

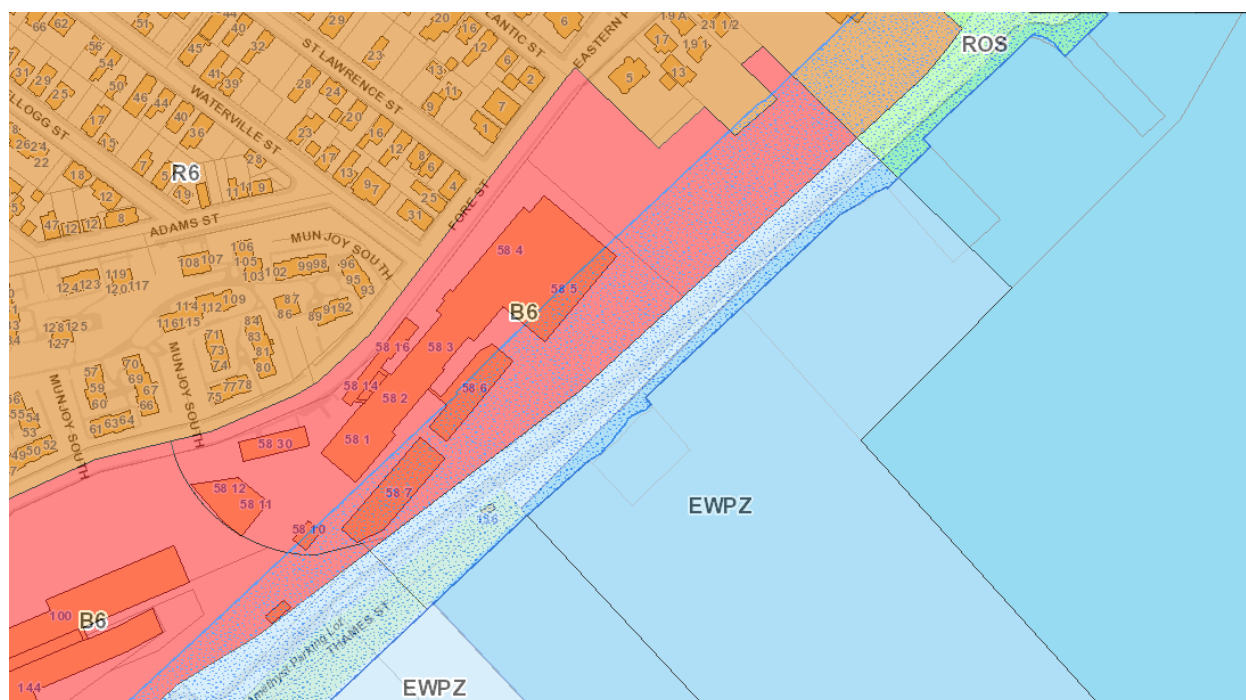
### 3. PROJECT DESCRIPTION

#### 3.1 INTRODUCTION

This proposal presents a Master Plan for the redevelopment of the former Portland Company Complex located at 58 Fore Street (the “Project Site”). The Project Site encompasses three parcels owned by the Applicant, CPB2 LLC. The parcels are identified as Tax Map 18A, Lots 1, 2, and 3. Lots 1 and 3 have frontage along Fore Street, while Lot 2 is located along the waterfront, separated from Lots 1 and 3 by a linear parcel owned by the Maine Department of Transportation (“MDOT”) containing the Maine Rail/Trail corridor and Eastern Promenade Trail. The City of Portland Online Assessor’s Database and GIS parcel maps identify Lots 1 and 2 together as approximately 6.92 acres, and Lot 3 as 2.87 acres. A survey completed by Owen Haskell, Inc. in May 2013 identifies the areas of Lots 1 and 2 at 6.04 acres and 1.02 acres respectively, for a total of 7.06 acres, approximately 0.14 acres greater than the City’s Assessor’s Database. A copy of the survey is provided in Section 15 of this Report for reference. Lot 3 is reported at the same size in the City Assessor Database and on the Owen Haskell survey.

The USGS Location Map attached hereto shows the Project Site situated adjacent to Portland Harbor; bounded by the harbor on the southeast and by Fore Street on the northwest. The majority of the Project Site is located within the B-6 Eastern Waterfront Mixed Zone, some of which is also located within the Shoreland Overlay Zone. The waterfront portion of the Project Site is located within the Eastern Waterfront Port Zone (EWPZ) and Shoreland Overlay Zone. **Figure 1** was taken from the City’s online GIS viewer, and shows parcel boundaries and zone boundaries in the vicinity of the Project Site. While **Figure 1** illustrates general boundaries, the City’s GIS Zoning map does show the B-6 and EWPZ boundaries further inland than the Council-approved rezoning that occurred in 2015. City Planning staff have acknowledged that the EWPZ boundary has been established at 75’ set back from the high water line (sea wall) along the Project Site, as reflected on the Boundary Survey submitted with this Application.

