



September 17, 2014

Ms. Barbara Barhydt
Planning Department
Portland City Hall
389 Congress Street
Portland, Maine 04101

**RE: Level I Site Plan Development Review Application
Uhaul Facility
425 Marginal Way
Portland, Maine**

Dear Ms. Barhydt:

On behalf of Uhaul Co. of New Hampshire & Maine, Inc. (Applicant), Walsh Engineering Associates, Inc. (WEA) is pleased to submit this Level I Site Alteration application for the site alterations to the subject property at 425 Marginal Way in Portland (Map 8, Block A, Lot 5). The applicant is proposing the site improvements as part of the conversion of the building into a Uhaul retail and self-storage facility.

Existing Conditions and Existing Zoning

The existing site consists of a 1.1± acre parcel of land located in the B-5 Urban Commercial Mixed Use Zone with an approximately 12,000 square foot single story masonry building, a paved parking lot, and landscaped areas. The site is bound to the south and west by Plowman Street and Marginal way, respectively, and to the east by the Portland Trail system.

Proposed Development

The applicant is presently to renovating the existing building. The work proposed herein includes upgrading the electrical service to the building and constructing limited site work to improve vehicular and pedestrian circulation throughout the site. The improved site will be used as the retail and self-storage facility for the Uhaul business currently located on the adjacent property to the south (411 Marginal Way). Portions of the existing parking lot will also be used for storage of Uhaul equipment such as rental trucks and rental trailers.

A portion of the existing paved parking lot was constructed beyond the property line at the northeast corner of the lot. The pavement beyond the property line will be removed as part of the site alternation. A guard rail will also be installed along the eastern property line to prevent parked vehicles and equipment from overhanging onto the adjacent property.

The existing electrical service to the building will be upgraded as part of the site alterations. Per the request of the Central Maine Power Company (CMP), a new utility pole will be installed on the north side of the intersection of Plowman Street and Marginal Way. An underground electrical service will be installed from the new pole to the building.

Pavement markings will be installed on the existing paved surface to delineate the new parking layout, and traffic circulation.

Currently, there are two entrances to the site parking lot. Both entrances will be maintained as part of the site alterations with two way traffic. The Marginal Way entrance will be the primary entrance for patrons and the Plowman Street entrance will be maintained for connectivity between the existing Uhaul facility at 411 Marginal Way. The connectivity between the two Uhaul parcels is important for the applicant for ease and safety of transferring equipment between the two lots. It is also our opinion that the use of the site warrants more than one means of access from the site to the City streets.

An existing sewer easement is located on the northwest corner of the property. No disturbance or site improvements are proposed in this portion of the site.

Fire Safety

The existing building is located approximately 180 feet from the closest city hydrant located on the southeasterly side of the intersection of Plowman Street and Marginal Way. Therefore, the requirement of section 3 of the Technical Services Manual of being located within 500' of a hydrant has been satisfied. The 28-foot± wide site entrances will provide access to the lot for emergency vehicles.

Level I Site Alteration Application and Requirements

Per the city ordinance for Site Plan Review, the project meets the level I Site Alteration requirements. Per Section 14-526, Site Plans are subject to transportation standards, environmental quality standards, public infrastructure and community safety standards, and site design standards. Each of these standards is discussed below:

Transportation Standards

The proposed development consists of the renovation of an existing building and limited site work to improve the vehicular and pedestrian movement through the site. The parking lot will be repainted with a new parking layout and vehicle directional signs. The two existing site entrances will remain for two way traffic entrance and egress. The Marginal Way entrance will be primarily used by business patrons, while the Plowman Street entrance will be used primarily by Uhaul staff for transferring equipment between the two Uhaul properties. The proposed site alterations are not anticipated to have an adverse effect on surrounding street systems.

