-Board**. If you have any questions regarding the proposal, please contact Caitlin Cameron, Urban Designer, by phone at 207-874-8901 or e-mail at ccameron@portlandmaine.gov.

Judy

Google Groups

Regarding 56 Hampshire St.

judith allen <judithallenefs@yahoo.com> Feb 7, 2019 10:37 PM
Posted in group: **Planning Board**

Tim Robinson and Judith Allen owners, 62 Hampshire St.
Comments for the Planning Board Feb. 12 hearing on
56 Hampshire St

The Verdate contractors came to Hampshire St. yesterday (Thursday) and it seems there was a mistake made in laying the underground wires in front of 60/62 Hampshire. Apparently they were not secured and this means re-excavating and breaking the concrete in search of the wires.

As I mentioned in a recent email to Deb Andrews and Jodie some damage was done to the arched brick structure in our basement with the excavation work in November that was done within inches of our building. We are very concerned that worse damage will be done if the site is re-excavated. We fear that the vibration from digging and whatever it will take to break concrete will be even more damaging to the structure of our building than the earlier work. We are happy to have someone from the historic preservation examine the brick foundation structure in our basement that we are concerned about.
Apparently these are only communication wires under our sidewalk, not electrical wires. We strongly feel that the existing, aboveground wires should remain as they are now strung to the utility pole in front of 56 Hampshire. Then the wires can be put underground in front of the Verdante property instead of risking damage to our property. This is the way it should have been done in the first place, and then Hampshire St wouldn't have lost 2 healthy, much love street trees and our building wouldn't have been so negatively impacted. All construction pertaining to the Verdante building should be contained to the immediate vicinity of their property.

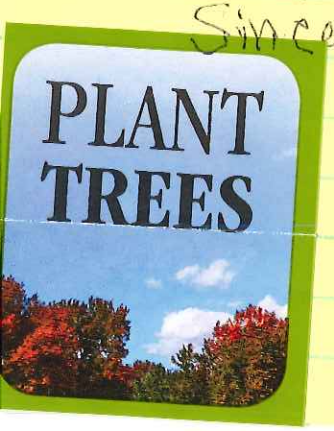
PC3

Priscilla Slack
62 Hampshire St., Apt. 2F
Portland, ME 04101

2/5/2019

To whom it may concern
I agree ε Judy.
I am a resident of over 30+ years in the Hampshire street area. I love Portland & I've been here since 1976. Change doesn't come easy. Nor do we want too much too fast, Especially for the beauty of nature, every tree. I am a tree hugger, but still I love people. Portland people need respect and not to forget the trees.

Sincerely,
Priscilla Slack



GENERAL NOTES:

1. THIS PROJECT IS SUBJECT TO THE TERMS AND CONDITIONS OF ALL REGULATIONS ADMINISTERED BY THE LOCAL UTILITY COMPANIES AND THE CITY OF PORTLAND.
2. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXITS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY ENTRANCE POINTS.
3. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE (1-888-DIGSAFE), IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS, AT NO EXTRA EXPENSE TO THE OWNER.
5. MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO THE OWNER AND THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY BY ONSITE INSPECTIONS OF THE OWNER OR THEIR REPRESENTATIVES AT NO ADDITIONAL COST TO THE OWNER.
6. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
7. ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO PROJECT CONTRACT SPECIFICATIONS, AND THE CITY OF PORTLAND TECHNICAL MANUAL STANDARDS, WHICHEVER IS MORE STRINGENT.
8. TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY OWEN HASKELL, INC. BENCHMARK = HYDRANT BONNET BOLT ON NORTHEASTERN SIDE OF HAMPSHIRE STREET, ELEVATION 49.30, NGVD 1929 DATUM.
9. FEMA MAP COMMUNITY PANEL NUMBER 230051 0014 B. THE SITE IS LOCATED IN A C ZONE.
10. THE PROPERTY SHOWN ON THIS PLAN MAY BE DEVELOPED AND USED ONLY AS DEPICTED IN THIS APPROVED PLAN. ALL ELEMENTS AND FEATURES OF THE PLAN AND ALL THE PROPERTY WHICH APPEARS IN THE RECORD OF THE PLANNING BOARD PROCEEDINGS ARE CONDITIONS OF THE APPROVAL. NO CHANGE FROM THE CONDITIONS OF APPROVALS IS PERMITTED UNLESS AN AMENDED PLAN IS FIRST SUBMITTED TO AND APPROVED BY THE PLANNING AUTHORITY.
11. ALL SIGNAGE SHALL CONFORM TO THE STANDARDS FOR SIZE, HEIGHT, LOCATION AND REFLECTIVITY SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12. ALL CURB SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS AS NOTED ON THE PLANS: GRANITE CURB SHALL MEET THE REQUIREMENTS OF MaineDOT SPECIFICATIONS 609.03 AND CITY OF PORTLAND TECHNICAL STANDARDS.
13. ALL DIMENSIONING UNLESS OTHERWISE NOTED IS TO THE FACE OF CURB OR FACE OF BUILDING.
14. THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, AND UNDERGROUND POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.
15. THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF PORTLAND PUBLIC WORKS INSPECTION SERVICES DIVISION (874-8300 EXT. 8838), CODE ENFORCEMENT OFFICE AND DEVELOPMENT REVIEW COORDINATOR IN WRITING THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION. A PRE-CONSTRUCTION MEETING MAY BE REQUIRED TO INCLUDE THE PUBLIC WORKS AUTHORITY OR DEVELOPMENT REVIEW COORDINATOR.
16. AN APPROVED SET OF PLANS AND ALL APPLICABLE PERMITS MUST BE AVAILABLE AT THE CONSTRUCTION SITE.
17. WARNING SIGNS, MARKERS, BARRICADES OR FLAGMEN MUST BE EMPLOYED ON ADJACENT STREETS AS NECESSARY. THE CONTRACTOR SHALL COORDINATE AND SEEK APPROVAL FROM THE PUBLIC SERVICE DIVISION FOR THE PLACEMENT/PARKING OF EQUIPMENT WITHIN THE PUBLIC RIGHT OF WAY.
18. CONSTRUCTION DEBRIS SHALL BE CONTAINERIZED AND DISPOSED OF IN ACCORDANCE WITH THE CITY OF PORTLAND'S SOLID WASTE ORDINANCE CHAPTER 12. ALL DEMOLITION MATERIAL FROM THE PROJECT SITES SHALL BE TAKEN TO THE RIVERSIDE RECYCLING FACILITY OR AS OTHERWISE DIRECTED PENDING THE RESULTS OF A HAZARDOUS BUILDING MATERIALS SURVEY AS AUTHORIZED AND COORDINATED BY THE OWNER. ALL SALVAGED MATERIAL WITHIN THE PUBLIC R.O.W.(SIDEWALKS, BRICKS, GRANITE CURB) NOT REUSED SHALL BE DISPOSED OF AS DIRECTED BY THE PORTLAND PUBLIC SERVICES DEPARTMENT AT NO EXTRA COST TO THE OWNER.
19. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE.
20. PROPERTY MARKERS AND STREET LINE MONUMENTS SHALL BE PROPERLY PROTECTED AT ALL TIMES DURING CONSTRUCTION TO INSURE INTEGRITY. IF DISTURBED THEY SHALL BE REPLACED BY A SURVEYOR REGISTERED IN THE STATE OF MAINE AT THE CONTRACTOR'S EXPENSE.
21. THE OWNER SHALL BE RESPONSIBLE TO COORDINATE THE PERFORMANCE OF A HAZARDOUS MATERIALS INSPECTION OF THE PROPERTY.
22. A STREET OPENING PERMIT MUST BE OBTAINED FROM THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT PRIOR TO BEGINNING ANY WORK WITHIN THE CITY RIGHT-OF-WAY. ALL WORK WITHIN THE PUBLIC RIGHT OF WAY SHALL BE COMPLETED IN CONFORMANCE TO THE CITY'S RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN PUBLIC RIGHT OF WAYS.
23. CONTRACTOR MUST MAINTAIN THROUGH TRAFFIC ON ADJACENT STREETS AT ALL TIMES.
24. ALL METHODS AND MATERIALS USED IN THE CONSTRUCTION OF THE IMPROVEMENTS IDENTIFIED HEREIN SHALL CONFORM TO THE CITY OF PORTLAND CONSTRUCTION AND TECHNICAL STANDARDS AND SPECIFICATIONS AND/OR CURRENT MaineDOT STANDARDS AND SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
25. SITE WORK FOR BUILDING SHALL INCLUDE GRADING THE BUILDING PAD AREA (DEFINED AS THE BUILDING FOOTPRINT PLUS 5'-0" BEYOND THE EXTERIOR WALL) TO A GRADE 18" BELOW THE GROUND FLOOR FINISH ELEVATION. ALL WORK SHALL INCLUDE EXCAVATION (INCLUDING ROCK REMOVAL AND EXISTING FOUNDATION DEMOLITION) AND BACKFILL OF ALL FOOTINGS AND FOUNDATIONS, INSTALLATION OF PERIMETER FOUNDATION DRAINS, EXCAVATION AND BACKFILL OF ALL UNDERSLAB UTILITIES AND PLACEMENT OF ALL AGGREGATES BELOW THE FLOOR SLAB AND ADJACENT FOUNDATION WALLS IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS. (SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL DETAILS PERTAINING TO ANY BUILDING RELATED FOUNDATION WORK).
26. RECORD DRAWINGS MUST INCLUDE ALL BURIED UTILITIES INCLUDING, BUT NOT LIMITED TO, BENDS, APPURTENANCES, AND OTHER FEATURES, TO BE LOCATED IN THE FIELD BY GIS AND RECORDED AS AN AS-BUILT PLAN BY THE CONTRACTOR AT THE END OF THE PROJECT. THIS PLAN SHALL ALSO BE PROVIDED TO THE OWNER.
27. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL DRAWINGS PREPARED BY ARCHETYPE ARCHITECTS FOR EXACT LOCATIONS AND DIMENSIONS OF THE ENTRANCES, EXIT PORCHES, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE POINTS.
28. ALL REQUIRED AND NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL SERVICE CONNECTIONS.
29. CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITIES IN THE AREA OF PROPOSED EXCAVATION OR BLASTING AT LEAST THREE (3) BUT NOT MORE THAN (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. CONTRACTORS SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF 23 MRSA 3360-A.

GRADING AND DRAINAGE NOTES:

1. ALL STORM DRAIN PIPE SHALL BE SMOOTH BORE INTERIOR PROVIDING A MANNINGS ROUGHNESS COEFFICIENT OF n = 0.013 OR LESS. UNLESS A SPECIFIC PIPE MATERIAL IS CALLED FOR ON THE CONTRACT DRAWINGS. PVC PIPING SHALL NOT BE USED IN AREAS OF EXPOSED SUNLIGHT.
2. SLOPE PROTECTION IS TO BE PROVIDED PER THE DESIGN PLANS AND MAY INCLUDE RIPRAP, SOD OR MULCH.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EARTHWORK OPERATIONS TO INSURE THAT DISTURBANCE TO ANY STEEP SLOPE AREAS ARE MINIMIZED TO THE EXTENT PRACTICABLE.
4. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL SITE FEATURES SHOWN ARE BASED ON FIELD OBSERVATIONS BY THE SURVEYOR AND BY INFORMATION PROVIDED BY OTHERS. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE (1-888-DIGSAFE) AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES.
5. ALL PAVING WITHIN THE PUBLIC R.O.W. SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF PORTLAND RULES AND REGULATIONS FOR EXCAVATION ACTIVITIES IN THE PUBLIC R.O.W.
6. NO HOLES, TRENCHES OR STRUCTURES SHALL BE LEFT OPEN OVERNIGHT IN ANY EXCAVATION ACCESSIBLE TO THE PUBLIC OR IN PUBLIC RIGHTS-OF-WAY.
7. THE CONTRACTOR SHALL TAKE FULL RESPONSIBILITY FOR ANY CHANGES AND DEVIATION OF APPROVED PLANS NOT AUTHORIZED BY THE ARCHITECT/ENGINEER AND/OR CLIENT/OWNER.
8. CONTRACTOR SHALL INCORPORATE PROVISIONS AS NECESSARY IN CONSTRUCTION TO PROTECT EXISTING STRUCTURES AND PHYSICAL FEATURES THAT ARE OUTSIDE THE SCOPE OF WORK. THE CONTRACTOR SHALL MAINTAIN SITE STABILITY DURING CONSTRUCTION TO AVOID EROSION AND SEDIMENT TRANSPORT. CONTRACTOR SHALL RESTORE ALL AREAS TO A FINAL STABILIZED CONDITION AS DIRECTED BY DESIGN DRAWINGS.
9. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO FABRICATION AND ERECTION OF ANY MATERIAL. ANY UNUSUAL CONDITIONS SHALL BE REPORTED TO THE ENGINEER.
10. EXTERIOR GRADES AROUND PROPOSED STRUCTURE SHALL BE COORDINATED WITH FINAL BUILDING PLANS AND PROVIDE FOR ALL ACCESS OPENINGS.
11. SUBGRADE FILL PLACED BENEATH ALL PERMANENT PAVEMENT, SIDEWALK OR CONCRETE SURFACES EXCLUDING ANY BUILDING AREAS, SHALL BE GRANULAR BORROW. SUBGRADE FILL PLACED BENEATH ALL LANDSCAPE AREAS EXCEPT THOSE ADJACENT THE FOUNDATION SYSTEMS MAY BE A COMMON BORROW MATERIAL SUITABLE FOR EMBANKMENT CONSTRUCTION, FREE FROM FROZEN MATERIAL, PERISHABLE RUBBLE, PEAT, ORGANICS, ROCKS LARGER THAN 12" IN DIAMETER, VEGETATION AND OTHER MATERIAL UNSUITABLE FOR ROADWAY AND SUBGRADE CONSTRUCTION. EXCAVATED ON-SITE MATERIALS MAY BE USED FOR FILL PROVIDED THE MATERIAL IS FREE FROM UNSUITABLE MATERIAL DESCRIBED IN THIS NOTE AND UPON APPROVAL OF THE ENGINEER. EXCAVATED ONSITE MATERIALS MAY NOT BE USED AS COMPACTED STRUCTURAL FILL BENEATH THE BUILDING AREAS OR AS FOUNDATION BACKFILL. GRANULAR BORROW AND COMMON BORROW SHALL COMPLY WITH MaineDOT SPECIFICATIONS.
12. ALL FILLS SHALL BE PLACED IN LAYERS NOT MORE THAN 12" LOOSE DEPTH AND COMPACTED BY HEAVY COMPACTION EQUIPMENT. MINIMUM COMPACTION SHALL BE 95% OF MAXIMUM DENSITY ASTM 1557, MODIFIED AND FIELD DENSITY ASTM D2922 (NUCLEAR METHODS).
13. THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.