**Figure 1: Zone & Parcel Boundaries for 58 Fore Street (City GIS Zoning Map)**



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## 3.2 PROJECT PURPOSE AND NEED

The proposed project will redevelop and revitalize the former Portland Company complex into a mixed-use neighborhood to encourage increased year-round use by the greater community. The vision is to redevelop the 10-acre site so it can reach its potential as a revitalized waterfront neighborhood with a vibrant and diverse mix of uses. The Project Site previously served as a pre-Civil War locomotive manufacturing site and components of that past still stand today. Historically significant facades include the Portland Company Vault, the Machine Shop, The Pattern Storehouse and the Blacksmith Shop. The development team has included these historic facades, along with the character and linear orientation of the alleyways between, in the redevelopment planning for the site. The Master Development Planning (MDP) process initiates the formal review for the redevelopment of the Project Site.

The development of the Project Site is a critical piece to Portland's future prosperity for a number of reasons, they include:

- The Project Site is large (+/- 10 acres) and strategically located between Portland's vibrant downtown, its working waterfront, and the beginning of its Eastern Promenade residential neighborhoods. There are few parcels of equivalent potential significance along the East Coast of the United States;
- The Project Site represents a keystone piece in the City's continuing efforts to link its vibrant downtown to the vast potential of its commercial waterfront. Careful development of this area will help the City realize the benefits of its investments in the Ocean Gateway marine terminal facility and related infrastructure;
- The development will help stimulate other investments in the eastern waterfront with the anticipation that investment in the Project Site will result in investment in underdeveloped public and private lands situated between the India Street neighborhood and the Project Site;
- As a whole, this proposed development presents an unparalleled opportunity to grow the City's tax base, add much-needed housing, and create jobs; and
- The development can act as a catalyst for change in this area, improve the quality of life for all Portland residents by facilitating access to the waterfront, adding capacity for events that draw residents and visitors, and enable the City's cruise ship terminal to live up to its name as a truly memorable gateway.

This redevelopment master plan created by CPB2 LLC was informed by the development considerations noted in the Eastern Waterfront Master Plan which include: the historic nature of the 19<sup>th</sup> century industrial complex; promoting the continuation of boat yard and yacht support services; adaptive reuse and sensitive rehabilitation of historic structures; increasing connections to Commercial Street; promoting shared parking with abutting onsite uses; and expanding recreational boating and active public use of the water.

Guiding design principles identified by CPB2 LLC and used throughout the conceptual development of this project include:

- Enhance public access to the waterfront across the Project Site by fulfilling the Eastern Waterfront Master Plan's vision of moving the Eastern Prom Trail directly to the waterfront, preserving and accentuating key view corridors, and increasing public access through the Project Site from Fore Street to the water's edge.
- Restore and invigorate the historic character of the former Portland Company through restoration and adaptive reuse of contributing structures, as well as the incorporation of the Project Site's history into interpretive design elements of open public spaces at the heart of the development. Incorporate the Project Site's railroad and industrial history into the waterfront open space setting.
- Respond contextually, focusing on the principles set forth in the Eastern Waterfront Master Plan. Design using appropriate scale, height and character with the goal of welcoming the public into the Project Site, and providing the entire community with increased waterfront access.

- Provide much needed housing supply to the City of Portland with exceptionally designed residential units of varying sizes and finishes, both for sale and for rent, creating a vibrant, inclusive, and diverse neighborhood.
- Expand marine-related use on the Project Site, leveraging assets of a world class marina by increasing local transient and seasonal berthing for boaters.
- Provide diverse economic stimulus to the City of Portland by creating a lively, all-season, destination catering to the Portland community, local and national retailers, as well as marina and cruise ship tourism.
- Create an inviting neighborhood including waterfront restaurants, public amenities and activities as well as open public spaces for Portland residents and visitors to enjoy while also stimulating the local economy
- Encourage the development of a waterfront open space on the adjacent City-owned waterfront land by integrating the design of the Project Site's open spaces and historic core open space.

According to a March 2015 report prepared by Planning Decisions for CPB2 LLC, *"The Economic and Fiscal Impact on the Greater Portland Region & Maine of Redevelopment of 58 Fore Street, Portland, ME,"* it was estimated that redeveloping the Project Site could result in the following benefits if it were developed to match a model 10-acre area of the Old Port:

- Addition of approximately \$85 million to the City's tax base at its current property tax rate and generate \$1.7 million more in annual property tax revenues.
- Generation of direct and indirect construction related spending of over \$215 million supporting the full-time equivalent of 1,400 jobs earning wages totaling nearly \$68 million. Many of these impacts would flow to Portland businesses and employees.
- Generation of direct and indirect annual operating sales for Maine businesses of over \$38 million supporting the full time equivalent of 325 jobs with earnings of approximately \$16.5 million. Most of this impact would flow to Portland businesses and employees.
- Generation of additional tax and fee revenue of \$6.7 million for municipalities in the Portland region and across the state where workers and vendors connected to this development reside, including the \$1.7 million property tax revenue flowing to the City of Portland.
- Generation of additional sales, income, fuel and other tax and fee revenue of \$6.9 million for state government from the activities of workers and vendors connected to development of the Project Site.
- Help the City realize the goals of its Eastern Waterfront Master Plan, add to its stock of housing, make full use of the investments it has made along its commercial waterfront, encourage other investments in largely empty land near the Ocean Gateway terminal, and create an iconic and memorable first impression for visitors coming to the City from the sea.