Curbing exists along the edges of Plowman Street and Marginal Way and will be maintained following the proposed site alterations. Two curb ramps and a crosswalk will be installed at the intersection of Plowman Street and Marginal Way. The crosswalk will be located west of the west-bound Plowman Street stop sign in a location that minimizes horizontal crossing distance across Plowman Street. Approximately 38 feet of paved sidewalk will be installed from the northern end of the Plowman Street crosswalk to the site parking lot. A painted crosswalk will be installed on the parking lot from the proposed sidewalk to the building entrance. An ADA access ramp will be installed on the east side of the entrance vestibule with a maximum slope of 5%.

There is currently no sidewalk on the lot frontage. The applicant is hereby requesting a waiver from the requirement for sidewalks along the entire property frontage because there is a safe alternative walking route on the south side of Plowman Street, which connects directly to the Portland Trail system adjacent to the east side of the site.

Parking requirements

Approximately 2,500 square feet of the building will be used as retail space and the remaining 9,000 square feet will be used for storage. As such, the parking requirements are subject to sections 14-332(h) and (l) of the City ordinance.

$$\begin{array}{rcl} (2,500 \text{ sf} - 2,000 \text{ sf})(1 \text{ space}/200 \text{ sf}) & = & 3 \text{ spaces} \\ (9,000 \text{ sf})(1 \text{ space}/1,000 \text{ sf}) & = & \underline{9 \text{ spaces}} \\ \text{Total Required} & & 12 \text{ spaces} \end{array}$$

The proposed parking layout provides 13 parking spaces at the site, including one ADA van accessible space. The existing parking at the adjacent Uhaul facility at 411 Marginal Way will be maintained and used for any overnight parking needed by clients.

Environmental Quality Standards

No wetlands, watercourses, floodplains, significant wildlife habitats, fisheries, or other important natural features are located within the site.

Currently, there are five mature trees around the perimeter of the parking area and four trees at the edge of the building. All existing vegetation at the site will remain with the exception of approximately 15 feet of hedges adjacent to the south side of the building that will be removed for the installation of a garage bay door. Three new trees will be planted along the edge of the property line parallel to the Portland Trail system on the northeastern portion of the site.

Stormwater drainage patterns at the site will remain the same between pre and post development conditions. Stormwater quantity increases will be negligible as a result of the site improvements.

Erosion control measures will be implemented before and during construction. Only limited ground disturbance is proposed as part of the site improvements.

Public Infrastructure and Community Safety Standards

The proposed development is a permitted use within the City of Portland Zoning Ordinance, and meets all other city requirements for the area. Existing sewer, water, gas, and communication services to the building will be maintained. An upgraded electrical service will be installed from a new utility pole (per CMP request) at the intersection of Plowman Street and Marginal Way.

Site Design Standards

Historic Resources: The proposed site alteration does not affect designated landmarks nor is it within designated historic districts or historic landscape districts.

Exterior Lighting: No additional exterior lighting is proposed for the site improvements.

Signage: The parking lot will be re-painted with directional arrows to indicate the direction of traffic flow.

Evidence of Financial and Technical Capability

The applicant has retained Walsh Engineering Associates, Inc. to provide technical design and permitting services through the site plan review process. WEA has permitted numerous sites through the City Site Plan Approval.

The application has retained Robert Foster, Architect, to provide building renovation design.

Construction cost for the proposed site alterations is estimated to be approximately \$30,000.00±. The applicant hopes to commence construction immediately following approval of this permit application. The project will be internally funded by the Uhaul business.

Evidence of Right, Title or Interest

Please find the attached deed for the subject property.

Written Waiver Requests

We are respectfully requesting that the requirement to construct a sidewalk along all frontages, per section 14-526(a)2.c(i) of the City of Portland Code of Ordinances, be waived. The site meets waiver requirements per section 14-506(b) by the following:

1. 14-506(b)(Sidewalks)3: A safe alternative-walking route is reasonably and safely available, for example, by way of a sidewalk on the other side of the street that is lightly traveled.

There is a safe alternative walking route (sidewalk) on the south side of Plowman Street, which connects directly to the Portland Trail system adjacent to the east side of the site.