CONSTRUCTION MANAGEMENT NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH 2009 NFPA 1 CHAPTER 16 SAFE GUARDS DURING BUILDING CONSTRUCTION, ALTERATION AND DEMOLITION OPERATIONS.
2. ANY CUTTING AND WELDING WORK PERFORMED ONSITE SHALL REQUIRE A "HOT WORK" PERMIT FROM THE PORTLAND FIRE DEPARTMENT.
3. THE GENERAL CONTRACTOR SHALL POST EMERGENCY CONTACT INFORMATION ON THE PROJECT SITE PROPERTY DURING CONSTRUCTION IN THE EVENT OF AN AFTER HOURS EMERGENCY. THIS CONTACT INFORMATION SHALL ALSO BE PROVIDED TO THE PORTLAND FIRE DEPARTMENT.
4. IF THE SITE IS SECURED BY TEMPORARY OR PERMANENT FENCING WITH LOCKED GATES, THEN THE APPLICANT OR ASSIGNED REPRESENTATIVE SHALL PURCHASE A KNOX PADLOCK FROM THE PORTLAND FIRE DEPARTMENT TO ALLOW ACCESS BY THE PORTLAND FIRE DEPARTMENT.
5. STREETS SHALL MAINTAIN A 20' WIDTH FOR FIRE DEPARTMENT ACCESS AT ALL TIMES.
6. FIRE HYDRANTS SHALL NOT BE BLOCKED OR ENCLOSED BY FENCING. A 3' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES AROUND FIRE HYDRANTS.

UTILITY NOTES:

1. ALL REQUIRED UTILITIES SERVING THE PROJECT SHALL BE COORDINATED BETWEEN THE SITE WORK CONTRACTOR AND DIVISION 22/26 CONTRACTOR(S). THE SITE WORK CONTRACTOR SHALL BE RESPONSIBLE TO EXTEND ALL PROPOSED UTILITIES TO WITHIN FIVE (5) FEET OF THE BUILDING TO A LOCATION COORDINATED WITH THE MECHANICAL AND ELECTRICAL SUBCONTRACTORS. THE BUILDING CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES WITHIN FIVE (5) FEET AND INSIDE THE BUILDING OR UNDER SLAB.
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF AND/OR RELOCATION OF OVERHEAD AND UNDERGROUND TELEPHONE WITH FAIRPOINT COMMUNICATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUITS, PULL WIRES, TRENCHING AND BACKFILLING NECESSARY TO COMPLETE THE WORK.
3. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ELECTRIC SERVICE WITH CENTRAL MAINE POWER, THE TELECOMMUNICATIONS SERVICE WITH FAIRPOINT COMMUNICATIONS, AND THE CABLE SERVICE WITH TIME WARNER CABLE. ALL WORK SHALL CONFORM TO THE PROJECT SPECIFICATIONS OR UTILITY COMPANY STANDARDS, WHICHEVER IS MORE STRINGENT.
4. ADJUST ALL MANHOLES, CATCH BASINS, CURB BOXES, ETC. WITHIN LIMITS OF WORK TO FINISH GRADE AT NO ADDITIONAL EXPENSE TO THE OWNER.
5. ALL UNDERGROUND CONDUITS SHALL HAVE NYLON PULL ROPES TO FACILITATE PULLING CABLES.
6. THE CONTRACTOR SHALL OBTAIN, PAY FOR, AND COMPLY WITH ALL REQUIRED PERMITS, ARRANGE FOR ALL INSPECTIONS, AND SUBMIT COPIES OF ACCEPTANCE CERTIFICATES TO THE OWNER PRIOR TO COMPLETION OF THE PROJECT.
7. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL BOXES, FITTINGS, CONNECTORS, COVER PLATES AND OTHER MISCELLANEOUS ITEMS NOT NECESSARILY DETAILED ON THE DRAWINGS TO RENDER INSTALLATION OF UTILITIES COMPLETE AND OPERATIONAL, AT NO EXTRA EXPENSE TO THE OWNER.
8. A 10 FOOT MINIMUM EDGE TO EDGE HORIZONTAL SEPARATION SHALL BE PROVIDED BETWEEN ALL WATER AND SANITARY SEWER LINES. A 12 INCH OUTSIDE TO OUTSIDE VERTICAL SEPARATION SHALL BE PROVIDED AT ALL WATER AND SANITARY SEWER CROSSINGS.
9. THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICES AS REQUIRED TO PROVIDE CONTINUOUS SERVICE TO THE JOBSITE. TEMPORARY SERVICES SHALL COMPLY WITH ALL FEDERAL, STATE, LOCAL AND UTILITY COMPANY STANDARDS. COORDINATE ALL TEMPORARY SERVICES WITH UTILITY COMPANY, OWNER, AND AFFECTED BUSINESSES.
10. CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY ELECTRICAL SERVICES IN CONDUIT TO SITE LIGHTING, COMPLYING WITH APPLICABLE CODES. COORDINATE WITH OWNER, SITE ELECTRICAL, ARCHITECTURAL AND CMP PLANS.
11. ALL SANITARY SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT. ALL SANITARY SERVICES AND APPURTENANCES TO BE ABANDONED SHALL BE PROPERLY RECORDED WITH PORTLAND PUBLIC WORKS ENGINEERING DEPARTMENT. A DIGITAL VIDEOTAPE SHALL BE MADE OF SANITARY SEWER SYSTEMS TO BE UTILIZED PRIOR TO CONSTRUCTION; UPSTREAM PIPES INTENDED FOR ABANDONMENT SHALL BE INSPECTED TO VERIFY THAT THEY NO LONGER SERVE OTHER FACILITIES.

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.

DIMENSIONAL REQUIREMENTS (IS-FBC ZONE)			
STANDARD	UN SUBDISTRICT REQUIRED	UT SUBDISTRICT REQUIRED	PROVIDED
MIN. LOT SIZE	NONE	NONE	19,366 SF
MIN. LOT AREA PER DWELLING UNIT	NONE	NONE	625 SF
LOT COVERAGE	90% MAX	90% MAX	71%
FRONT YARD	MIN: 0 FT, MAX: 5 FT	MIN: 0 FT, MAX: 10 FT	APPROX. 1 FT ON HAMPSHIRE ST, VARIES ON FEDERAL ST 0 - 9 FT
MIN. SIDE YARD	5 Ft	10 FT	10 FT
MIN. REAR YARD	10 Ft	10 FT	10 FT
MAX. STRUCTURE HEIGHT	45 FT	65 FT + 12 FT BONUS	40 FT IN UN, 77 FT IN UT
MAX. IMPERVIOUS SURFACE	90%	90%	50%
PARKING	1 SPACE PER UNIT, FIRST 3 UNITS EXEMPT (28 SPACES)		60 ON-SITE SPACES 43 SPACES FOR VERDANTE + 17 SPACES FOR 312 CONGRESS STREET
BICYCLE PARKING	2 SPACES FOR EVERY 5 UNITS (12 SPACES)		12 SPACES IN BIKE TRAC PARKING SYSTEM IN GARAGE + 4 SPACES AT FEDERAL STREET BIKE HITCH

LEGEND

- EXISTING PROPERTY LINE
- PROJECT SITE BOUNDARY
- EXISTING SETBACK LINE
- PROPOSED EASEMENT
- 124 EXISTING MINOR CONTOUR
- 124 EXISTING MAJOR CONTOUR
- 124 PROPOSED CONTOUR
- SD EXISTING STORMDRAIN
- SD PROPOSED STORMDRAIN
- S EXISTING SANITARY SEWER
- S PROPOSED SANITRY SEWER
- W EXISTING WATER LINE
- W PROPOSED WATER LINE
- UD EXISTING UNDERDRAIN
- UD PROPSED UNDERDRAIN
- OHE EXISTING OVERHEAD ELECTRIC & TELEPHONE
- OHE PROPOSED OVERHEAD ELECTRIC & TELEPHONE
- UGE EXISTING UNDERGROUND ELECTRIC & TELEPHONE
- UGE PROPOSED UNDERGROUND ELECTRIC & TELEPHONE
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- EXISTING EDGE OF GRAVEL
- PROPOSED EDGE OF GRAVEL
- EXISTING CURB
- PROPOSED CURB
- PROPOSED FENCE
- SF SILT FENCE
- TP-A TEST PIT
- EXISTING VALVE
- PROPOSED VALVE
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING CATCH BASIN
- PROPOSED CATCH BASIN
- EXISTING DRAIN MANHOLE
- PROPOSED DRAIN MANHOLE
- EXISTING SEWER MANHOLE
- PROPOSED SEWER MANHOLE
- + 30.20 EXISTING SPOT GRADE
- 30.20 PROPOSED SPOT GRADE
- SURVEY CONTROL POINT
- EXISTING MONUMENT
- EXISTING IRON PIPE
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED CONCRETE
- PROPOSED PAVEMENT
- PROPOSED BRICK

PRELIMINARY - NOT FOR CONSTRUCTION

STATE OF MAINE — MICHAEL E. TADEMA-WIELANDT — 10121 — LICENSED PROFESSIONAL ENGINEER

P.E.: MICHAEL E. TADEMA-WIELANDT
DATE: 12-13-2018

NO.	DATE	REVISIONS	APP'D BY
16	12-13-2018	SUBMITTED TO PLANNING BOARD FOR AMENDED APPROVAL	MTW
15	11-15-2018	REVISED PER CITY COMMENTS	MTW
14	10-23-2018	REISSUED FOR PLANNING APPROVAL OF OFF SITE ELECTRICAL WORK	MTW
13	09-25-2018	REVISED PER PLANNING BOARD APPPROVAL LETTER	MTW
12	08-27-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
11	08-21-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
10	08-17-2018	PRICING SET - AUG. 17, 2018	MTW
9	08-09-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
8	07-27-2018	REVISED UNIT COUNT AND ADDED EASEMENT #3	MTW

565 CONGRESS STREET
SUITE 310
PORTLAND, ME 04102

41 CAMPUS DRIVE
SUITE 105
NEW GLOUCESTER, ME 04260

TERRADYN CONSULTANTS, LLC

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www.terradynconsultants.com

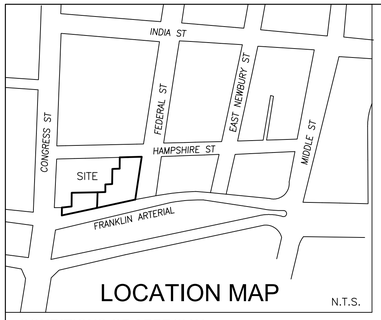
CIVIL ENGINEERING | LAND PLANNING | STORMWATER DESIGN | ENVIRONMENTAL PERMITTING

SHEET DESCRIPTION
VERDANTE AT LINCOLN PARK
99 FEDERAL STREET
PORTLAND, ME 04101

GENERAL NOTES & LEGEND

PREPARED FOR
NEWHEIGHT GROUP
118 CONGRESS STREET, #401
PORTLAND, ME 04101

DATE:	9/5/2017
SCALE:	AS NOTED
DESIGNED:	ARF
JOB NO:	1728
FILE: 1728-COVER.DWG	
SHEET	C-1.1



LOCATION MAP

N.T.S.

CONDITIONS OF APPROVAL:

1. SUBDIVISION RECORDING PLAT A REVISED RECORDING PLAT, LISTING ALL CONDITIONS OF SUBDIVISION APPROVAL, MUST BE SUBMITTED TO THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT FOR REVIEW. ONCE APPROVED, THE PLAT SHALL BE SIGNED BY THE PLANNING BOARD PRIOR TO THE ISSUANCE OF A PERFORMANCE GUARANTEE. THE PERFORMANCE GUARANTEE MUST BE ISSUED, PRIOR TO THE RELEASE OF THE RECORDING PLAT, FOR RECORDING AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS.

2. SUBDIVISION WAIVERS PURSUANT TO 30-A MRSA SECTION 4406(B)(1), ANY WAIVER MUST BE SPECIFIED ON THE SUBDIVISION PLAN OR OUTLINED IN A NOTICE. THE PLAN OR NOTICE MUST BE RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS WITHIN TWO (2) YEARS OF THE FINAL SUBDIVISION APPROVAL.

3. PERFORMANCE GUARANTEE AND INSPECTION FEES A PERFORMANCE GUARANTEE COVERING THE SITE IMPROVEMENTS, INSPECTION FEE PAYMENT OF 2.0% OF THE GUARANTEE AMOUNT AND THREE (3) FINAL SETS OF PLANS MUST BE SUBMITTED TO AND APPROVED BY THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT AND PUBLIC WORKS DEPARTMENT PRIOR TO THE RELEASE OF A BUILDING PERMIT, STREET OPENING PERMIT OR CERTIFICATE OF OCCUPANCY FOR SITE PLANS. IF YOU NEED TO MAKE ANY MODIFICATIONS TO THE APPROVED PLANS, YOU MUST SUBMIT A REVISED SITE PLAN APPLICATION FOR STAFF REVIEW AND APPROVAL.