The rationale, design principles and economic impact discussed above for the redevelopment of the Project Site highlight the project's purpose and need.

### 3.3 EXISTING CONDITIONS

As set forth above, the Project Site includes three tax lots: lots 1 and 3, totaling 8.91 acres, along Fore Street and Lot 2, 1.02 acres along the waterfront, separated from Lots 1 and 3 by a MDOT-owned linear parcel that is approximately 50 feet wide. The ocean frontage on Portland Harbor is approximately 1,000 linear feet. The Eastern Promenade trail and the Maine Narrow Gauge Railroad are located within the MDOT land. There are two 50' easements that cross the strip of MDOT land which provide access to lot 2 as well as a 575,000 square foot (13.2 acre) submerged land lease containing the marina.

The Existing Conditions Plan, included in the drawings attached hereto but bound separately, depicts the existing conditions of the Project Site. The Project Site primarily slopes from north to south towards the waterfront and is currently developed with buildings, pavement, compacted gravel, and vegetated area. A steep grade change exists

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along Fore Street. The northeastern corner of the Project Site is a steep, wooded embankment. Retaining walls and buildings have been constructed along much of the boundary with Fore Street to account for the change in grade. A driveway from Fore Street on the western end of the Project Site provides the primary means of access.

Fore Street changes to Eastern Promenade just east of the subject property, and based on data from MDOT's Map Viewer, both streets are classified as major/urban collectors with state aid from the MDOT. India Street and Commercial Street west of India Street are both minor arterials and MDOT state highways. The Thames Street extension of Commercial Street installed as part of the Ocean Gateway project is a local road under City of Portland jurisdiction. Thames Street was constructed to within 400 feet of the Project Site as part of the Ocean Gateway Terminal construction project.

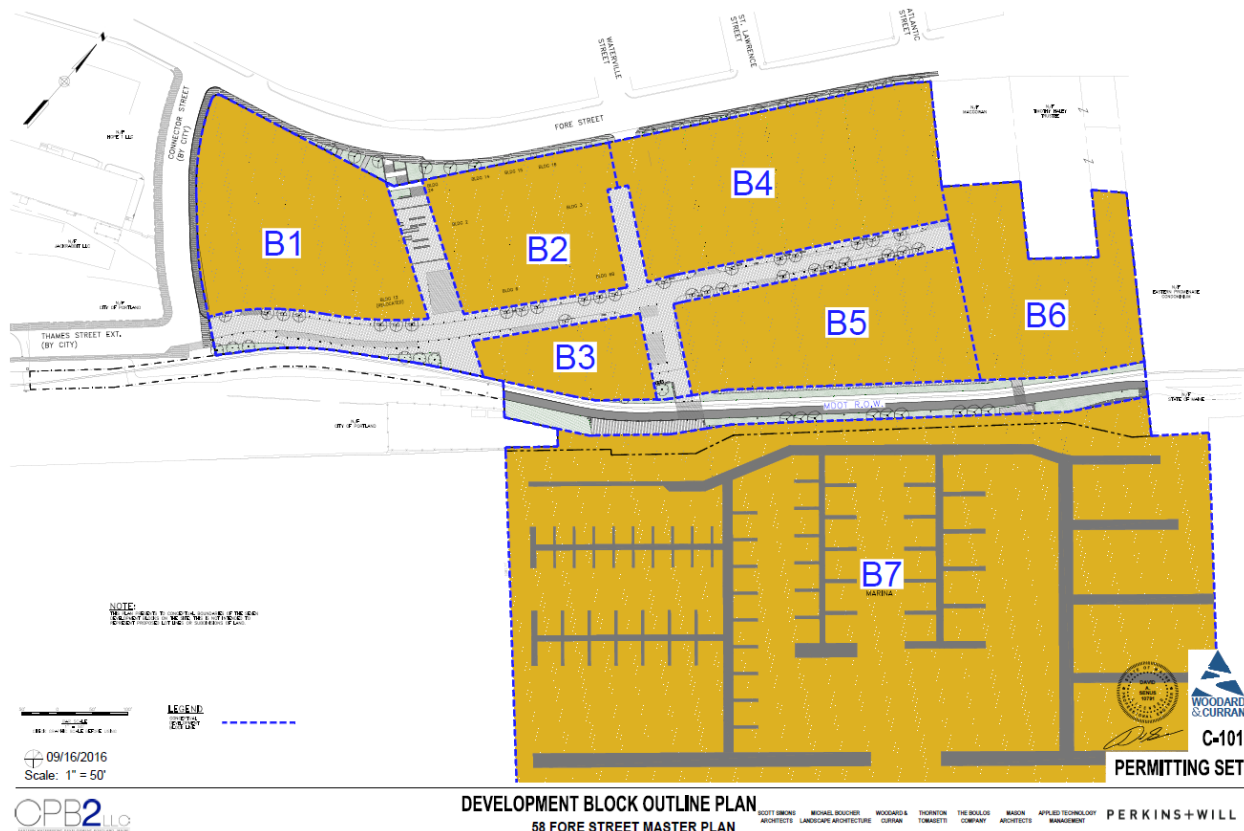
In 2013, the MDOT installed a pavement overlay on Eastern Promenade, starting at the intersection with Atlantic Street, just beyond the Project Site. The portion of Fore Street in front of the Project Site was not repaved. Existing sidewalks on Fore Street are made of concrete. This area of the City is located within the area designated for brick sidewalk. Thames Street currently has brick sidewalk on the southern side of the street, and bituminous sidewalk on the northern side of the street.