2. 14-506(b)(Sidewalks)6: Strict adherence to the sidewalk requirement would result in the loss of significant site features related to landscaping and topography that are deemed to be of greater public value.

Installation of sidewalk along the site frontage would result in the removal of five significant mature trees and the complete removal of the landscaped island between Marginal Way and the site parking lot. These landscaping features are deemed of greater public value since there are nearby alternative walking routes as indicated above.

Enclosed you will find one (1) copy of the Level I Site Alteration application, one (1) copy of full-size Site Plans, one copy of 11 x 17 inch plans, electronic copies of all plans and application materials, and a check for \$200.00.

I trust you will find the information sufficient for review. We look forward to working with you as part of the review process.

Respectfully,

A handwritten signature in black ink, reading "William R. Walsh, III". The signature is written in a cursive style with a large, stylized "W" and "L".

William R. Walsh, III, PE
Walsh Engineering Associates, Inc.

Enc. Application fee
 Letter of Agent Authorization
 Level I Site Alteration Application
 Property Deed
 Erosion and Sedimentation Control Plan
 Standard Boundary Survey
 Site Plans and Details
 CD with electronic materials

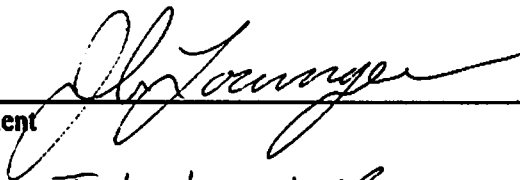
cc. Mr. William Marcotte, Client

Date:

To Whom It May Concern,

By this letter, the undersigned authorizes Walsh Engineering Associates, Inc. to act as the agent for the undersigned in the preparation and submission of all Federal, State, and Local City permit applications and relevant documents and correspondence for all necessary permits for the site improvements at 425 Marginal Way, Portland, Maine; to attend meetings and site visits; to appear before all boards, commissions, and committees, and to provide such other services as are necessary and appropriate in furtherance of the aforementioned project.

Sincerely,


Client

JOHN LORANGER
U-Haul Company of NH & MAINE
515 South Willow Street
MANCHESTER N.H. 03103



Jeff Levine, AICP, Director
Planning & Urban Development Department

Electronic Signature and Fee Payment Confirmation

Notice: Your electronic signature is considered a legal signature per state law.

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. You are also signifying your intent on paying your fees by the opportunities below.

I, the undersigned, intend and acknowledge that no Site Plan or Historic Preservation Applications can be reviewed until payment of appropriate application fees are ***paid in full*** to the Inspections Office, City of Portland Maine by method noted below:



Within 24-48 hours, once my complete application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.



Within 24-48 hours, once my application and corresponding paperwork has been electronically delivered, I intend to **call the Inspections Office** at 207-874-8703 and speak to an administrative representative and provide a credit/debit card over the phone.



I intend to deliver a payment method through the U.S. Postal Service mail once my application paperwork has been electronically delivered.

William J. Webb III (agent)
Applicant Signature:
William J. Webb III (agent)
I have provided digital copies and sent them on:

9/17/14
Date:
9/17/14
Date:

NOTE:

All electronic paperwork must be delivered to buildinginspections@portlandmaine.gov or by physical means i.e. a thumb drive or CD to the Inspections Office, City Hall, 3rd Floor, Room 315.