4. DEFECT GUARANTEE A DEFECT GUARANTEE, CONSISTING OF 10% OF THE PERFORMANCE GUARANTEE, MUST BE POSTED BEFORE THE PERFORMANCE GUARANTEE WILL BE RELEASED.

5. 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 WORKS REPRESENTATIVE AND OWNER TO REVIEW THE CONSTRUCTION SCHEDULE AND CRITICAL ASPECTS OF THE SITE WORK. AT THAT TIME, THE DEVELOPMENT REVIEW COORDINATOR WILL CONFIRM THAT THE CONTRACTOR IS WORKING FROM THE APPROVED SITE PLAN. 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.

6. SEPARATE BUILDING PERMITS ARE REQUIRED THIS APPROVAL DOES NOT CONSTITUTE APPROVAL OF BUILDING PLANS, WHICH MUST BE REVIEWED AND APPROVED BY THE CITY OF PORTLAND'S PERMITTING AND INSPECTIONS DEPARTMENT.

7. DEPARTMENT OF PUBLIC WORKS PERMITS IF WORK OR OBSTRUCTIONS WILL OCCUR WITHIN THE PUBLIC RIGHT-OF-WAY, SUCH AS UTILITIES, CURB, SIDEWALK, DRIVEWAY CONSTRUCTION, SITE DELIVERIES AND EQUIPMENT SITING, A STREET OPENING AND/OR OCCUPANCY PERMIT (S) IS REQUIRED FOR YOUR SITE. PLEASE CONTACT THE DEPARTMENT OF PUBLIC WORKS PERMIT CLERK AT 874-8300, EXT. 8828. (ONLY EXCAVATORS LICENSED BY THE CITY OF PORTLAND ARE ELIGIBLE.)

8. CONSTRUCTION MANAGEMENT PLANS - *PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY* - THE APPLICANT, CONTRACTOR AND SUBCONTRACTORS ARE REQUIRED TO CONFORM TO THE APPROVED CONSTRUCTION MANAGEMENT PLAN, AND ALL CONDITIONS CONTAINED WITHIN THE PROJECT'S APPROVAL, FOR THE ENTIRE DURATION OF THE PROJECT. ANY AMENDMENTS TO THE APPROVED CONSTRUCTION MANAGEMENT PLAN SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT OF PUBLIC WORKS PRIOR TO THE EXECUTION. THE PLANNING AUTHORITY AND THE DEPARTMENT OF PUBLIC WORKS HAVE THE RIGHT TO SEEK REVISIONS TO AN APPROVED CONSTRUCTION MANAGEMENT PLAN. THE APPLICANT SHALL COORDINATE THE PROJECT'S CONSTRUCTION SCHEDULE WITH THE TIMING OF NEARBY CONSTRUCTION ACTIVITIES TO AVOID CUMULATIVE IMPACTS ON A NEIGHBORHOOD AND PREVENT UNSAFE VEHICLE AND PEDESTRIAN MOVEMENTS. ACCORDINGLY, NEARBY CONSTRUCTION ACTIVITIES COULD INVOLVE A DELAY IN THE COMMENCEMENT OF CONSTRUCTION.

9. AS-BUILT FINAL PLANS - *PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY* - FINAL SETS OF AS-BUILT PLANS SHALL BE SUBMITTED DIGITALLY TO THE PLANNING AND URBAN DEVELOPMENT DEPARTMENT, ON A CD OR DVD, IN AUTOCAD FORMAT (*.DWG), RELEASE AUTOCAD 2005 OR GREATER.

10. DEVELOP SITE ACCORDING TO PLAN - *ONGOING CONDITION OF APPROVAL* - 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.

11. 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.

12. SUBDIVISION EXPIRATION THE SUBDIVISION APPROVAL IS VALID FOR UP TO THREE (3) YEARS FROM THE DATE OF PLANNING BOARD APPROVAL.

10. MYLAR COPIES MYLAR COPIES OF THE AS-BUILT DRAWINGS FOR THE PUBLIC STREETS AND OTHER PUBLIC INFRASTRUCTURE IN THE SUBDIVISION MUST BE SUBMITTED TO PUBLIC WORKS PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

GENERAL NOTES:

1. OWNERS OF RECORD: VERDANTE CONDOMINIUM, LLC
   TAX MAP 28 BLOCK C LOTS 13,16&17
   BOOK 34803 PAGE 8
   BOOK 34999 PAGE 178

   CLARK BOX, LLC
   TAX MAP 28 BLOCK C LOT 18
   BOOK 31943 PAGE 126

   ROBINSON & ALLEN
   PORTION OF TAX MAP 28 BLOCK C LOT 9
   BOOK 20875 PAGE 305

   WILLIAM H. FOX
   PORTION OF TAX MAP 28 BLOCK C LOT 10
   BOOK 14720 PAGE 105

2. APPLICANT: NEWHEIGHT GROUP
   118 CONGRESS STREET #401
   PORTLAND, ME 04101

3. CIVIL ENGINEER: TERRADYN CONSULTANTS, LLC
   565 CONGRESS STREET, SUITE 310
   PORTLAND, ME 04101

4. ARCHITECT: ARCHETYPE ARCHITECTS
   48 UNION WARF
   PORTLAND, ME 04101

5. SURVEYOR: OWEN HASKELL, INC.
   390 US ROUTE ONE, SUITE 310
   FALMOUTH, ME 04105

6. CONDOMINIUM: VERDANTE CONDOMINIUM, LLC

7. ZONING DISTRICT: INDIA STREET FORM BASED CODE DISTRICT (IS-FBC)
   SUBDISTRICTS: URBAN NEIGHBORHOOD (UN)
   URBAN TRANSITIONAL (UT)

8. TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION WAS PROVIDED BY OWEN HASKELL, INC. BENCHMARK = HYDRANT BONNET BOLT ON NORTHEASTERN SIDE OF HAMPSHIRE STREET, ELEVATION 49.30, NGVD 1929 DATUM.

9. BEARINGS AND COORDINATES ARE BASED ON MAINE STATE PLANE COORDINATE SYSTEM WEST ZONE NAD 83. ELEVATIONS ARE BASED ON CITY DATUM. HORIZONTAL AND VERTICAL CONTROL DATA PROVIDED BY THE CITY OF PORTLAND AND TAKEN FROM PLAN REFERENCE 4.

10. HAMPSHIRE STREET AND FEDERAL STREET LINES ARE BASED ON MARKERS FOUND ON PLAN REFERENCE 3 AND CITY BLUE SHEETS. FRANKLIN STREET LINE WAS BASED ON COURSES AND DISTANCES IN THE LOCUS DEEDS.

11. FEMA MAP COMMUNITY PANEL NUMBER 230051 0014 B. THE SITE IS LOCATED IN A C ZONE.

12. THE FACILITY IS SERVICED BY PUBLIC WATER, SEWER, AND UNDERGROUND POWER. THE PROJECT INCLUDES UPDATES TO THE POWER SERVICE INCLUDING THE INSTALLATION OF NEW UNDERGROUND SYSTEM. SEE SITE ELECTRICAL PLANS FOR DETAILS.

13. STORMWATER MANAGEMENT: THE DEVELOPER/CONTRACTOR/SUBCONTRACTOR MUST COMPLY WITH CONDITIONS OF THE SUBMITTED STORMWATER MANAGEMENT PLAN AND SEDIMENT AND EROSION CONTROL PLANS. THE OWNER/OPERATOR OF THE APPROVED STORMWATER MANAGEMENT SYSTEM, AND ALL ASSIGNS SHALL COMPLY WITH THE CITY STANDARDS AND STATE GUIDELINES, INCLUDING CONDITIONS OF CHAPTER 32 STORM WATER INCLUDING ARTICLE III, POST CONSTRUCTION STORMWATER MANAGEMENT, WHICH SPECIFIES THE ANNUAL INSPECTIONS AND REPORTING REQUIREMENTS.

14. THE LOT SHALL BE MAINTAINED WITH 50% PERVIOUS LOT COVERAGE AND A GREEN ROOF THAT ENCOMPASSES 50% OF THE BUILDING ROOF AREA.

15. THE VERDANTE CONDOMINIUM ASSOCIATION SHALL BE RESPONSIBLE FOR ENGAGING A PRIVATE TRASH HAULER FOR WASTE REMOVAL.

16. BACKING MANEUVERS INTO FEDERAL STREET SHALL BE PROHIBITED.

17. THE ENTIRE SITE SHALL BE DEVELOPED AN/OR MAINTAINED AS DEPICTED ON THE SITE PLAN. APPROVAL OF THE PLANNING AUTHORITY OR PLANNING BOARD SHALL BE REQUIRED FOR ANY ALTERATION TO OR DEVIATION FROM THE APPROVED SITE PLAN, INCLUDING, WITHOUT LIMITATION: TOPOGRAPHY, DRAINAGE, LANDSCAPING, RETENTION OF WOODED OR LAWN AREAS, ACCESS, SIZE, LOCATION, AND SURFACING OF PARKING AREAS AND LOCATION AND SIZE OF BUILDINGS.

WAIVERS:

1. TECHNICAL MANUAL SECTION 1.7.2.3: TO ALLOW DRIVEWAY WIDTH OF 16.0' TO SERVE THE NEW DEVELOPMENT AS SHOWN ON SITE PLAN C-3.0, AND SUBJECT TO THE REQUIREMENT THAT NO BACKING MANEUVERS SHALL BE ALLOWED ONTO FEDERAL STREET.

2. TECHNICAL MANUAL SECTION 1.14: TO ALLOW THE PARKING AISLE WIDTHS WITHIN THE PARKING STRUCTURE TO BE NARROWER THAN THE REQUIRED 24' WIDTH, AS SHOWN ON SITE PLAN C-3.0.

3. TECHNICAL MANUAL SECTION 1.14: TO ALLOW SOME NON-COMPLIANT PARKING STALL DIMENSIONS WITHIN THE PARKING STRUCTURE TO VARY FROM THE REQUIRED 9'x18', AS SHOWN ON SITE PLAN C-3.0.

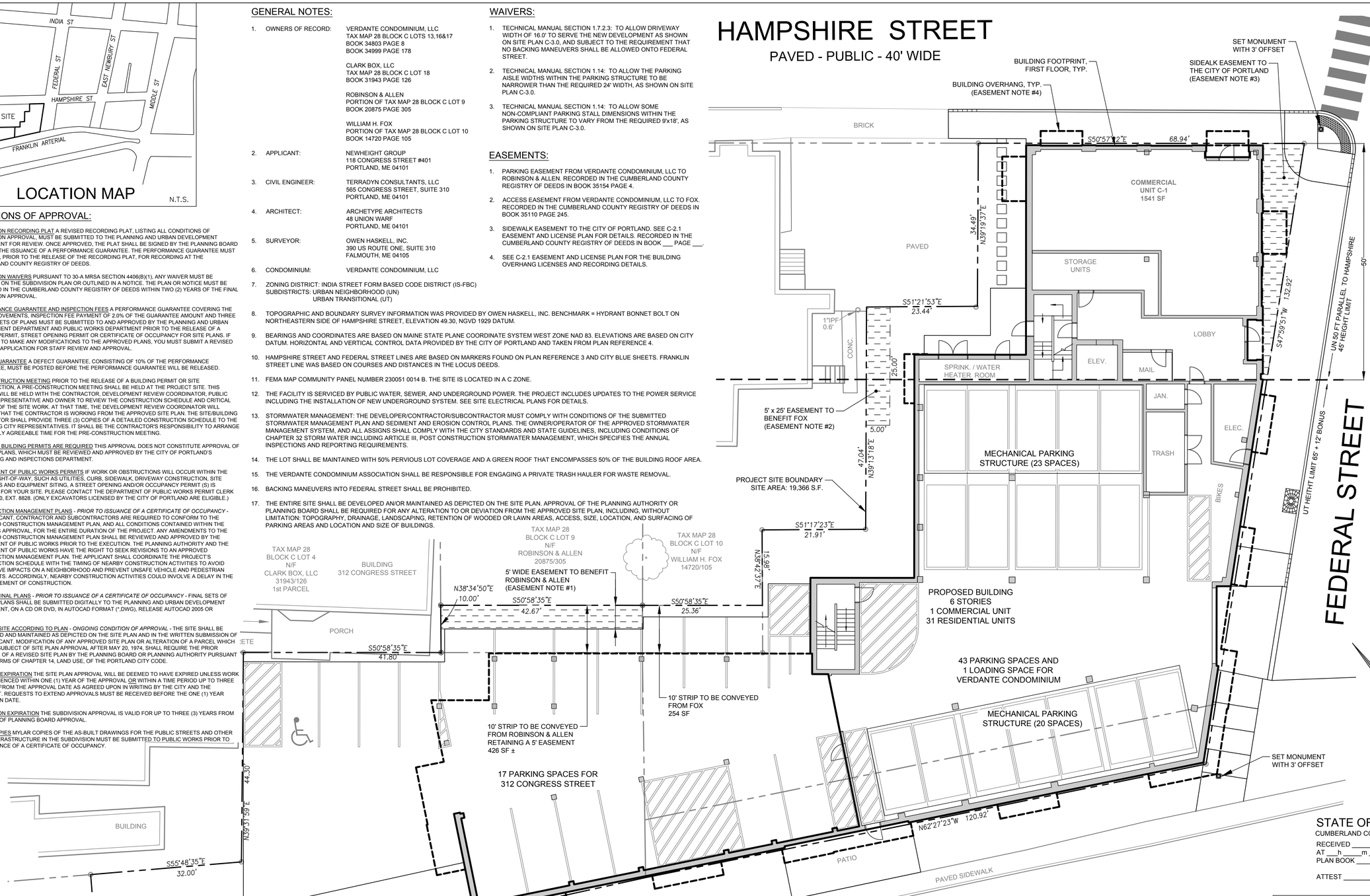
EASEMENTS:

1. PARKING EASEMENT FROM VERDANTE CONDOMINIUM, LLC TO ROBINSON & ALLEN. RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 35154 PAGE 4.