A Phase I and a Phase II Environmental Report was completed in September 2007 by Jacobs, Edwards and Kelsey. The results of the survey indicate that the Project Site does not have significant or notable environmental concerns, considering its historical usage. CPB2 performed a Phase I Environmental Assessment as part of its due diligence in June 2013 and will meet the requirements of the Maine DEP Voluntary Response Action Program (VRAP) during redevelopment.

### **3.4 PROPOSED DEVELOPMENT**

The development program consists of seven development "blocks" that have been considered and designed around the vision of creating a mixed use neighborhood with commercial, residential, office, retail, restaurant, marina and public open space uses. Open space includes plazas for pedestrian use between the individual building components as well as a public access easement, view corridors and access to the waterfront via a walkway along the water's edge. (see **Figure 2**). While development of each of the seven blocks may move forward at different times, the entire 10 acres has been conceptualized as a whole.

**Figure 2: 58 Fore Street Development Blocks**



**Table 1** includes detailed characteristics about each of the seven development blocks (hereinafter referred to as B1-B7). Parking for the development of B1 will be provided in a garage for the retail, residential and office users. Parking for B2, B3, B4, B5, B6 and B7 will be constructed beneath the base of B4, B5 and B6 as one common pedestal of parking that will serve all uses associated with each development block. It is anticipated that there will be 736 structured parking spaces associated with the entire development project. There will also be 13 additional parallel parking spaces in the interior roadway and spaces for temporary drop off near the marina/hotel. Per City Ordinance, new uses are required to provide bicycle accommodations based on the type of use. This requirement will be met through interior bike parking for the residential units, which will be further designed at the Site Plan level.

**Table 1: Development Block Proposed Characteristics**

Development Block	Allowable Height by Zoning	Proposed Use	Current GFA (as of September 2016)	Proposed Parking Areas
B1	35 feet	retail, residential, office	169,278	Structured parking beneath B1
B2	35 – 45 feet	retail, residential, office	72,941	Structured parking beneath B4/B5/B6
B3	35 feet	retail, office	30,800	Structured parking beneath B4/B5/B6

Development Block	Allowable Height by Zoning	Proposed Use	Current GFA (as of September 2016)	Proposed Parking Areas
B4	45 - 65 feet	residential, retail	247,860	Structured parking beneath B4/B5/B6
B5	45 – 55 feet	residential, hotel, restaurant, function	247,650	Structured parking beneath B4/B5/B6
B6	45 – 55 feet	residential, B4-B6 connector	187,550	Structured parking beneath B4/B5/B6
B7 – Marina		marina	2,600	Structured parking beneath B4/B5/B6
<b>Subtotal*</b>				<b>958,679</b>
Parking				435,200
<b>Total Project</b>				<b>1,393,879</b>
<b>*Subtotal Breakdown by Use</b>				
Total Residential GSF				656,739
Total Retail GSF				50,273
Total Office GSF				123,917
Total Hotel GSF				98,000
Total Restaurant GSF				3,800
Total Function GSF				5,800
Total B4-B6 Connector GSF				17,550
Total Marina Facilities GSF				2,600

### 3.4.1 Buildings

The proposed development builds off the strength of the historic Portland Company’s mid-19<sup>th</sup> century industrial brick buildings. The rigorous punched window pattern of the buildings in a solid façade has been interpreted into a contemporary architectural expression for the new development. A range of design responses exist to give the development a varied character from the masonry buildings along Fore Street to textured metal, wood and glass residential buildings stepping down the hill and to glassier, transparent buildings along the water’s edge.