Level I – Site Alteration 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 I: Site Alterations. 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 I: Site Alteration Development includes:

- Alteration of a watercourse or wetland as defined in Section 14-47 of the City Code.
- Alteration of a site. The disturbance of land areas of less than one (1) acre that are stripped, graded, grubbed, filled or excavated. The Planning Authority shall exempt from review the loam and seeding of lawns and the cumulative placement of less than fifteen (15) cubic yards of fill on any lot provided such loaming or placement does not alter a drainage course, swale, wetland or redirect water onto adjoining property and does not violate any other provision of the Portland City Code or state or federal law. "Disturbed area" does not include routine maintenance, but does include re-development and new impervious areas.
- The construction of any temporary or permanent parking area, paving of existing unpaved surface parking areas between 1,000 and 7,500 sq. ft., or creation of other impervious surface areas between 1,000 and 7,500 sq. ft.
- The rehabilitation or reconstruction, but not new construction, of piers, docks, wharves, bridges, retaining walls, and other structures located within the shoreland zone.
- A site alteration in which vehicle access is proposed from more than one (1) street.

Portland's development review process and requirements are outlined in the Land Use Code (Chapter 14) which is available on our website:

Land Use Code: <http://me-portland.civicplus.com/DocumentCenter/Home/View/1080>

Design Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2355>

Technical Manual: <http://me-portland.civicplus.com/DocumentCenter/View/2356>

Planning Division

Fourth Floor, City Hall
389 Congress Street
(207) 874-8719

Office Hours

Monday thru Friday
8:00 a.m. – 4:30 p.m.

PROJECT NAME: Uhaul Facility

PROPOSED DEVELOPMENT ADDRESS:

425 Marginal Way, Portland, Maine

PROJECT DESCRIPTION:

Building renovation, vehicular circulation pavement markings, utility service upgrades, landscaping, and pavement removal.

CHART/BLOCK/LOT: 8/A/5

CONTACT INFORMATION:

Applicant – must be owner, Lessee or Buyer Name: Jon Hynes, President U-Haul International, Inc. Business Name, if applicable: U-Haul Co. of N.H. & ME Address: 515 South Willow St City/State : Manchester, NH Zip Code: 03103	Applicant Contact Information Work # 603-627-9182 Home# Cell # 413-237-3048 Fax# e-mail: 790_EA@uhaul.com
Owner – (if different from Applicant) Name: Same as Applicant Address: City/State : Zip Code:	Owner Contact Information Work # Same as Applicant Home# Cell # Fax# e-mail:
Agent/ Representative Name: William Walsh, III, PE Walsh Engineering Associates, Inc. Address: 1 Karen Drive, Suite 2A City/State : Westbrook, ME Zip Code: 04092	Agent/Representative Contact information Work # 207-553-9898 Cell # 207-650-8855 e-mail: bill@walsh-eng.com
Billing Information Name: Jon Hynes, President U-Haul Co. of N.H. & ME Address: 515 South Willow St City/State : Manchester, NH Zip Code: 03103	Billing Information Work # 603-627-9182 Cell # 413-237-3048 Fax# e-mail: 790_EA@uhaul.com

Engineer Name: William Walsh, III, PE Walsh Engineering Associates, Inc. Address: 1 Karen Drive, Suite 2A City/State : Westbrook, ME Zip Code: 04092	Engineer Contact Information Work # 207-553-9898 Cell # 207-650-8855 Fax# e-mail: bill@walsh-eng.com
Surveyor Name: Bruce Martinson, PLS Sitelines, PA Address: 8 Cumberland Street City/State : Brunswick, ME Zip Code: 04011	Surveyor Contact Information Work # 207-725-1200 Cell # Fax# 207-725-1114 e-mail: bmartinson@sitelinespa.com
Architect Name: Robert J. Foster, Architect Address: 36 Groveside Road City/State : Portland, ME Zip Code: 04102	Architect Contact Information Work # 207-761-3822 Cell # Fax# e-mail: rfosterme@earthlink.net
Attorney Name: Address: City/State : Zip Code:	Attorney Contact Information Work # Cell # Fax# e-mail:

APPLICATION FEES:

(Payment may be made by Credit Card, Cash or Check payable to the City of Portland.)