2. ACCESS EASEMENT FROM VERDANTE CONDOMINIUM, LLC TO FOX. RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK 35110 PAGE 245.

3. SIDEWALK EASEMENT TO THE CITY OF PORTLAND. SEE C-2.1 EASEMENT AND LICENSE PLAN FOR DETAILS. RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS IN BOOK ___ PAGE ___.

4. SEE C-2.1 EASEMENT AND LICENSE PLAN FOR THE BUILDING OVERHANG LICENSES AND RECORDING DETAILS.



RECORDING REFERENCES:

1. VERDANTE CONDOMINIUM, LLC DECLARATION OF CONDOMINIUM RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK ___ PAGE ___.

2. STORMWATER DRAINAGE SYSTEM MAINTENANCE AGREEMENT FOR VERDANTE CONDOMINIUM, LLC RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS BOOK ___ PAGE ___.

PLAN REFERENCES:

1. "BOUNDARY & TOPOGRAPHIC SURVEY AT 56 HAMPSHIRE STREET, PORTLAND, MAINE MADE FOR THE NEWHEIGHT GROUP" DATED JANUARY 27, 2017, REV. DATE AUGUST 16, 2018 BY OWEN HASKELL, INC.

2. "EXISTING CONDITIONS SURVEY AT 290 CONGRESS STREET, PORTLAND, MAINE MADE FOR CASCO BAY ENGINEERING" MAY 6, 2014 BY OWEN HASKELL, INC.

3. "LAND TITLE SURVEY ON CONGRESS ST., HAMPSHIRE ST., FEDERAL ST., PORTLAND, MAINE FOR OAK LEAF TERRACE CO." SEPT. 28, 1995 REV. 1 3-17-02 BY OWEN HASKELL, INC.

4. "CITY OF PORTLAND PUBLIC WORKS DEPARTMENT CONTRACT DRAWINGS HAMPSHIRE STREET RECONSTRUCTION BRATTLE STREET RECONSTRUCTION PROJECT NO. 210-3100-430" DATED 11/16/01. ON FILE AT THE CITY OF PORTLAND.

5. "PLAN OF PROPERTY IN PORTLAND MAINE MADE FOR RALPH J. TALIENTO & JOHN J. TALIENTO" DATED MARCH 24, 1978 BY H.I. & E.C. JORDAN COMPANY, PLAN FILE #77.

6. "ALTA/ACSM LAND TITLE SURVEY ON LAND LOCATED AT 316-316A CONGRESS STREET IN PORTLAND, MAINE" DATED 7/13/2000 BY NADEAU & LODGE, INC.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)
1 inch = 10 ft.

LEGEND

- EXISTING PROPERTY LINE
- PROJECT SITE BOUNDARY
- EXISTING EDGE OF PAVEMENT
- PROPOSED EDGE OF PAVEMENT
- EXISTING CURB
- PROPOSED CURB
- EXISTING IRON PIPE OR ROD
- CAPPED IRON ROD TO BE SET
- GRANITE MONUMENT TO BE SET
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED EASEMENT

STATE OF MAINE
CUMBERLAND COUNTY REGISTRY OF DEEDS
RECEIVED _____, 20___
AT ___h _____m ____M. AND RECORDED IN
PLAN BOOK _____ PAGE _____
ATTEST _____ REGISTER

APPROVAL- CITY OF PORTLAND PLANNING BOARD

_____ DATE

_____ CHAIRPERSON

TO BE REVIEWED

STATE OF MAINE
MICHAEL E. TADEMA-WIELANDT
LICENSED PROFESSIONAL ENGINEER

PLS:
P.E.: MICHAEL E. TADEMA-WIELANDT
DATE: DATE: 02-07-2019

NO.	DATE	REVISIONS	APP'D BY
17	02-07-2019	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
16	12-13-2018	SUBMITTED TO PLANNING BOARD FOR AMENDED APPROVAL	MTW
15	11-15-2018	REVISED PER CITY COMMENTS	MTW
14	10-23-2018	REISSUED FOR PLANNING APPROVAL OF OFF SITE ELECTRICAL WORK	MTW
13	09-25-2018	REVISED PER PLANNING BOARD APPROVAL LETTER	MTW
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9	08-09-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW

TERRADYN CONSULTANTS, LLC
CIVIL ENGINEERING | LAND PLANNING | STORMWATER DESIGN | ENVIRONMENTAL PERMITTING
565 CONGRESS STREET SUITE 310 PORTLAND, ME 04102
41 CAMPUS DRIVE SUITE 101 NEW GLOUCESTER, ME 04260
OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradynconsultants.com

SHEET DESCRIPTION
VERDANTE AT LINCOLN PARK
99 FEDERAL STREET
PORTLAND, ME 04101
RECORDING PLAT

PREPARED FOR:
NEWHEIGHT GROUP
118 CONGRESS STREET, #401
PORTLAND, ME 04101

DATE:	9/5/2017
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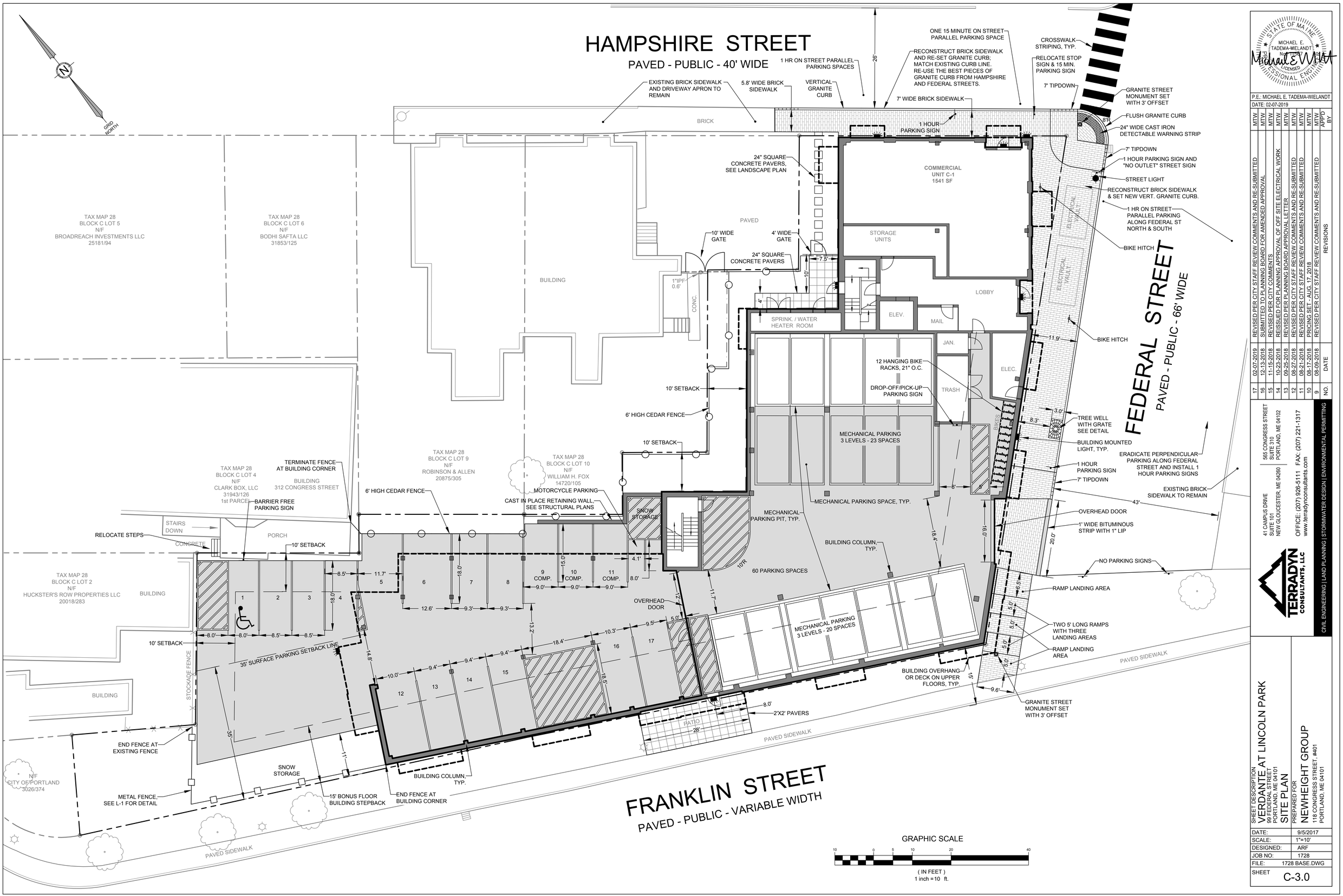
SHEET	C-2.0



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SITE PLAN

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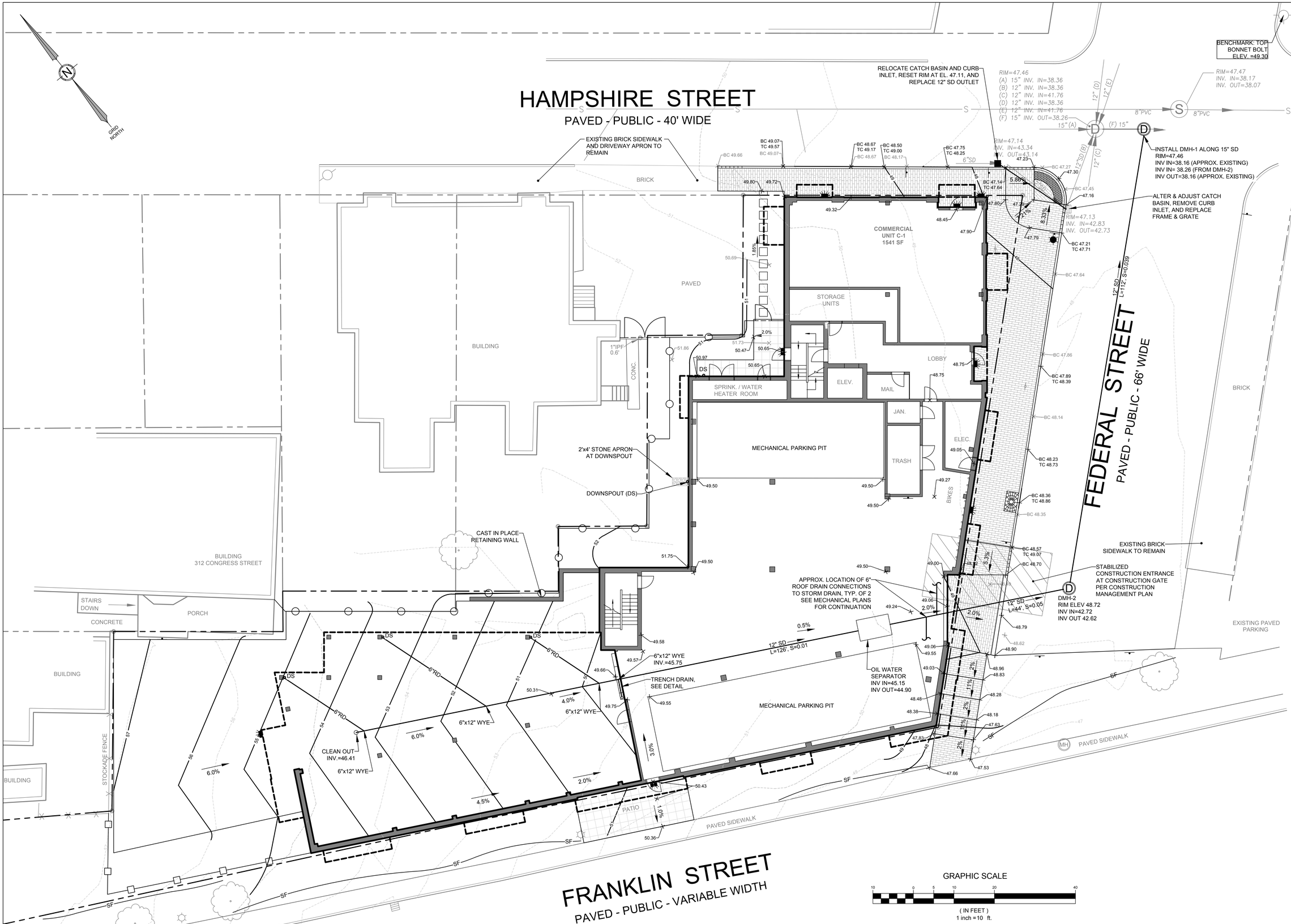

STATE OF MAINE
MICHAEL E. TADEMA-WIELANDT
No. 11337
LICENSED PROFESSIONAL ENGINEER

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99 FEDERAL STREET
PORTLAND, ME 04101
GRADING, DRAINAGE & EROSION CONTROL PLAN

PREPARED FOR
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PORTLAND, ME 04101