The existing view corridors extending from Kellogg, Waterville, St Lawrence and Atlantic Streets have helped connect this new development on Portland’s waterfront with the street grid from the historic Munjoy Hill neighborhood. To further connect to this important neighborhood, the buildings along Fore Street are two and three story structures in a town house configuration which provide entries directly to units on Fore Street. The architecture of these buildings emulates the scale and massing of the houses from the neighborhood and changes character as one moves from west to east up Fore Street to the Eastern Promenade. The eastern portions of the Project Site are proposed as residential to reflect and support the character of adjacent, existing residential uses. The uses transition to more commercial and public spaces moving west across the Project Site which is consistent with the existing uses and creates a natural and consistent transition to that section of the City.

The proposed development extends Thames Street along the water’s edge into the Project Site, defining a vital and vibrant retail district. This district occupies the majority of the historic buildings as well as the base of the new office building, hotel, and waterfront pavilion. Together, this provides for a dynamic destination retail area that builds on the historic character of the Portland Company and integrates its retail with new and more transparent retail on the water’s edge.

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A key driver to this area of Portland's waterfront is the dynamic 13-acre marina with its boating activities as well as the very active Eastern Promenade Trail with its pedestrian, bicycle, and Maine Narrow Gauge Railroad tourist train that traverses the southern edge of the site. The architecture that fronts this edge is open and transparent on the first two levels and then glassy with balconies terraces and setbacks to articulate the building edges. Metal, glass, wood and masonry materials present a mixture of color tone and texture to this area of the Project Site.

Throughout the Project Site, landscaped courts and hard scape plazas provide active gathering spaces for residents, visitors, retail and yearly celebrations to occur as the Eastern Promenade is integrated into this system. A variety of public access is encouraged throughout the Project Site. On the hill side, housing and planted courtyards step down the hill providing residents active and passive landscaped courts and mews to soften and enliven the architecture and to provide a lush ground plane which serves to maximize the view corridors.

The overall expression of the Project Site, the landscape and the architecture, is to build on the scale and character of the neighborhood and adjacent Old Port while infusing it with a contemporary language that over time will become a part of Portland's rich architectural heritage.

#### **3.4.1.1 Marina (B7)**

The proposed plan for the marina associated with the Project Site located at B7 consists of approximately 220 slip spaces (this includes maximum dinghy dock usage for boats moored outside the marina). It is estimated that 140 of the vessels will be seasonal slip users and the other 80 slips would be visiting transient vessels. The marina anticipates a need for 110 parking spaces; 9 will be for employees of the marina. The marina plan calls for repurposing some of the existing marine floating dock and marine floating finger pier infrastructure. New infrastructure will include additional floating dock space, heavy duty floating dock space and four floating wave attenuators. The proposed plan for the marina has been included as an attachment to this section.

#### **3.4.2 Utilities**

A utility assessment was prepared for the Project Site in August 2015 which has been included as an attachment to Section 14. The Project Site is currently serviced primarily through utility mains in Fore Street. As part of the construction completed for the Ocean Gateway facility project in 2007, new utility infrastructure was installed in Thames Street. These utilities terminate approximately 400 feet to the west of the Project Site. The City has plans to extend Thames Street and its associated utility infrastructure from its current terminus to the western edge of the Project Site in accordance with the Master Plan for Redevelopment of the Eastern Waterfront. The Project Site will connect to the utility mains within the Thames Street extension, and utilities will be routed through the Project Site primarily within the private site roadway.

#### **3.4.3 Landscaping**

The proposed landscape embodies the project's guiding principles, offering an integrated system of spaces and connections that respond to the Project Site's context and support the multiple year-round uses of the new neighborhood. The landscape lends a cohesive identity to the seven development blocks, while allowing for variety and flexibility necessary to create a vibrant, inclusive place. A collection of ground-level and elevated landscapes reflect the distinct character, scale, and programmatic requirements of each block's buildings, while responding to the site's topography and proximity to the waterfront. Pedestrian-oriented and accessible from all directions, this new urban landscape elegantly organizes the rich range of users throughout the site: pedestrians, bicycles, cars, service and emergency vehicles, and the narrow-gauge train. The simple, rational design is supported by a palette of timeless, durable materials that unify the old and the new and contribute to the unique identity of this distinctive new neighborhood in Portland. The landscape consists of the following major elements and features:

- **Streetscape** – The primary street through the property is intended to be shared use, safely accommodating a mixed stream of pedestrian, car, bicycle and service vehicle traffic accessing all the blocks and the marina. The street is curb-less, with driving lanes defined on each side by a shallow break in grade for drainage, street trees, site furnishings, street lights and bollards to define travel lanes for pedestrian safety. Continuous paving unifies the driving lane and sidewalk zones. However, a finer scale and texture of paving demarcates garage and service entrances. Vehicular Turnarounds are provided between B3 and B5 and at the terminus of the street between B5 and B6.
- **Waterfront** – The waterfront zone of this project merges directly with the Eastern Promenade Trail, accommodating pedestrians, cyclists, and the Maine Narrow Gauge Railroad. A generous walkway runs along the seawall for the entire length of the property, connecting seamlessly to existing trails to the east, and the city-owned Amethyst lot to the west. The waterfront walkway widens around the proposed marina building to allow pedestrian circulation and to afford excellent views of Portland Harbor. The waterfront walkway is separated from the bicycle and train routes of the Eastern Promenade Trail by a planted buffer that will create a calmer walking environment, and guide pedestrian crossings of the faster bike and train traffic lanes at demarcated points along the trail. The primary crossing is aligned with the central view corridor and circulation axis between B3 and B5. A second future crossing is proposed on the western side of B3 where the Amethyst lot meets the waterfront. A smaller, private crossing is proposed between the larger yacht dock space and Blocks 5 and 6.
- **B1 Arrival and Courtyard** – Block 1 marks the entry to the property from Thames Street. A plaza unifies the arrival space in front of the proposed office building and the relocated Building 12. Elevated one story above ground level, a central courtyard provides private common exterior lounge space for the inhabitants of the residential building on the northwest side. Loose and varied arrangements of different types of seating accommodate multiple users, and trees provide shade, visual interest, and a sense of nature within this very urban space.
- **B2 Courtyard and Plazas** – The landscape spaces in B2 emphasize openness and flexibility. A grand stair provides access from Fore Street and spans the entire width of the public access easement. Open plazas will exist between Fore Street and the waterfront, accommodating various flows and gatherings of pedestrians, while providing ample seating for visitors to the historic core. An open courtyard between Historic Buildings 2 and 6 offers small groups of trees, seating, and space for outdoor dining.
- **B3 Plazas** – The plaza to the southwest of the B3 building is primarily a transitional space between the upland blocks and the waterfront. This space is envisioned to extend fluidly across the train tracks and bike path to the City-owned land beyond and right up to the water. The plaza on the northwest side between B3 and B5 is an active hub providing access to restaurants, the hotel, marina and waterfront.
- **B4 Terraces** – The terraces between the B4 residential buildings offer inhabitants of the residences a series of connected, elevated spaces to enjoy communally. Accessible from the lobby of each building, the spaces are fully connected by stairways between each level. Together, the terraces offer a range of garden spaces, sun, shade, views, possible small water and fire features, and various seating options.
- **B5/6 Courtyard** – The elevated courtyard between B5 and B6 serves as a drop-off for B6 residents and a vehicular turnaround. An open lawn with seating is provided to the southeast of the turnaround, offering clear views out to the water. A discreet pedestrian connection to the waterfront is located off the eastern corner of the space.
- **B6 Courtyard** – The elevated courtyard at the B6 building offers residents of the buildings a shared outdoor space with plantings, shade, seating, and possible small water features.
- **Materials** – A family of durable, authentic, and environmentally-sound materials unifies the landscape design and helps express the identity of the neighborhood. A palette of simple, modern site furnishings complements the new architecture and accentuates the historic character of the old buildings. A limited palette of stone and/or concrete pavers unifies the ground plane, with the exception of the waterfront walkway and asphalt bike path. Attractive and



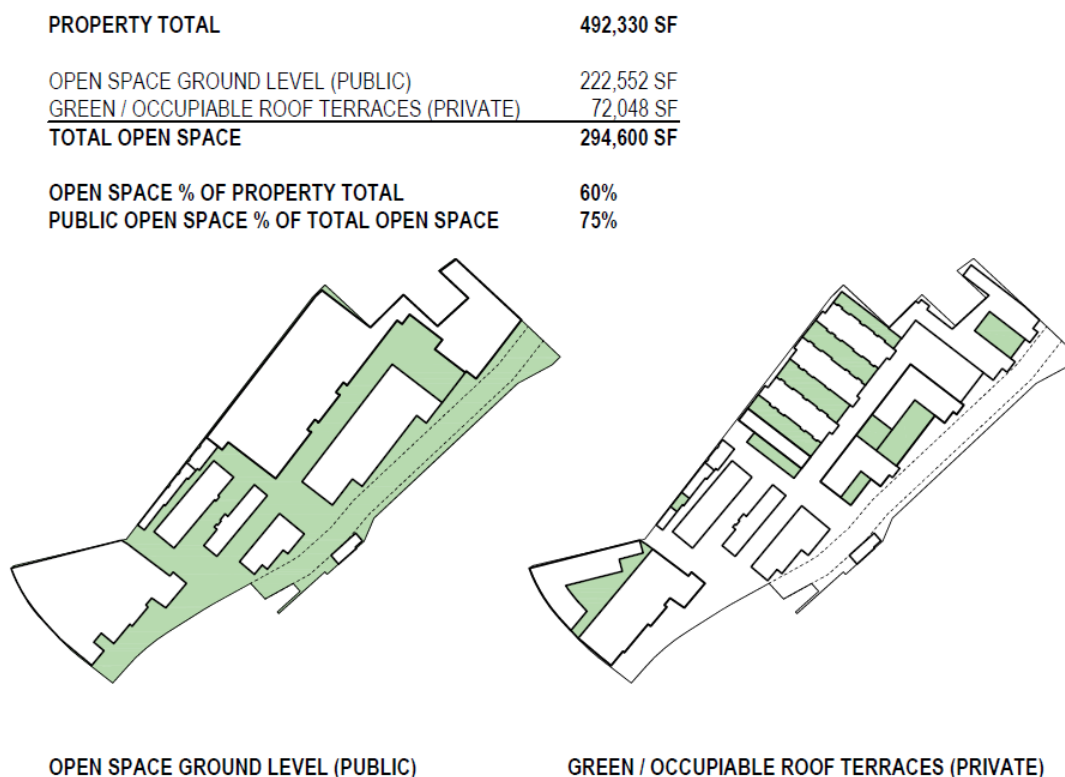
well-adapted native plants comprise the plant palette, with more upland species used on the inland blocks, and tougher seashore species in the waterfront zone. Although a common sensibility unifies all of the landscape materials, each block incorporates enough difference and variability to give it a distinctive character and richness.