<u>X</u> Level 1 Site Alteration (\$200.00)	The City invoices separately for the following: <ul style="list-style-type: none"> • Notices (\$.75 each) • Legal Ad (% of total Ad) • Planning Review (\$40.00 hour) • Legal Review (\$75.00 hour) Third party review fees are assessed separately. Any outside reviews or analysis requested from the Applicant as part of the development review, are the responsibility of the Applicant and are separate from any application or invoice fees.
---	---

APPLICATION SUBMISSION:

1. All site plans and written application materials must be submitted electronically on a CD or thumb drive with each plan submitted as separate files, with individual file which can be found on the **Electronic Plan and Document Submittal** page of the City's website at <http://me-portland.civicplus.com/764/Electronic-Plan-and-Document-Submittal>
2. In addition, one (1) paper set of the plans (full size), one (1) paper set of plans (11 x 17), paper copy of written materials, and the application fee must be submitted to the Building Inspections Office to start the review process.

The application must be complete, including but not limited to the contact information, project data, application checklists, wastewater capacity, plan for fire department review, and applicant signature. The submissions shall include one (1) paper packet with folded plans containing the following materials:


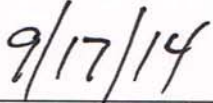
1. One (1) full size site plans that must be folded.
2. One (1) copy of all written materials or as follows, unless otherwise noted:
 - a. Application form that is completed and signed.
 - b. Cover letter stating the nature of the project.
 - c. All Written Submittals (Sec. 14-527 (c), including evidence of right, title and interest.
3. A stamped standard boundary survey prepared by a registered land surveyor at a scale not less than one inch to 50 feet.
4. Plans and maps based upon the boundary survey and containing the information found in the attached sample plan checklist.
5. One (1) set of plans reduced to 11 x 17.

Please refer to the application checklist (attached) for a detailed list of submission requirements.

APPLICANT SIGNATURE:

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 II 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: 
--	---

PROJECT DATA

The following information is required where applicable, in order to complete the application.

Total Area of Site	52,664	sq. ft.
Proposed Total Disturbed Area of the Site	330	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)	39,873	sq. ft.
Impervious Area (Total Proposed)	40,238	sq. ft.
Parking Spaces		
# of Parking Spaces (Total Existing)	48	sq. ft.
# of Parking Spaces (Total Proposed)	13	sq. ft.
# of Handicapped Spaces (Total Proposed)	1	sq. ft.

Level 1 Site Alteration			
Applicant Checklist	Planner Checklist	# of Copies	GENERAL WRITTEN SUBMISSIONS CHECKLIST
X		1	Completed Application form
X		1	Application fees
X		1	Written description of project
X		1	Evidence of right, title and interest
X		1	Evidence of state and/or federal approvals, if applicable
X		1	Written assessment of proposed project's compliance with applicable zoning requirements
X		1	Summary of existing and/or proposed easement, covenants, public or private rights-of-way, or other burdens on the site
X		1	Written requests for waivers from site plan or technical standards, if applicable.
X		1	Evidence of financial and technical capacity
Applicant Checklist	Planner Checklist	# of Copies	SITE PLAN SUBMISSIONS CHECKLIST
X		1	Boundary Survey meeting the requirements of Section 13 of the City of Portland's Technical Manual
X		1	Preliminary Site Plan including the following: (information provided may be preliminary in nature during preliminary plan phase)
X			Proposed grading and contours;
X			Existing structures with distances from property line;
X			Proposed site layout and dimensions for all proposed structures (including piers, docks or wharves in Shoreland Zone), paved areas, and pedestrian and vehicle access ways;
N/A			Preliminary design of proposed stormwater management system in accordance with Section 5 of the Technical Manual (note that Portland has a separate applicability section);
X			Preliminary infrastructure improvements;
X			Preliminary Landscape Plan in accordance with Section 4 of the Technical Manual;

Site Plan Standards for Review of Level I: Site Alteration

Level I: Site alteration plans shall only be subject to the following site plan standards, as applicable, as contained in section 14-526:

- (a) Transportation standards:
 - 1. Impact on surrounding street systems,
 - 2. Access and circulation, and
 - 4. Parking
- (b) Environmental quality standards
 - 1. Preservation of significant natural features,
 - 2. Landscaping and landscape preservation, and
 - 3. Water quality, stormwater management and erosion control.
- (c) Public infrastructure and community safety standards.
 - 1. Consistency with city master plans.
- (d) Site design standards
 - 5. Historic resources,
 - 6. Exterior lighting,
 - 8. Signage and wayfinding, and
 - 9. Zoning related design standards.