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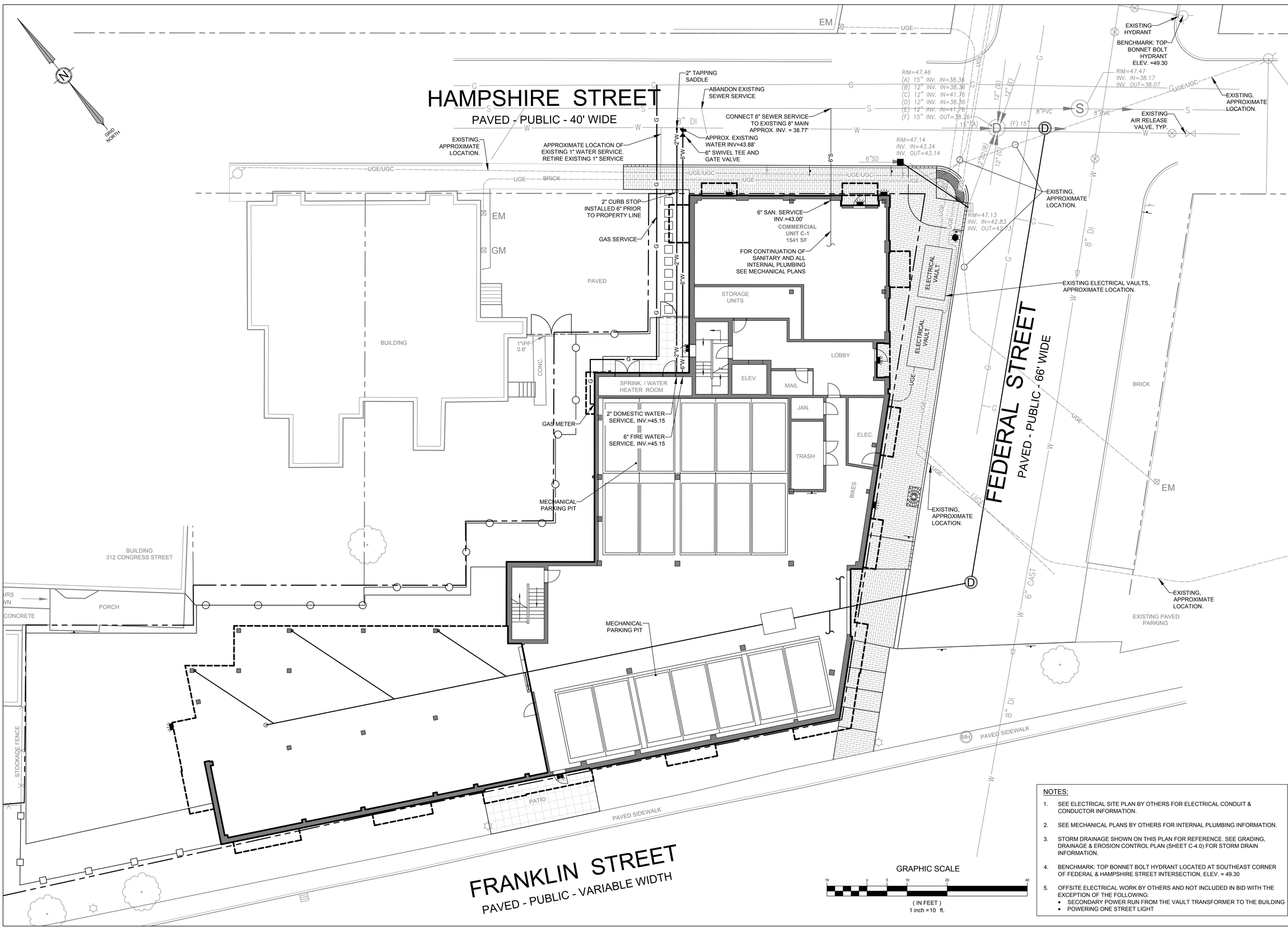

NOTES:

1. SEE ELECTRICAL SITE PLAN BY OTHERS FOR ELECTRICAL CONDUIT & CONDUCTOR INFORMATION.
2. SEE MECHANICAL PLANS BY OTHERS FOR INTERNAL PLUMBING INFORMATION.
3. STORM DRAINAGE SHOWN ON THIS PLAN FOR REFERENCE. SEE GRADING, DRAINAGE & EROSION CONTROL PLAN (SHEET C-4.0) FOR STORM DRAIN INFORMATION.
4. BENCHMARK: TOP BONNET BOLT HYDRANT LOCATED AT SOUTHEAST CORNER OF FEDERAL & HAMPSHIRE STREET INTERSECTION, ELEV. = 49.30
5. OFFSITE ELECTRICAL WORK BY OTHERS AND NOT INCLUDED IN BID WITH THE EXCEPTION OF THE FOLLOWING:
   - SECONDARY POWER RUN FROM THE VAULT TRANSFORMER TO THE BUILDING
   - POWERING ONE STREET LIGHT

STATE OF MAINE
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UTILITY PLAN

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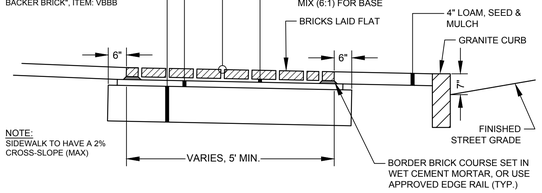
BRICKS TO BE USED:

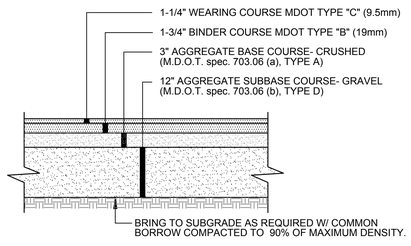
NEW CONSTRUCTION:
4"X8" PINE HALL PATHWAY PAVER BRICK, MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK.

REPAIR/MAINTENANCE TO EXISTING BRICK SIDEWALKS:
VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. "VERMONT BACKER BRICK", ITEM: VBBB



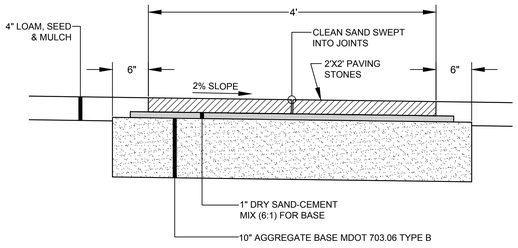
NOTE:
SIDEWALK TO HAVE A 2% CROSS-SLOPE (MAX)

BRICK SIDEWALK WITH BITUMINOUS BASE
NOT TO SCALE



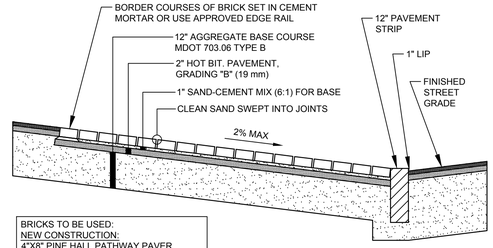
NOTES:
1. MDOT TYPE D AGGREGATE GRADATION SHALL BE MODIFIED FOR A MAXIMUM 4" STONE AND LIMIT #200 SIEVE TO 5% PASSING.

TYP. PAVEMENT SECTION
NOT TO SCALE



PAVER NOTES:
PAVING STONES: LEXINGTON PARK TILE BY GENESTE CONCRETE.
COLOR: GRANITE BLEND
LAYING PATTERN: STACK BOND

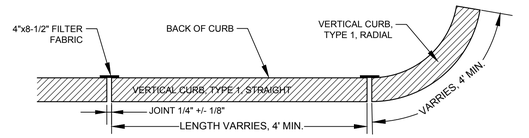
PAVER PATIO
NOT TO SCALE



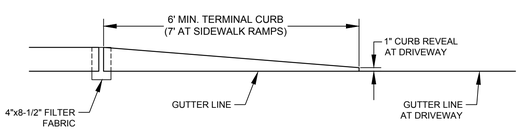
BRICKS TO BE USED:
NEW CONSTRUCTION:
4"X8" PINE HALL PATHWAY PAVER BRICK MFG. BY PINE HALL BRICK CO., MADISON, NC, LACHANCE ITEM # 193623

REPAIR/MAINTENANCE TO EXISTING:
VERMONT BACKER BRICK, SUPPLIED BY GAGNE & SONS, ITEM # VBBB

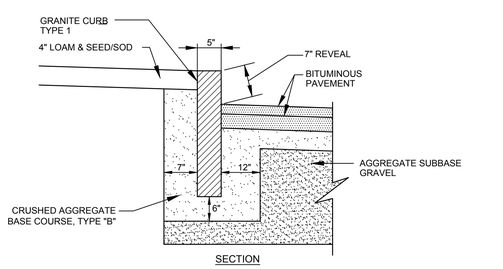
BRICK DRIVEWAY APRON
NOT TO SCALE



PLAN VIEW



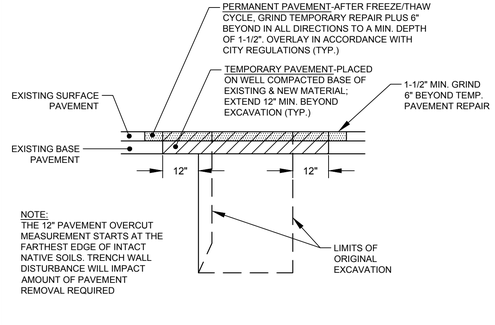
TERMINAL CURB PROFILE



SECTION

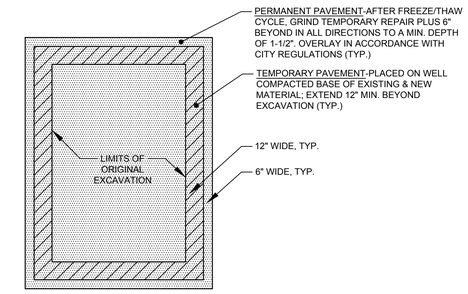
NOTES:
1. MIN. LENGTH OF STRAIGHT CURB STONES: 4', MAX. LENGTH: 8'
2. CIRCULAR CURB REQ. FOR RADIUS LESS THAN 50'
3. BASE GRAVEL SHALL BE COMPACTED TO A FIRM EVEN SURFACE PRIOR TO SETTING OF CURB.

VERTICAL GRANITE CURB
NOT TO SCALE

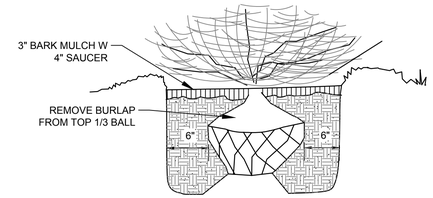


NOTE:
THE 12" PAVEMENT OVERCUT MEASUREMENT STARTS AT THE FARTHEST EDGE OF INTACT NATIVE SOILS. TRENCH WALL DISTURBANCE WILL IMPACT AMOUNT OF PAVEMENT REMOVAL REQUIRED

TYP. EXCAVATION IN CITY RIGHT OF WAY
NOT TO SCALE



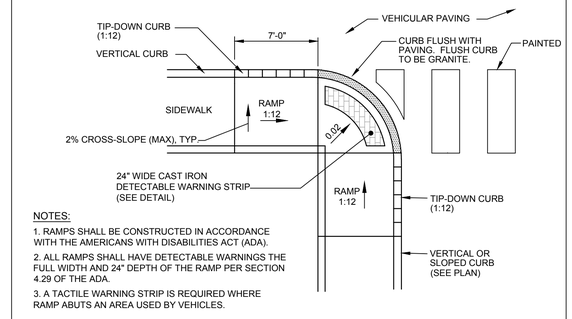
PLAN VIEW OF MINOR EXCAVATION PAVEMENT REPAIR
NOT TO SCALE



NOTE:
SHRUBS SHALL BEAR SAME RELATION TO GRADE AS PRIOR TO PLANTING.

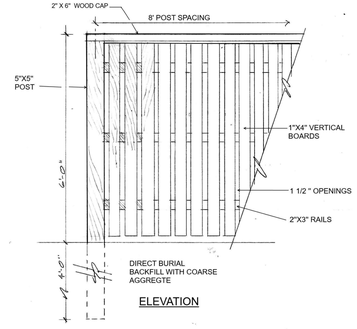
SOIL MIX NOTES:
1. EVERGREEN: 4 PARTS TOPSOIL, 1 PART HUMUS
2. DECIDUOUS: 4 PARTS TOPSOIL, 1 PART MANURE

SHRUB PLANTING DETAIL
NOT TO SCALE



NOTES:
1. RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
2. ALL RAMPS SHALL HAVE DETECTABLE WARNINGS THE FULL WIDTH AND 24" DEPTH OF THE RAMP PER SECTION 4.29 OF THE ADA.
3. A TACTILE WARNING STRIP IS REQUIRED WHERE RAMP ABUTS AN AREA USED BY VEHICLES.

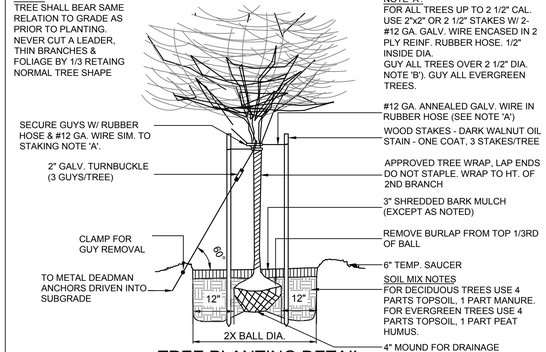
HANDICAP RAMP AT ROAD INTERSECTION
NOT TO SCALE



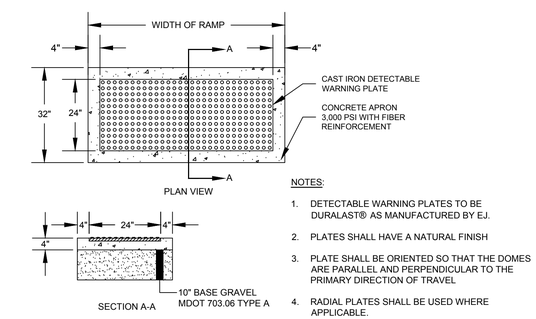
ELEVATION

WOOD FENCE DETAIL
NTS

NOTES:
TREE SHALL BEAR SAME RELATION TO GRADE AS PRIOR TO PLANTING. NEVER CUT A LEADER, THIN BRANCHES & FOLIAGE BY 1/3 RETAING NORMAL TREE SHAPE



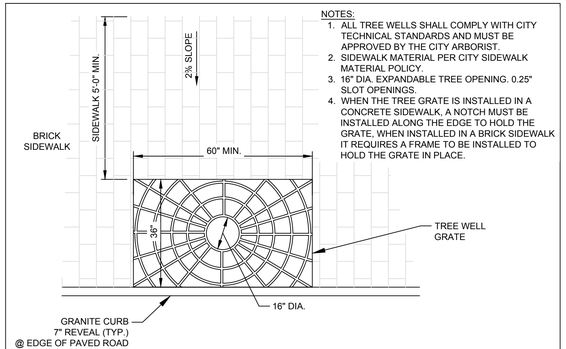
TREE PLANTING DETAIL
NOT TO SCALE



SECTION A-A

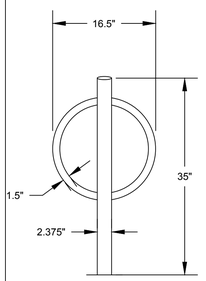
NOTES:
1. DETECTABLE WARNING PLATES TO BE DURALAST® AS MANUFACTURED BY EJ.
2. PLATES SHALL HAVE A NATURAL FINISH
3. PLATE SHALL BE ORIENTED SO THAT THE DOMES ARE PARALLEL AND PERPENDICULAR TO THE PRIMARY DIRECTION OF TRAVEL
4. RADIAL PLATES SHALL BE USED WHERE APPLICABLE.