- **Street Trees** – The Master Development Plan proposes 638 residential units and 130 street trees for the Project Site. The City of Portland requires that all Site Plan Submissions include street trees in numbers and locations as specified in Section 4 of the Technical Manual. Section 4 of the Technical Manual notes the following:
  - Multi-family residential: Multi-family residential developments shall provide a minimum of one tree per unit, planted in the City right of way unless otherwise approved and spaced thirty (30) to forty-five (45) on center.
  - Commercial, Industrial and Institutional Development: Commercial, industrial and institutional developments shall provide street trees thirty (30) to forty-five (45) feet apart on center in the City right of way along all street frontages unless otherwise approved.

Based on the City’s requirements, it would appear that up to 638 street trees would be required at full Master Plan buildout, which is far more than the development can support. During future Site Plan review phases, the developer will work with the City to identify the number of trees to be planted for the particular phase of the development under review, and pay a fee in lieu for the balance of street trees that cannot be planted under that particular Site Plan phase.

- **Open Space** - Approximately 60% of the Project Site is currently proposed as open space and 75% of that open space is proposed to be accessible to the public (see Error! Reference source not found.).

**Figure 3: 58 Fore Street Proposed Open Space**



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#### **3.4.4 Stormwater Management**

In accordance with Section 5 of the City of Portland Technical Manual, future Level III Site Plans and Subdivisions shall be required to submit a stormwater management plan pursuant to the regulations of Maine DEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, and Flooding standards. The City of Portland's Ordinances and Standards include specific requirements associated with the applicability of the Chapter 500 standards for redevelopment projects, above and beyond the applicability outlined in the Maine DEP Chapter 500 rules. Acknowledgement of these requirements and the approach to stormwater management is further outlined in Section 12 of this Application.

Stormwater management measures will consist primarily of planted filter boxes, located throughout the development and integrated into the landscaping plan, so that plantings can take advantage of stormwater runoff for watering, while providing a place for stormwater filtration and treatment.

As noted in Section 9 of this Report, we are requesting a waiver from providing additional storage of stormwater for the Flooding Standard, due to the fact that the project will discharge directly into the ocean. Stormwater runoff from the Site will be conveyed exclusively via sheet flow and a piped system. A more detailed discussion of the project's compliance with these standards is provided in Section 12 of this Application.