Except as provided in article III, or to conditions imposed under section 14-526(e) only, or to those submission requirements set forth in section 14-527 as relate solely thereto.



PORTLAND FIRE DEPARTMENT SITE REVIEW FIRE DEPARTMENT CHECKLIST



A separate drawing[s] shall be provided to the Portland Fire Department for all site plan reviews.

- 1. Name, address, telephone number of applicant.
- 2. Name address, telephone number of architect
- 3. Proposed uses of any structures [NFPA and IBC classification]
- 4. Square footage of all structures [total and per story]
- 5. Elevation of all structures
- 6. 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.)**

7. Hydrant locations

MAINE REAL ESTATE TAX PAID

**WARRANTY DEED
(Maine Statutory Short Form)**

KNOW ALL PERSONS BY THESE PRESENTS, that **AAA Northern New England**, a Maine nonprofit mutual benefit corporation, Grantor, whose mailing address is 68 Marginal Way, Portland, Maine 04101, for consideration paid, hereby **GRANTS** to Five SAC Self-Storage Corporation, a Nevada corporation, Grantee, whose mailing address is 1250 E. Missouri, Phoenix, Arizona 85014, with **WARRANTY COVENANTS**, the land with buildings thereon situated at 425 Marginal Way, City of Portland, County of Cumberland, State of Maine, described as follows:

See attached Exhibit A

This conveyance is made subject to easements, covenants, conditions and restrictions of record, if any.

IN WITNESS WHEREOF, said Grantor has caused this instrument to be signed in its company name by Eric J. Cyr, its President pursuant to due authority, this 24th day of September, 2013.

AAA Northern New England,
a Maine nonprofit mutual benefit corporation

X


Eric J. Cyr, President

STATE OF MAINE
COUNTY OF CUMBERLAND

Then personally appeared the above named Eric J. Cyr, President of AAA Northern New England and acknowledged the foregoing instrument to be his free act and deed in his capacity and the free act and deed of said corporation.

Before me:


Notary Public

Printed Name: Patrick Moody

PATRICK MOODY
Notary Public, Maine
Commission Expires June 04, 2016

SEAL

Exhibit A
Legal Description

Real property in the City/Town of Portland, County of Cumberland, State of Maine, described as follows:

Parcel One:

A certain lot or parcel of land, situated in the City of Portland, County of Cumberland and State of Maine, bounded and described as follows:

Beginning on the easterly side line of Marginal Way at the point of curve of the first curve in Marginal Way northerly of Plowman Street; thence southerly along the easterly side line of Marginal Way, a distance of seventy-six and seven tenths (76.7) feet to another point of curve, being the junction of the easterly side line of Marginal Way with the northerly side line of Plowman Street; thence southerly and easterly, along a curve in the northerly side line of Plowman Street, a distance of seventy-six and ninety-seven one-hundredths (76.97) feet, measured on the arc, to the point of tangent of the aforementioned curve; thence easterly along the northerly side line of Plowman Street, a distance of one hundred thirty (130) feet, more or less, to the westerly side line of land of the Portland Terminal Company, hereinafter called "Railroad Location;" thence northerly along the westerly side line of said Railroad Location, a distance of seventy-three (73) feet, more or less, to a point of curve in the westerly side line of said Railroad Location; thence northerly along the westerly side line of said Railroad Location, following a curve thereon, a distance of one hundred fifty-seven and eight one-hundredths (157.08) feet, more or less, to the point of tangent of the aforementioned curve; thence northerly along the westerly side line of said Railroad Location, a distance of two hundred nineteen and ninety-three one-hundredths (219.93) feet, more or less, to the easterly side line of land of the State of Maine; thence southwesterly, making an included angle of 25° 30' through the South with the southerly direction of the last described course and on the line of land of the State of Maine, a distance of seventy and four tenths (70.4) feet to a granite monument; thence southwesterly, making a deflection angle of 23° 06' to the right and along the line of land of the State of Maine, a distance of forty-six and nine tenths (46.9) feet to a point; thence westerly, making a deflection angle of 23° 51' to the right, a distance of sixty-one and thirty-eight one-hundredths (61.38) feet to the easterly side line of Marginal Way; thence southerly along the easterly side line of Marginal Way, a distance of one hundred sixty-two and eleven one-hundredths (162.11) feet to the point of beginning.