DETECTABLE WARNING PLATE DETAIL
NOT TO SCALE



NOTES:
1. ALL TREE WELLS SHALL COMPLY WITH CITY TECHNICAL STANDARDS AND MUST BE APPROVED BY THE CITY ARBORIST.
2. SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.
3. 16" DIA. EXPANDABLE TREE OPENING. 0.25" SLOT OPENINGS.
4. WHEN THE TREE GRATE IS INSTALLED IN A CONCRETE SIDEWALK, A NOTCH MUST BE INSTALLED ALONG THE EDGE TO HOLD THE GRATE. WHEN INSTALLED IN A BRICK SIDEWALK IT REQUIRES A FRAME TO BE INSTALLED TO HOLD THE GRATE IN PLACE.

EXPANDABLE TREE GRATE NEENAH MODEL R-8810
NOT TO SCALE



NOTES:

PRODUCT:
DERO BIKE HITCH AS MANUFACTURED BY DERO BIKE RACKS

CAPACITY:
2 BIKES

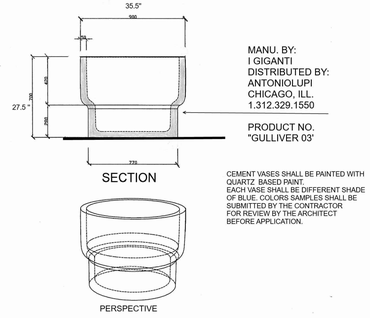
MATERIALS:
CENTERBEAM 2" SCHEDULE 40 PIPE (2.375" OD)
RING 1.5" OD 11 GAUGE TUBE

INSTALLATION METHODS:
IN-GROUND MOUNT IS EMBEDDED INTO CONCRETE BASE. SURFACE MOUNT HAS ONE 5"x6" FOOT WHICH IS ANCHORED TO THE GROUND WITH FOUR ANCHORS

SETBACKS:
24" PARALLEL TO WALL
54" PERPENDICULAR TO WALL
36" PARALLEL TO STREET
76" PERPENDICULAR TO STREET

BIKE HITCH SHALL BE INSTALLED USING THE IN GROUND METHOD

BIKE HITCH
NOT TO SCALE



ROOFTOP PLANTER DETAIL
NTS

MICHAEL E. TADEMA-WIELANDT
STATE OF MAINE
LICENSED PROFESSIONAL ENGINEER

P.E.: MICHAEL E. TADEMA-WIELANDT
DATE: 02-07-2019

NO.	DATE	REVISIONS	APP'D BY
17	02-07-2019	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
16	12-13-2018	SUBMITTED TO PLANNING BOARD FOR AMENDED APPROVAL	MTW
15	11-15-2018	REVISED PER CITY COMMENTS	MTW
14	10-23-2018	REISSUED FOR PLANNING APPROVAL OF OFF SITE ELECTRICAL WORK	MTW
13	09-25-2018	REVISED PER PLANNING BOARD APPROVAL LETTER	MTW
12	08-27-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
11	08-21-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
10	08-17-2018	PRICING SET - AUG. 17, 2018	MTW
9	08-09-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW

565 CONGRESS STREET
SUITE 410
PORTLAND, ME 04101

41 CAMPUS DRIVE
SUITE 101
NEW GLOUCESTER, ME 04260

OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradynconsultants.com

TERRADYN CONSULTANTS, LLC
CIVIL ENGINEERING | LAND PLANNING | STORMWATER DESIGN | ENVIRONMENTAL PERMITTING

SHEET DESCRIPTION
VERDANTE AT LINCOLN PARK
99 FEDERAL STREET
PORTLAND, ME 04101
SITE & PLANTING DETAILS

PREPARED FOR
NEWHEIGHT GROUP
118 CONGRESS STREET, #401
PORTLAND, ME 04101

DATE:	9/5/2017
SCALE:	N.T.S.
DESIGNED:	ARF
JOB NO:	1728
FILE: 1728 DETAILS.DWG	

SHEET C-6.0

HAMPSHIRE STREET

CONGRESS STREET

FRANKLIN STREET
PUBLIC - VARIABLE WIDTH

PLANT LIST

TREES & SHRUBS

KEY	COMMON & BOTANICAL NAME	SIZE	ROOT	QTY	NOTES
A	STREETKEEPER HONEYLOCUST G. TRIACANTHOS Var. 'inermis' 'Streetkeeper'	2 ½" Cal.	B&B	7	Trim for 8' clear under branches
C	SHASTA VIBURNUM V. PLICATUM Var. TOMENTOSUM 'SHASTA'	3'-4' HT.	B&B	9	
D	CORNELIAN CHERRY CORNUS MAS	4' HT.	B&B	2	
E	NORTHERN BAYBERRY M. PENSYLVANICA	18-24" HT.	PTD	8	
F	FRAGRANT SUMAC RHUS AROMATICA 'Gro-Low'	#2	CONT	37	
G	SHASTA VIBURNUM V.PLICATUM VAR. Tomentosum 'Summer Snowflake'	#5	B&B	6	
H	GREEN CARPET JUNIPER J. SABINA	#3	CONT	10	
I	CLETHRA CLETHRA ALNIFOLIA 'Hummingbird'	#2	CONT.	6	
J	SHADBLOW AMELANCHIER X GRANDIFLORA 'Autumn Brilliance'	6'-7' HT.	B&B	3	2 Trunk
K	BLUE PRINCESS HOLLY [Rooftop Planters] ILEX MESERVE ' Blue Princess'	#10	CONT.	3	

PERENNIALS

AA	SWITCH GRASS PANICUM VIRGATUM 'Cheyenne sky'	——	16	@18" O.C.
BB	SWITCH GRASS PANICUM VIRGATUM ' Shenandoah'	——	24	"
CC	DAYLILY VAR. HEMEROCALLIS	PTD	70	BLOOM IN JULY THRU SEPT. 18" O.C.
DD	HOSTA 'BIG DADDY'	——	25	

METAL FENCE DETAIL
1½" = 1'-0"

STONE BENCH DETAIL
NTS

STEEL BOLLARD DETAIL

PLANTING NOTES

1. The contractor shall supply all plants in quantities sufficient to complete the work shown on plan. Any discrepancies between quantities shown on plant list and those required by this drawing shall not entitle contractor to additional remuneration.
2. Any plant substitutions must be approved by the owner.
3. Any tree or shrub which comes over or under any utility shall be relocated on the site by the landscape architect.
4. All lawn areas to have 6" of topsoil unless noted otherwise.
5. All trees and shrubs shall be placed in the designated areas as shown on the plan and before planting shall be approved by the landscape architect.
6. The contractor shall relocate any tree or shrub as directed by the landscape architect.
7. All plant material installed shall meet the specifications of the American Standard for Nursery Stock (latest edition) as set forth by the American Association of Nurserymen.
8. The landscape contractor shall replace or repair to original condition any and all utilities, paving, curbing, etc., damaged as a result of their operations at no additional cost to the owner.

GRAPHIC SCALE
5 10 20 40
(IN FEET)
1 inch = 10 ft.

(EXISTING TREES - TOTAL 3 TREES)
PROTECT TREES IF POSSIBLE.
COORDINATE WITH CITY ARBORIST
AND PROJECT LANDSCAPE ARCHITECT

PATIO, UNDERSTORY PLANTING AND GRANITE BLOCKS W/IN R.O.W. TO BE MAINTAINED BY THE CONDO ASSOCIATION.

THE CITY WILL MAINTAIN THE STREET TREES W/IN THE R.O.W..

SEE INSET

INSET
SCALE: 1" = 10'

NO.	DATE	REVISIONS	APP'D
1	12-22-2017	SUBMITTED TO PLANNING BOARD FOR APPROVAL	MTW
2	01-12-2018	UPDATED UTILITY PLAN PER PORTLAND WATER DISTRICT COMMENTS	MTW
3	02-06-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
4	04-09-2018	REVISED BUILDING FOOTPRINT AND PARKING DIMENSIONS	MTW
5	06-11-2018	REVISED PER COMMENTS AND RE-SUBMITTED	MTW
6	07-03-2018	PRICING SET - JULY 3, 2018	MTW
7	07-20-2018	REVISED BUILDING FOOTPRINT AND PARKING DIMENSIONS	MTW
8	07-27-2018	REVISED UNIT COUNT AND ADDED EASEMENT #3	MTW
9	08-09-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
10	08-17-2018	PRICING SET + ADDS - AUG. 17, 2018	MTW
11	09-21-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
12	09-27-2018	REVISED PER CITY STAFF REVIEW COMMENTS AND RE-SUBMITTED	MTW
13	09-28-2018	REVISED PEB PLANNING BOARD APPROVAL LETTER	MTW
14	10-23-2018	REISSUED FOR PLANNING APPROVAL OF OFF SITE ELECTRICAL WORK	MTW
15	11-15-2018	ISSUED FOR BID	MTW
16	1-15-2019	ADDED 3 PLANTERS ON ROOF	MTW

DATE: 11-15-2018

REGISTERED LANDSCAPE ARCHITECT
ANTHONY MARK WENCH
No. 7
9-9-18
State of Maine

TERRADYN CONSULTANTS, LLC
Civil Engineering - Land Planning - Stormwater Design - Environmental Permitting
P.O. BOX 339
111 FLEWELLEN'S LANE
NEW GLOUCESTER, ME 04260
OFFICE: (207) 926-5111 FAX: (207) 221-1317
www.terradynconsultants.com
565 CONGRESS STREET
SUITE 310
PORTLAND, ME 04102

SHEET DESCRIPTION
VERDANTE AT LINCOLN PARK
56 HAMPSHIRE STREET
PORTLAND, ME 04101
LANDSCAPE PLAN

PREPARED FOR
NEWHEIGHT GROUP
118 CONGRESS STREET, #401
PORTLAND, ME 04101

DATE:	9/5/2017
SCALE:	1"=10'
DESIGNED:	ARF
JOB NO:	1728
FILE:	1728 BASE.DWG
SHEET	L-1

HAMPSHIRE STREET

68
HAMPSHIRE

60-62
HAMPSHIRE

312
CONGRESS

AREA CALCULATIONS

1ST FLOOR	12,456 GSF	
2ND FLOOR	13,380 GSF	9 UNITS
3RD FLOOR	13,420 GSF	9 UNITS
4TH FLOOR	9,655 GSF	5 UNITS
5TH FLOOR	9,449 GSF	5 UNITS
6TH FLOOR	5,953 GSF	3 UNITS
	64,313 GSF	31 UNITS

1 RETAIL SPACE
60 PARKING SPACES

RETAIL
A
+EL. 48'-5 1/2"

CHAINLINK FENCE
STORAGE UNITS

ADA
STOR.

RESTROOM N.I.C.
PROVIDE ROUGH-INS
AT THESE LOCATIONS

LOBBY
SEE DETAIL 4 / A6.20
+EL. 48'-9"

GREEN WALL

SPRINKL / WATER
HEATER ROOM
+EL. 48'-9"

MAIL
ROOM

JAN./
STORAGE

PARKING PIT
EL. 42'-11"

TRASH

ELEC.

MECHANICAL PARKING
SYSTEM 3 LEVELS

MECHANICAL PARKING
SYSTEM 2 LEVELS

ADA
DROP-OFF

BIKES

+EL. 50'-8"

+EL. 49'-7"

+EL. 49'-8"

EL. 49'-0 1/4" +

EL. 49'-0 3/4"

EL. 49'-3" +

EL. 49'-6 1/2" +

16'x10' PTD METAL GARAGE
DOOR - THERMACORE MODEL
591 BY OVERHEAD DOOR

WIRE MESH METAL SCREEN
BESIDE MECHANICAL PARKING

12' X 10' ROLLING STEEL DOOR
MODEL 610 BY OVERHEAD DOOR CO.

RAMP UP

PARKING STRIPING &
NUMBERING, TYP.

RETAING WALL
SEE CIVIL DRAWINGS

CONC. WHEEL STOP, TYP.