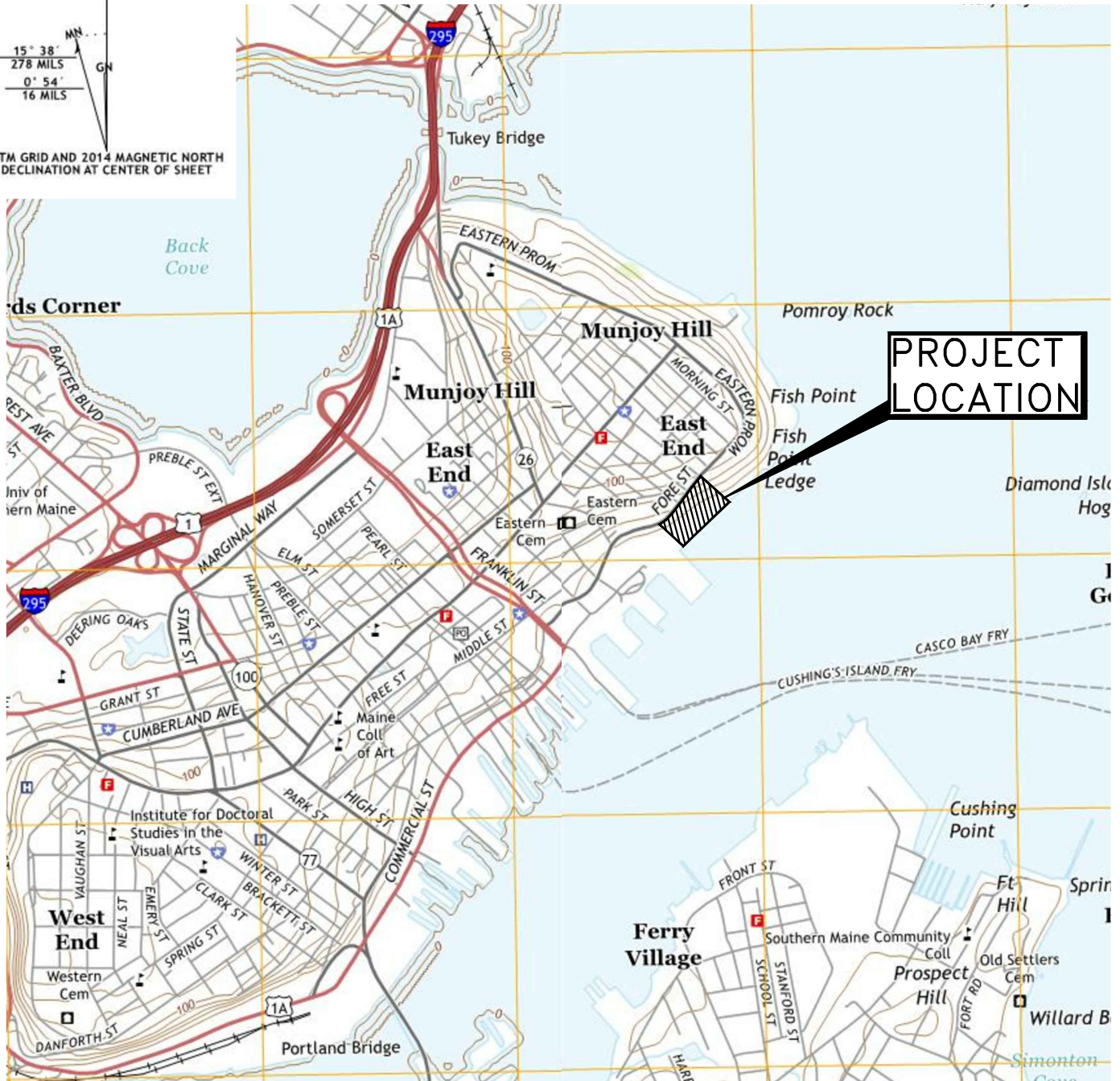
#### **3.4.5 Geotechnical Conditions**

A substantial portion of the Project Site was created by typical 19th century waterfront landfill process. In 2007, the former property owner retained S. W. Cole Engineering Inc. to investigate the characteristics of the site soils as well as the depth of the overburden from the surface down to bedrock. This analysis found that the depth of the overburden ranges from 5 feet to 75 feet below grade with the majority of the borings being less than 25 feet deep to refusal. Suggestions regarding foundation options for new buildings are also included in the S. W. Cole Engineering Report. CPB2 has hired Haley & Aldrich to perform a more comprehensive subsurface exploration program and evaluation of the geotechnical conditions of the site; this process is ongoing at this time and is intended to inform the construction and cost estimating exercises that the CPB2 team is undertaking as part of their master planning efforts.

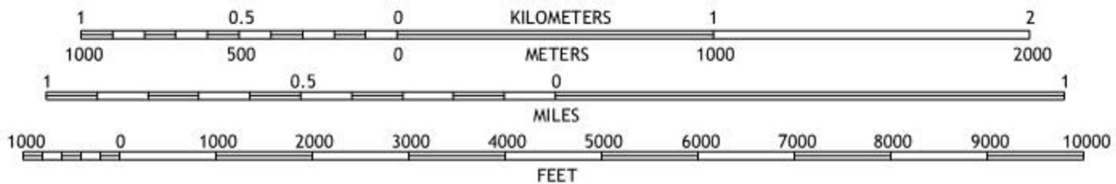
### **3.5 ATTACHMENTS**

- USGS Location Map

15° 38' GN  
 278 MILS  
 0° 54' MN  
 16 MILS  
 UTM GRID AND 2014 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



SCALE 1:24 000



Produced by the United States Geological Survey  
 North American Datum of 1983 (NAD83)  
 World Geodetic System of 1984 (WGS84). Projection and  
 1 000-meter grid: Universal Transverse Mercator, Zone 19T  
 10 000-foot ticks: Maine Coordinate System of 1983 (west zone)

PORTLAND WEST, ME PORTLAND EAST, ME

2014

2014



41 Hutchins Drive  
 Portland, Maine 04102  
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COMMITMENT & INTEGRITY DRIVE RESULTS

USGS LOCATION MAP

DESIGNED BY: N/A  
 DRAWN BY: BCM

CHECKED BY: DAS  
 USGS.DWG

CPB2, LLC  
 PORTLAND, MAINE 04101

58 FORE STREET

JOB NO: 227007.03  
 DATE: SEPT. 2016  
 SCALE: 1"=2000'

FIG. 1