Parcel Two:

Also another parcel of land, bounded and described as follows:

Beginning at a point in a curve on the northerly side line of Plowman Street, distant twenty-eight and seventy-five one-hundredths (28.75) feet, more or less, from the point of curve of said curve in the northerly side line of Plowman Street nearest its junction with the westerly side line of Anderson Street; thence easterly along the curve in said northerly side line of Plowman Street to the westerly side line of Anderson Street; thence along the westerly side line of Anderson Street to land of the State of Maine; thence westerly by land of the State of Maine to a granite monument; thence westerly from said monument and on the same course to the easterly side line of land of the Portland Terminal Company; thence southerly by land of the Portland Terminal Company to the northerly side line of Plowman Street at the point of beginning.

Excepting from the above described premises such portion thereof as was conveyed by the Maine Automobile Association to the State of Maine by deed dated November 28, 1973, and recorded in said registry in Book 3488, Page 279.

Received
Recorded Register of Deeds
Sep 27, 2013 08:55:56A
Cumberland County
Pamela E. Lovley

EROSION AND SEDIMENTATION CONTROL PLAN

**for
Uhaul Facility
425 Marginal Way
Portland, Maine**

September 2014

The following plan for controlling sedimentation and erosions is based on conservation practices found in the latest edition of the Maine Erosion & Sediment Control BMP's Manual, Maine Department of Environmental Protection. The Contractor who implements this plan shall be familiar with this publication and adhere to it and the practices presented herein.

GENERAL EROSION AND SEDIMENTATION CONTROL PRACTICES

The following is a list of general erosion control practices that will be use to prevent erosion and sedimentation before, during, and after the construction of this project. In addition, special care shall be used at all times to:

- 1) Limit disturbance to only areas necessary for construction
- 2) Correct any erosion problems immediately
- 3) Regularly monitor the implemented practices, especially after every rainfall
- 4) Re-vegetate disturbed areas as soon as possible after construction
- 5) Conform to all requirements/standards of Natural Resources Protection Act (NRPA)

Silt Fence and/or Erosion Control Mix Sediment Barriers

As noted on the plans, silt fence and/or erosion control mix sediment barriers will be installed along the down gradient side of the proposed ground disturbance areas prior to any construction activities.

Emergency Provisions

Should a storm be predicted, the contractor shall cover any excavated areas with mulch or stone to prevent erosion.

MONITORING SCHEDULE

The contractor shall be responsible for installing, monitoring, maintaining, repairing, replacing, and removing all of the erosion and sedimentation controls or appointing a qualified subcontractor to do so. Maintenance measure will be applied as needed during the entire construction cycle. Immediately following any significant rainfall, and at least once a week, a visual inspection will be made of all erosion and sedimentation controls as follows. Erosion control mix sediment barriers and/or silt fence shall be inspected and repaired. Sediment trapped behind these barriers shall be excavated when it reaches a depth of six inches and redistributed to areas undergoing final grading.

EROSION CONTROL REMOVAL

An area is considered stable if it is paved or if 85% growth of planted seeds is established. Once an area is considered stable, the erosion control measures can be removed.