60 PARKING SPACES

1 ADA

17 ADA

PATIO

SIDEWALK

FEDERAL STREET

FRANKLIN STREET

1 1ST FLOOR
1/8" = 1'-0"

Prepared For:
NewHeight Group
167 Newbury Street #503
Portland ME 04101

Consultant:

Architect:
ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
VERDANTE
99 Federal Street Portland, Maine

Revisions:

Scale: 1/8" = 1'-0"

Date: FEB. 7, 2019

FIRST FLOOR

A1.01

HAMPSHIRE STREET

FEDERAL STREET

FRANKLIN STREET

SIDEWALK

UNIT 201 — SEE DETAIL 1 / A6.01
UNIT 202 — SEE DETAIL 7 / A6.01
UNIT 203 — SEE DETAIL 1 / A6.02
UNIT 204 — SEE DETAIL 7 / A6.02
UNIT 205 — SEE DETAIL 1 / A6.03
UNIT 206 — SEE DETAIL 7 / A6.03
UNIT 207 — SEE DETAIL 1 / A6.04
UNIT 208 — SEE DETAIL 1 / A6.05
UNIT 209 — SEE DETAIL 1 / A6.06
FITNESS RM 200 — SEE DETAIL 6 / A6.20
STORAGE UNITS
CHAINLINK FENCE STORAGE UNITS
DECK
MUD ROOM

1 2ND FLOOR
1/8" = 1'-0"

Prepared For: NewHeight Group
167 Newbury Street #503
Portland ME 04101

Consultant:

Architect: ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project: VERDANTE
99 Federal Street Portland, Maine

Revisions:

Scale: 1/8" = 1'-0"

Date: FEB. 7, 2019

SECOND FLOOR

A1.02

HAMPSHIRE STREET

FEDERAL STREET

FRANKLIN STREET

UNIT 301 — SEE DETAIL 1 / A6.01

UNIT 302 — SEE DETAIL 7 / A6.01

UNIT 303 — SEE DETAIL 7 / A6.06

UNIT 304 — SEE DETAIL 7 / A6.02

UNIT 305 — SEE DETAIL 1 / A6.07

UNIT 306 — SEE DETAIL 7 / A6.03

UNIT 307 — SEE DETAIL 1 / A6.04

UNIT 308 — SEE DETAIL 1 / A6.05

UNIT 309 — SEE DETAIL 1 / A6.06

GUEST ROOM 300 — SEE DETAIL 1 / A6.20

STORAGE UNITS

CHAINLINK FENCE STORAGE UNITS

DECK

UP

DN

1 | 3RD FLOOR
1/8" = 1'-0"

0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For:
NewHeight Group
167 Newbury Street #503
Portland ME 04101

Consultant:

Architect:
ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
VERDANTE
99 Federal Street Portland, Maine

Revisions:

Scale: 1/8" = 1'-0"

Date: FEB. 7, 2019

THIRD FLOOR

A1.03

HAMPSHIRE STREET

FEDERAL STREET

FRANKLIN STREET

COMMON DECK 566 SF

MIN. 42" HIGH PARAPET

TREE IN PLANTER

GREEN ROOF 696 SF

GENERATOR

MECHANICAL SCREEN

CONDENSING UNITS

SCREEN

PRIVATE DECK 283 SF

PRIVATE DECK 262 SF

UNIT 401

SEE DETAIL 1 / A3.03

UNIT 405

SEE DETAIL 1 / A6.13

GREEN ROOF 331 SF

CONDENSING UNITS

CLEARSTORY WINDOWS

42" HIGH GUARDRAIL

KEYED MECHANICAL ACCESS GATE

PRIVATE DECK 130 SF

GREEN ROOF 369 SF

UNIT 404

SEE DETAIL 1 / A6.12

UNIT 403

SEE DETAIL 1 / A6.11

UNIT 402

SEE DETAIL 1 / A6.10

DECK

DECK

1 4TH FLOOR
1/8" = 1'-0"

0 2'-0" 4'-0" 8'-0" 16'-0"

N

Prepared For:
NewHeight Group
167 Newbury Street #503
Portland ME 04101

Consultant:

Architect:
ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project:
VERDANTE
99 Federal Street Portland, Maine

Revisions:

Scale: 1/8" = 1'-0"

Date: FEB. 7, 2019

FOURTH FLOOR

A1.04

HAMPSHIRE STREET

FEDERAL STREET

FRANKLIN STREET

ROOF BELOW

UNIT 501
SEE DETAIL 6 / A6.13

UNIT 505
SEE DETAIL 1 / A6.17

UNIT 504
SEE DETAIL 1 / A6.16

UNIT 503
SEE DETAIL 1 / A6.15

UNIT 502
SEE DETAIL 1 / A6.14

DECK

CLEARSTORY WINDOWS

PRIVACY SCREEN

1 5TH FLOOR
1/8" = 1'-0"

0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For: NewHeight Group

Consultant:

Architect: ARCHETYPE ARCHITECTS
48 Union Wharf Portland, Maine 04101
(207) 772-6022 Fax (207) 772-4056

Project: VERDANTE
99 Federal Street Portland, Maine

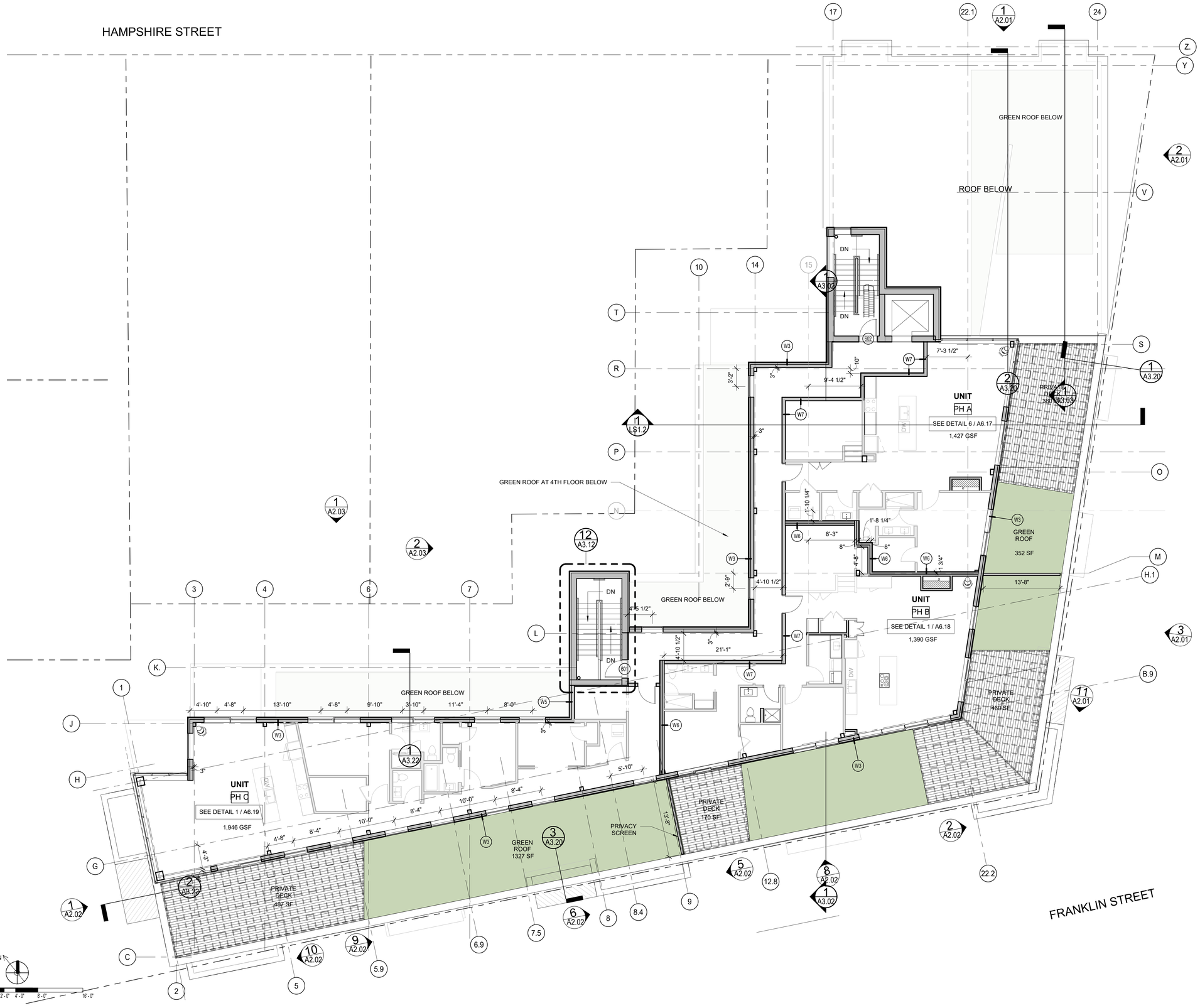
Revisions:

Scale: 1/8" = 1'-0"

Date: FEB. 7, 2019

FIFTH FLOOR

A1.05



Prepared For:
NewHeight Group

Consultant:

Architect:
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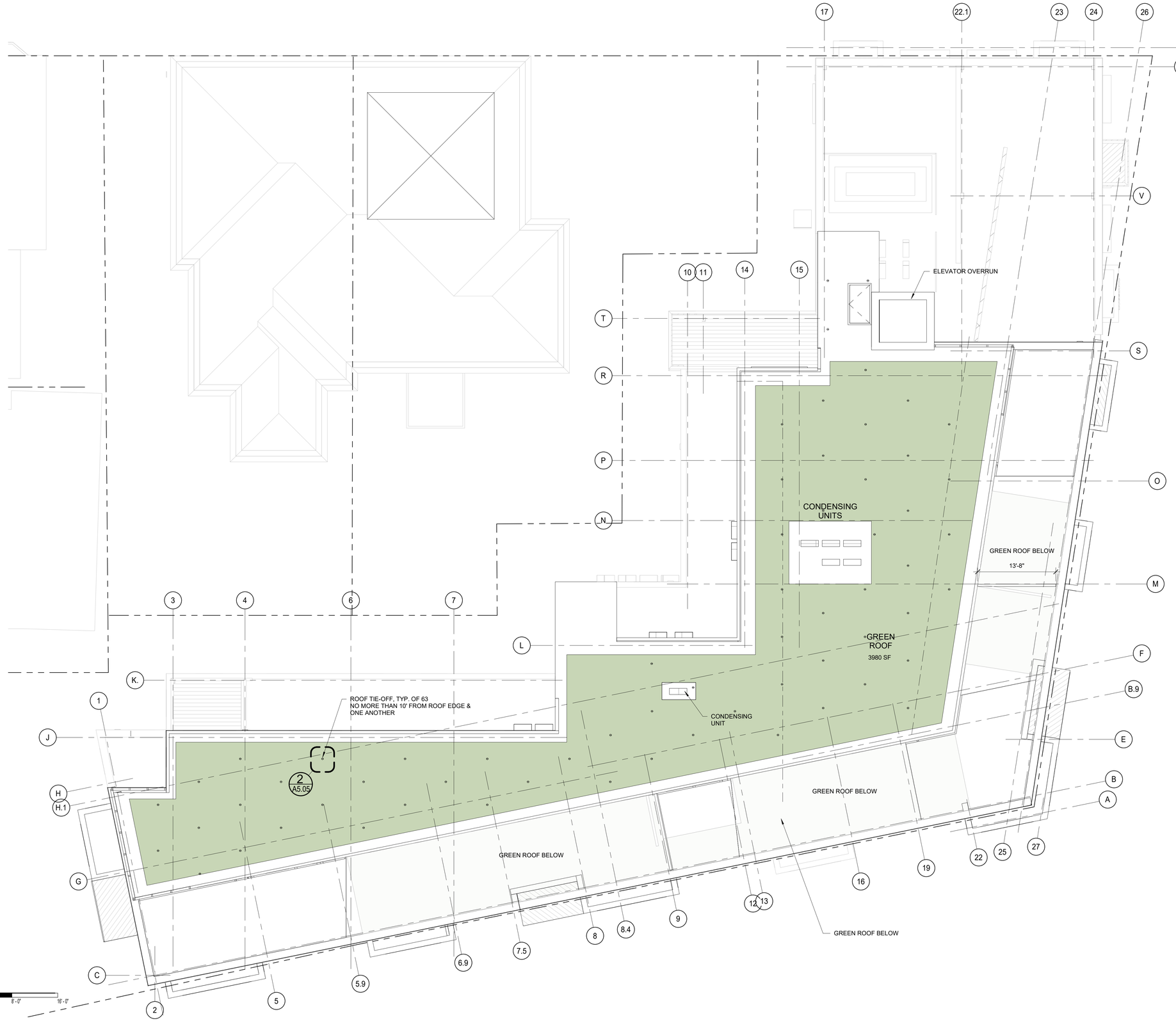
SIXTH FLOOR

A1.06



1 ROOF
1/8" = 1'-0"
0 2'-0" 4'-0" 8'-0" 16'-0"

Prepared For:
NewHeight Group
118 Congress Street #401
Portland, Maine

Consultant:

Architect:
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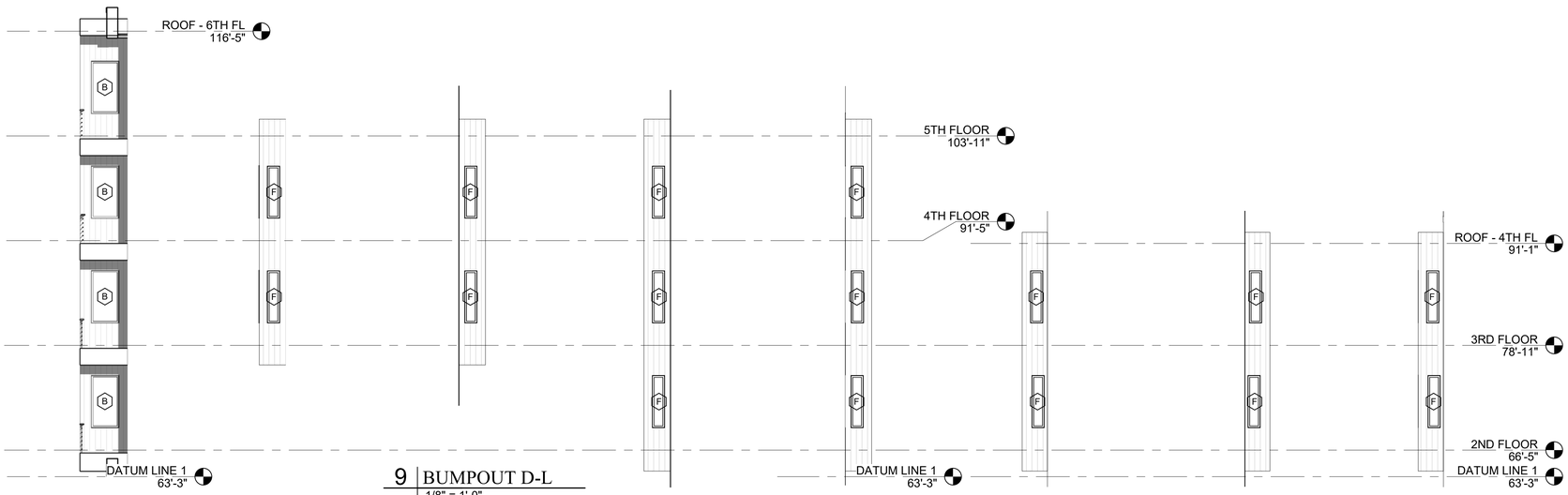
ROOF PLAN

A1.07

3 | FEDERAL ST. ELEVATION
1/8" = 1'-0"

2 | FEDERAL STREET ELEVATION
1/8" = 1'-0"

1 | HAMPSHIRE ST. ELEVATION
1/8" = 1'-0"



11 | BUMPOUT E-R
1/8" = 1'-0"

10 | BUMPOUT D-R
1/8" = 1'-0"

9 | BUMPOUT D-L
1/8" = 1'-0"

8 | BUMPOUT C-R
1/8" = 1'-0"

7 | BUMPOUT C-L
1/8" = 1'-0"

6 | BUMPOUT B-R
1/8" = 1'-0"

5 | BUMPOUT A-L
1/8" = 1'-0"

4 | BUMPOUT A-R
1/8" = 1'-0"

GENERAL NOTES:

1. AVERAGE GRADE BY DEFINITION: GRADE TAKEN AT THE FIVE (5) BUILDING CORNERS DIVIDED BY FIVE (5) - 49'-9" + 47'-11" + 49'-0" + 54'-6" + 55'-3"= 256'-5" /5 = 51'- 2"

2. BUILDING HEIGHT: THE VERTICAL MEASUREMENT FROM AVERAGE GRADE TO HIGHEST POINT OF THE ROOF BEAMS = 77' - 0"

GENERAL NOTE:

* WINDOW PANS AND JAMB FLASHING AT ALL WINDOWS AND EXTERIOR DOORS
* SOUND ISOLATION FOR ALL BUILDING MOUNTED HEAT PUMPS
* ANY THROUGH WALL STEEL TO BE SQUARE TUBE AND THERMAL ISOLATION CONNECTIONS

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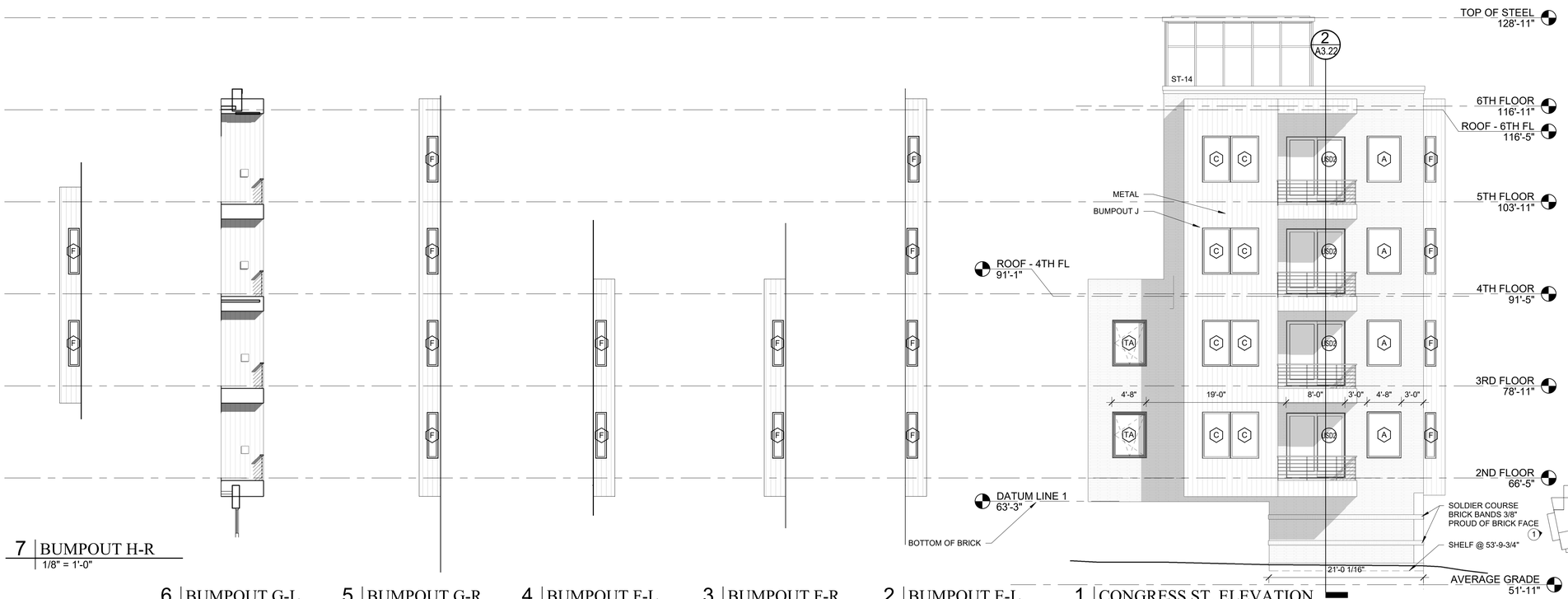
ELEVATIONS

A2.01

10 | BUMPOUT I-R
1/8" = 1'-0"

9 | BUMPOUT H-L
1/8" = 1'-0"

8 | FRANKLIN ST. ELEVATION
1/8" = 1'-0"



7 | BUMPOUT H-R
1/8" = 1'-0"

6 | BUMPOUT G-L
1/8" = 1'-0"

5 | BUMPOUT G-R
1/8" = 1'-0"

4 | BUMPOUT F-L
1/8" = 1'-0"

3 | BUMPOUT F-R
1/8" = 1'-0"

2 | BUMPOUT E-L
1/8" = 1'-0"

1 | CONGRESS ST. ELEVATION
1/8" = 1'-0"

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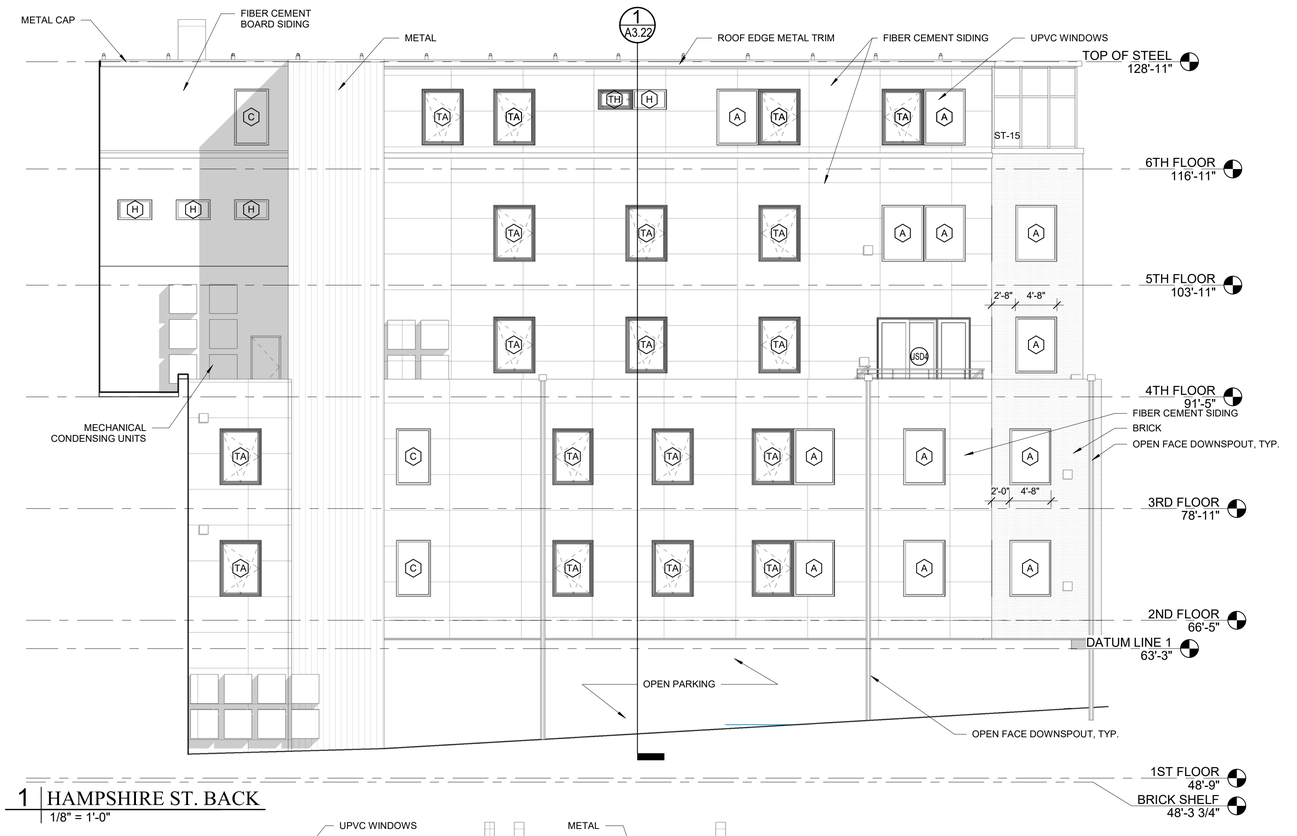
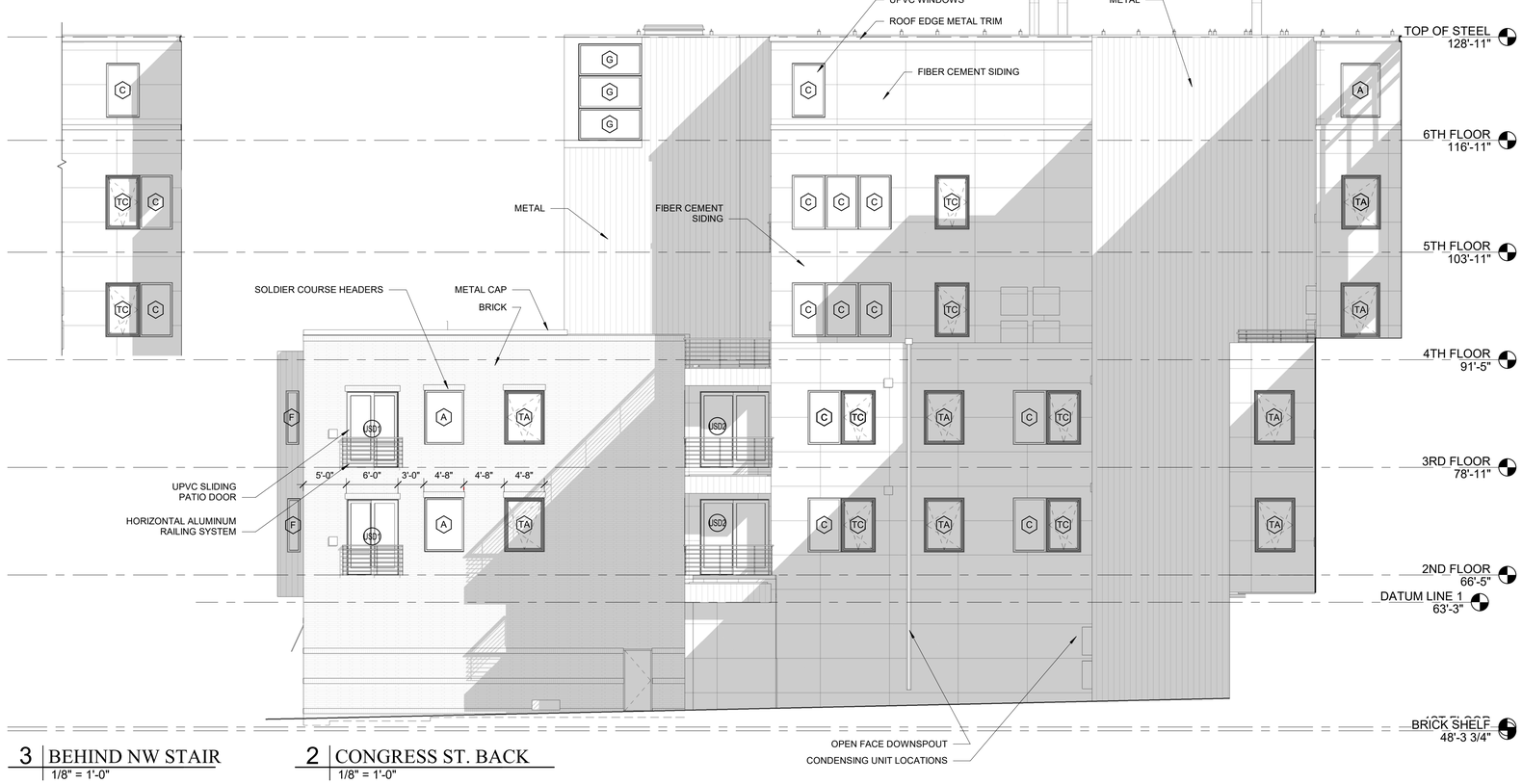
ELEVATIONS

A2.02

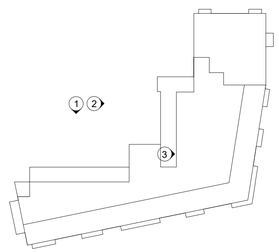


1 | HAMPSHIRE ST. BACK
1/8" = 1'-0"



3 | BEHIND NW STAIR
1/8" = 1'-0"

2 | CONGRESS ST. BACK
1/8" = 1'-0"



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ELEVATIONS

A2.03

ONLY

ONLY

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